

	SURFACE VEHICLE STANDARD	SAE	J887 JUN2011
		Issued Revised	1964-07 2011-06
		Superseding	J887 AUG2004
School Bus Warning Lamp			

RATIONALE

Manufacturers are now integrating flashers into the lamp. Environmental tests for flash rate have been added.

Added references to FMVSS108, CMVSS108, SAE J387 terminology, and SAE J1330 laboratory accuracy guidelines.

Added reference to SAE J578. This was added to ensure consistency with other SAE lighting documents.

Added definitions for: Light source, Light Pulse, Optical Element, Optical Power, and flash.

Updated photometric figures to allow more accurate interpretation, and replace with minimum peak intensity and optical power requirements. The Peak luminous intensity values are the minimum luminous intensity values from the previously published recommended practice. The Optical Power values were calculated from the Candela-Seconds values multiplied by the minimum accepted flash rate of 60 flashes per second to obtain the Cd-S/Min values.

Removed ASTM publication contact information.

Various editorial changes were made to harmonize the language used in other Warning Lamp and Devices Recommended Practices.

Specified at which point the voltage from the power source is to be measured as a distance from where the wire exits device being tested to provide consistency in test setup.

Removed test equipment guidelines – these are specified in SAE J1330.

Changed photometer sensor distance from 3m to 18m minimum distance from device to harmonize with other warning lighting devices test requirements.

Removed reference to instantaneous intensity must exceed 60% of values given for alternate method for a minimum of 50mS. Now uses optical power and peak intensity to determine intensity requirements.

Added SAE J2139 for environmental testing for vehicles wider than 2032mm. The typical application for these devices is for school buses which are typically over 2032mm in width.

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The flash rate range was increased from 1-2 Hz to 1-4 Hz. Increasing the flash rate without a corresponding increase in photometric energy lowers the flash energy. However, if the flash rate is increased and the photometric energy is maintained above the minimum requirement, the conspicuity of the signal is improved. From a practical stand point, higher flash rates reduce the travel distance between signal flashers and promote earlier recognition of a hazardous condition. This document increases the allowable flash rate maximum to 4 Hz, so long as the flash energy content of the signal is not reduced below the required tabulated values. It is important to note that the energy to operate such devices may have to increase with the flash rate. This also harmonizes with ECE Regulation 65, J595 and J845.

Removed reference to SAE J1690. The SAE J1690 document assumes the flasher is external to the light and does not address if the flashers are integral to the light. This document has not been updated since 1996, and has not kept pace with many lighthoods now incorporating internal flash circuitry. Since the J887 document now details the flash requirements, this reference has been removed.

Removed reference to ASTM E 308-85. Color is specified by SAE J578.

Photometric performance has now been established as meeting the original peak intensity and meeting a specified "optical power". Advances in laboratory instrumentation have made it practical and cost effective to directly measure the optical power generated by any optical warning device. The direct measurement of peak intensity also is readily done with current technology.

The specified minimum size lighted area has been eliminated. Recent demonstrations have shown that observers were unable to see any difference in the performance of flashing warning devices having the same optical power but substantially different lighted areas. This will also harmonize with other warning recommended practices.

Remove Alternate method since new method is technology independent and measures peak intensity and optical power.

Added photometric stability requirement.

Removed reference to SAE J1054. the document was cancelled in 1999.

1 SCOPE

This document provides design guidelines, test procedure references, and performance requirements for red and yellow overhead warning devices on school bus vehicles which are used to alert traffic to stop when passengers are loading and unloading.

2 REFERENCES

2.1 Applicable Documents

The following publications form a part of this specification to the extent specified herein. Unless otherwise indicated, the latest issue of SAE publications shall apply.

Federal, State, and/or local regulations supersede this Recommended Practice, and should be consulted during the development and use of products described in this Recommended Practice.

2.1.1 SAE Publications

Available from SAE International, 400 Commonwealth Drive, Warrendale, PA 15096-0001, Tel: 877-606-7323 (inside USA and Canada) or 724-776-4970 (outside USA), www.sae.org.

SAE J576	Plastic Material or Materials for Use in Optical Parts Such as Lenses and Reflex Reflectors of Motor Vehicle Lighting Devices
SAE J578	Color Specification
SAE J759	Lighting Identification Code
SAE J1889	L.E.D. Signal and Marking Lighting Devices
SAE J2139	Tests for Signal and Marking Devices Used on Vehicles 2032 mm or More in Overall Width

2.2 Related Publications

The following publications are provided for information purposes only and are not a required part of this SAE Technical Report.

2.2.1 SAE Publications

SAE J387	Terminology
SAE J1330	Laboratory Accuracy Guidelines

2.2.2 Federal Publications

Available from the Superintendent of Documents, U.S. Government Printing Office, Mail Stop: SSOP, Washington DC 20402-9320.

CFR Title 49 Part 571.108	Lamps, Reflective Devices and Associated Equipment (FMVSS 108) http://www.gpoaccess.gov/cfr/index/html
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3 DEFINITIONS

3.1 SCHOOL BUS RED WARNING LAMPS

School bus red warning lamps are lights alternately flashing at least 1.0 Hz and not more than 4.0 Hz per lamp, mounted horizontally both front and rear, and intended to inform other users of the highway that such vehicle is stopped on the highway to load and unload passengers.

3.2 SCHOOL BUS YELLOW WARNING LAMPS

School bus yellow warning lamps are lights alternately flashing at least 1.0 Hz and not more than 4.0 Hz per lamp, mounted horizontally both front and rear, and intended to inform other users of the highway that such vehicle is about to stop to load and unload passengers.

3.3 LIGHT SOURCE

Any single, independently mounted, light emitting component in the lighting system. A light source may consist of a single optical element or a fixed array of any number of optical elements whose geometric positioning relative to each other is fixed by the manufacturer of the light source and not intended to be modified. To be considered a single source the elements must be adjacent, and operate simultaneously in all modes if the light source is vehicle operator adjustable.

3.4 OPTICAL ELEMENT

Any discrete light emitter such as, but not limited to, an incandescent filament, HID or individual light emitting diode (L.E.D.).

3.5 LIGHT PULSE

A single, visually continuous emission of optical energy. High frequency modulation is permitted

3.6 FLASH

A light pulse or a train of light pulses, where a dark interval of at least 160ms separates the light pulse or the last pulse of the train of light pulses from the next pulse or the first pulse of the next train of light pulses. To be considered a train of light pulses, each pulse in the train must begin within 100ms after the end of the preceding light pulse. Dark interval luminous intensity shall not exceed 2% of the maximum luminous intensity of a flash.

3.7 OPTICAL POWER

The integration of the luminous intensity of the flashing light source for a time of 60 s (1ldt). Units are cd s/min.

4 LIGHTING IDENTIFICATION CODE

Lamps conforming to this document may be identified with the code W2 in accordance with SAE J759.

5 TESTS

All tests are to be made per test voltages indicated in Table 1 below:

TABLE 1 - TEST VOLTAGES

System Voltage ⁽¹⁾	Test Voltage	Tolerance	Extreme Low System Voltage	Extreme High System Voltage
12 (IC)	12.8	± 0.1	9	16
24 (IC)	25.6	± 0.2	18	32
36 (E)	38.4	± 0.3	27	42
42 (IC) ⁽²⁾	44.8	± 0.35	32	56
48 (E)	51.2	± 0.4	36	56
72 (E)	76.8	± 0.6	54	84
80 (E)	85.3	± 0.66	60	94

(1) IC - Internal Combustion E – Electric (Battery Powered)

(2) New European Electrical System

The Extreme High System Voltages for System Voltages of 36, 48, 72, and 80 volts are equal to the Nominal System Voltages because these are battery powered and will not be subjected to possible alternator failures causing excessively high voltages as in the 12, 24, and 42 volt internal combustion electrical systems. Adequate care must be exercised however, in order to maintain a safe test environment when handling voltages higher than 36 Volts.

Tests are to be made using the wiring supplied by the device manufacturer or wire of the minimum size recommended by the device manufacturer. For devices intended to be hard wired into the vehicle electrical system, the voltage shall be measured at 300 mm from the point at which the wiring exits the device. For portable devices equipped with an electrical connector, the voltage shall be measured at the supply side of the connector.

5.1 SAE J2139 is part of this document. The following tests are applicable with the modifications as indicated:

5.1.1 Vibration Test

5.1.2 Moisture Test

5.1.3 Dust Test

The change in intensity shall be measured at HV.

5.1.4 Corrosion Test

5.1.5 Warpage

The device shall be operated in the mode with the highest optical power.

5.2 Photometry Test

5.2.1 All photometric measurements shall be made with the front face of the lamp at a distance of at least 18 m from the photometer. The lamp axis shall be taken as the horizontal line through the light source parallel to what would be the longitudinal axis of the vehicle, if the lamp were mounted in its normal position on the vehicle.

5.2.2 In addition to the test procedures in SAE J2139, the photometric performance shall be determined by measuring optical power and through direct measurement or calculation, the peak intensity of each flash. Photometry shall be performed with the light source flashing.

5.2.3 All light sources shall operate until the output is stable prior to testing as defined in SAE J1889.

5.2.4 An integrating photometer shall be used to determine the optical power projected over 60 seconds. Any measurement period not less than 20 seconds may be used. These measurements shall then be corrected to obtain the optical power in units of Cd·Sec/min. If the flasher or power supply/flasher has more than one flash pattern, the optical power shall be measured and recorded for each pattern.

5.3 Flash Rate Test

Any device incorporating an integral flasher, an external flasher, or a combined power supply and flasher supplied by the manufacturer of the device, shall be tested with this flasher.

5.3.1 If a flasher is required and no flasher is supplied by the manufacturer of the device, the device shall be tested using a flasher having a flash rate of $1.20 \text{ Hz} \pm 0.14 \text{ Hz}$ with a $50\% \pm 2\%$ current on time.

5.3.2 The characteristics, including peak intensity, flash rate, period, number of pulses per flash, on time (electrical), off time (electrical) & pulse separation, shall be measured and recorded. If the flasher or power supply/flasher has more than one flash pattern, the characteristics shall be measured and recorded for each pattern.

5.4 Color Test

SAE J578 is a part of this report. The device shall meet color requirements in each mode and at all times. Incandescent devices may be measured while in a steady-state mode at design voltage.

5.5 Additional Tests

5.5.1 High Temperature Flash Rate Test

The device shall be subjected to an ambient temperature of $50^\circ\text{C} \pm 3^\circ\text{C}$ for a period of 6 hours. The device shall be off (not operating) during the first hour and shall operate continuously for the next 5 hours of the test. The flash rate shall be measured starting 1 minute after the device is activated and at the conclusion of the test. If the device has multiple flash

patterns then the pattern with the highest optical power shall be used. The start time shall be measured at time of activation.

5.5.2 Low Temperature Flash Rate Test

The device shall be subjected to an ambient temperature of $-30\text{ }^{\circ}\text{C} \pm 3\text{ }^{\circ}\text{C}$ for a period of 6 hours. The device shall be off (not operating) during the first 5 hours and shall operate continuously for the last hour of the test. The flash rate shall be measured starting 1 minute after the device is activated and at the conclusion of the test. If the device has multiple flash patterns then the pattern with the lowest optical power shall be used. The start time shall be measured at time of activation.

5.5.3 Durability Flash Rate Test

The device shall be operated continuously for 200 hours at an ambient temperature of $25\text{ }^{\circ}\text{C} \pm 3\text{ }^{\circ}\text{C}$ in cycles consisting of 50 min on and 10 min off. The flash rate shall be measured starting 1 minute after the device is activated and at the conclusion of the test. If the device has multiple flash patterns then the pattern with the highest optical power shall be used.

5.6 Materials Test

SAE J576 is a part of this report

6 PERFORMANCE REQUIREMENTS

6.1 Performance Requirements

A device, when tested in accordance with the test procedures specified in Section 5, shall meet the following requirements of J2139.

6.1.1 Vibration

6.1.2 Moisture

6.1.3 Dust

On completion of the test, the test device shall be considered to have met all the requirements of the dust test when complying with either of the following requirements:

No dust shall be found on the interior surface of the test device, or the maximum or HV luminous intensity measured after the dust exposure test shall be at least 90% of the initial maximum or HV luminous intensity measured before the test.

6.1.4 Corrosion

6.1.5 Warpage

6.2 Photometry

All device flash patterns shall meet the peak luminous intensity photometric requirements contained in Figure 1 for Red and Figure 2 for Yellow, and their footnotes. The summation of the peak luminous intensity measurements at the specified test points in a zone shall be at least the value shown. Additionally, the optical power of all device flash patterns shall meet the optical power photometric requirements contained in Figure 3 for Red and Figure 4 for Yellow and the footnotes. The summation of the optical power measurements at the specified test points in a zone shall be at least the value shown.

In the case of gaseous discharge devices, only compliance to the optical power requirements is required.

6.3 Flash Rate

The flash rate for devices shall be at least 1.0 Hz and not more than 4.0 Hz at all times.

6.4 Color

The color of light emitted shall be Yellow or Red as specified in J578

6.5 Additional Requirements

6.5.1 High Temperature Flash Rate Test

There shall be no evidence of operating conditions which would result in failure to comply with Section 6 of this document. Operation of the device shall begin and continue within 5 s of the beginning of each operating cycle. The measured flash rates shall not vary by more than 20% from the ambient flash rate.

6.5.2 Low Temperature Flash Rate Test

There shall be no evidence of operating conditions which would result in failure to comply with Section 6 of this document. Operation of the device shall begin and continue within 5 s of the beginning of each operating cycle. The measured flash rates shall not vary by more than 20% from the ambient flash rate.

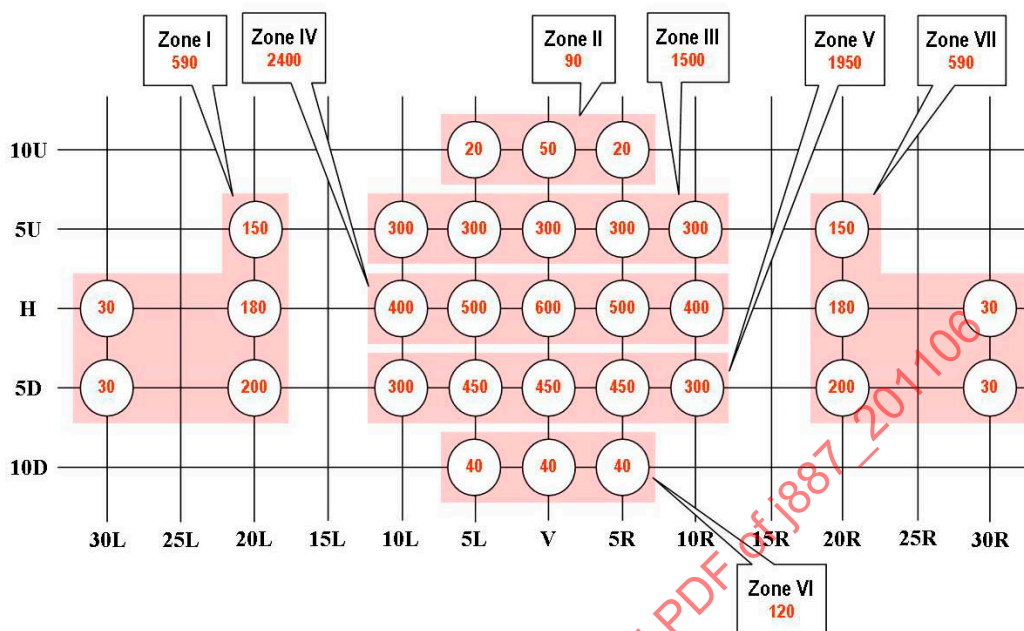
6.5.3 Durability Flash Rate Test

There shall be no evidence of operating conditions which would result in failure to comply with Section 6 of this document. The final measured flash rates shall not vary by more than 20% from the initial.

6.6 Material Requirements

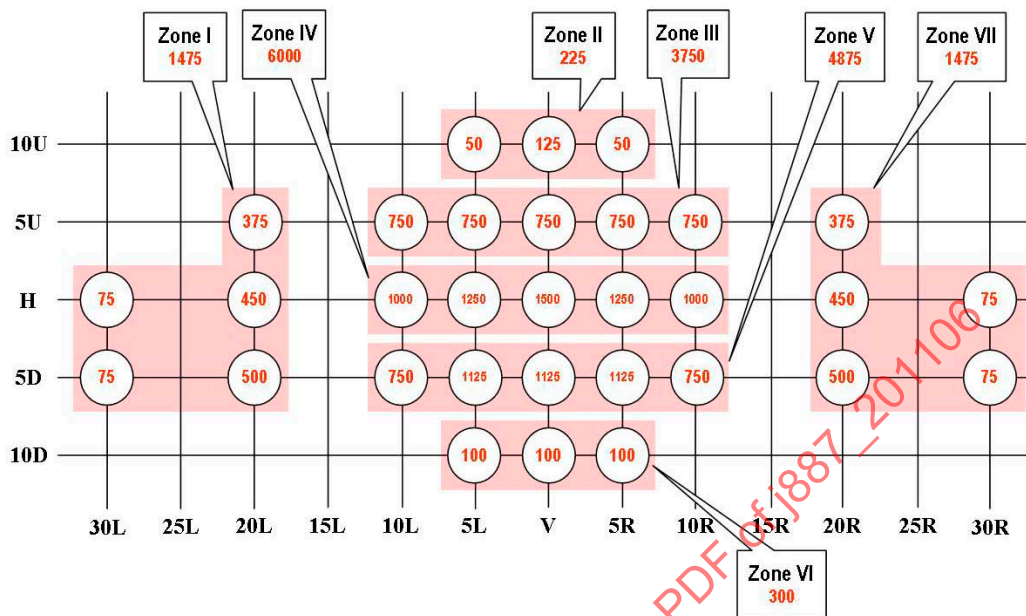
Plastic materials used in optical parts shall meet the requirements of SAE J576.

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1. The measured value at each test point shall not be less than 60% of the required minimum value shown for that individual test point location.
2. The sum of the peak luminous intensity measurements at each test point within a zone shall not be less than the corresponding zone total requirements shown. The peak luminous intensity measurements at each discrete test point shown within the corresponding zone are the values used to calculate the specified zone total.
3. An adjustment in device orientation from design position may be made in determining compliance to the peak luminous intensity requirements providing such adjustment does not exceed 1 degree in any direction. All zones must comply after the final re-aim.

FIGURE 1 – PHOTOMETRIC REQUIREMENTS – RED
Minimum Peak Luminous Intensity (cd)



1. The measured value at each test point shall not be less than 60% of the required minimum value shown for that individual test point location.
2. The sum of the peak luminous intensity measurements at each test point within a zone shall not be less than the corresponding zone total requirements shown. The peak luminous intensity measurements at each discrete test point shown within the corresponding zone are the values used to calculate the specified zone total.
3. An adjustment in device orientation from design position may be made in determining compliance to the peak luminous intensity requirements providing such adjustment does not exceed 1 degree in any direction. All zones must comply after the final re-aim.

FIGURE 2 – PHOTOMETRIC REQUIREMENTS – YELLOW
Minimum Peak Luminous Intensity (cd)