

CLIV requirement in Australia

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The following is the current CLIV requirement in use in Australia. Not a Australian wide regulation but mandated at a state jurisdictional level.

3.26 Child Safety Alarm (CSA)

From 1 July 2013 all new School Buses must be fitted with a Child Safety Alarm (CSA).

(a) The CSA system is to:

(i)

Be hardwired from vehicle ignition circuit.

(ii)

Always be powered from the vehicle battery².

(iii)

The system must activate³ after no more than five (5) minutes of operation⁴ or immediately once the passenger door has been opened or closed (where this option is utilised).

(iv)

Not have an ability to be overridden by the operator.

(v)

Deactivated only after the disabling switch is actioned.

(vi)

For a dedicated CSA system (not the vehicle horn) the audible alarm is to operate at a minimum, emit 95 decibels.

(i)

Must be located inside the vehicle and behind the rear most passenger seats in such a position that it requires the driver to walk along the aisle to the very rear of the vehicle to deactivate the system.

(ii)

Can be either a button or a key configuration and must have a delay so that the system it can be deactivated by the driver before it alarms⁵.

(iii)

There may be a delay of up to 60 seconds before the alarm sounds in order to provide time to conduct an inspection and disable the alarm.

(c) An audible alarm must be fitted that:

(i)

Is hard wired into the vehicle where it must alarm/sound when the engine ignition switch is turned off or vehicles batteries isolated and the disabling switch has not been actioned.

(ii)

The audible alarm can be either the vehicle horn or sound emitted from the child safety alarm.

(iii)

The audible alarm must be loud enough for a person to hear it from a distance of up to 10 metres.

(iv)

If there is a tone immediately after switching the vehicle off once activated to alert the driver to complete a child check, this alarm does not need to be a minimum of 95 decibels. However, the system must be connected to secondary child alarm that emits an audible alarm at a minimum of 95 or is connected to the horn if the battery were isolated.

(v)

When there is not a tone immediately after switching the vehicle off once activated to

alert the driver to complete a child check, and the audible alarm sound is emitted from the child alarm (not the horn) it must, as a minimum, emit 95 decibels.

(d) If the CSA has a **service override switch**:

(i)

The service override switch is only to be activated when the bus is being serviced or repaired.

(ii)

When switched on, an alarm or message, alerts the driver at intervals no greater than every 60 seconds that the service override switch is activated.

(iii)

The alarm or message will continue to play regardless of both ignition and battery isolation switches.

(iv)

The only way to stop the service message or alarm is to reactivate the child safety alarm.

(e) The operating procedure for the CSA system must be located within the School Bus, be clearly legible and readily accessible to the driver to enable the driver to test and deactivate the alarm system as required.

Notes

2 If separate battery isolation switch is fitted child check alarm must be supplied from battery positive.

3 Activating makes the child safety system operational. When active the system will require a child check to be completed when the ignition turned off.

4 A five minute delay enables the driver to move the vehicle short distances without having to do a child check where entry to the vehicle is via a driver's door, most likely found on D and A Class vehicles.

5 System will either have a separate alarm or will sound the vehicles horn.