

# 2026 Texas State Rodeo Handbook

Hosted by Citibus, Lubbock, Texas

Friday, May 1, 2026 – Saturday, May 2, 2026

In partnership with Texas Department of Transportation (TxDOT) & Texas Transit Association (TTA)

Updated: April 2026



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# 2026 Texas State Roadeo Rules of Conduct

The State Bus Roadeo Committee has adopted the following rules of conduct for all contestants, judges, volunteers, and officials participating in the 2026 Texas State Bus Roadeo hosted by **Citibus** in **Lubbock, Texas**. These rules ensure fairness, safety, professionalism, and consistency throughout the competition.

1. Contestants are **not permitted on the driving course** for any reason except during their scheduled walk-through and their actual competition run.
2. Contestants must remain **outside the Pre-Trip Inspection area** and **outside the Wheelchair Securement area** until called by event officials.
3. Contestants must wear their **official Roadeo name badge or contestant number** at all times while on site.
4. Operators must **not engage in unnecessary conversation** with judges during competition.
5. **No alcoholic beverages** are permitted at the Roadeo site, including all indoor and outdoor areas of the **Lubbock Memorial Civic Center**.
6. **Unsportsmanlike conduct** will not be tolerated. This includes:
  - a. Profanity
  - b. Aggressive behavior toward contestants, officials, or spectators
  - c. Abuse or misuse of equipment
  - d. Unsafe driving maneuvers
  - e. Interference with another contestant's performance
7. **Reckless Use of Equipment** Any reckless or unsafe use of vehicles, tools, or equipment—whether during practice, walk-throughs, or competition—may result in **immediate disqualification**.
8. Operators who have completed their competition may **not discuss course details** with operators who have not yet competed.
9. Any violation of these rules should be reported immediately to the **Course Marshall**. The **Course Marshall** has full authority to determine whether a violation has occurred and what corrective action is appropriate. Actions may include:
  - a. Point deductions
  - b. Disqualification from the event
  - c. Removal from the competition area

**2026 Operators Course Marshall: Tony Austin**, Director of Public Engagement, The HOP  
**2026 Technicians Course Marshall: Ted Garcia**, Field Service Representative, Gillig LLC

# GENERAL INFORMATION

## Introduction

A **Public Transit Bus Rodeo** is a unique event that brings together safety, skill development, and team spirit in an engaging and enjoyable way. While transit professionals work every day to safely move thousands of passengers through their communities, their expertise often goes unnoticed. The Bus Rodeo provides an opportunity to recognize these dedicated operators and technicians by giving them a platform to demonstrate their abilities in a fun and supportive environment.

More than just a competition, a Bus Rodeo celebrates the professionalism and precision required in public transit. Operators navigate challenging courses that test their driving accuracy, awareness, and control, while technicians showcase the mechanical knowledge and attention to detail that keeps transit vehicles safe and reliable. Family members, coworkers, and community supporters can attend to see firsthand the skills required to keep public transportation running smoothly.

To make the event successful, the Rodeo should feel like a true rodeo rather than a formal test or training exercise. The atmosphere should be energetic, visible, and engaging for everyone involved, encouraging friendly competition while celebrating the people who keep transit systems operating every day.

Throughout the event, the goal is to highlight skill, professionalism, and pride in the profession. When decisions must be made about the Rodeo course or event setup, organizers and judges should remember that the purpose of the event is to support and recognize the contestants. Whenever there is uncertainty about whether to keep or remove a particular element, the benefit of the doubt should always be given to the contestant.

**NOTE:** Each Texas Transit Association (TTA) or a member of a public transit system is entitled to send more than one operator in the 40-foot, 35-foot, or 25-foot category and/or one maintenance team (maximum of three contestants per team) to the State Rodeo Competition. TTA reserves the right to interpret this rule according to the transit system's membership status.

## Contestant Qualifications

To compete in the 2026 TTA State Bus Rodeo, contestants must meet the following eligibility requirements. Local transit systems are responsible for enforcing these standards.

Contestants must:

1. Be employees of a **TTA member transit system** or represent a **Public Transit District**.
2. Have worked **at least one year** in the field in which they are competing (operator or technician), full-time or part-time, with a job description that matches the competition category.
3. Meet their local transit system's standards for **attendance, sickness, and absenteeism**.
4. Possess a **Commercial Driver's License (CDL)** if competing as operating a vehicle that requires a CDL

## Ineligibility

Any of the following conditions occurring within **one (1) year prior to May 2, 2026** will make an employee ineligible to compete:

- A **preventable or chargeable accident**.

- A **suspension** resulting from punitive action.
- Serving as a **paid instructor/trainer for 60 days or more** in the previous year.

***NOTE:** Contestants are not permitted to receive compensation for practice time between their local Roadeo and the TTA competition. For Roadeo purposes, "compensation" means **paid time**.*

## **Team Registration**

State Bus Roadeo badges, programs, and banquet tickets will be available at the **Contestant & Judges Orientation** on Friday, May 1, 2026, at the **Lubbock Memorial Civic Center**.

Judges must purchase banquet tickets if they plan to attend the Awards Banquet at the **Texas Tech Student Union Building – Red Raider Ballroom**.



## 2026 TTA State Conference, Expo and Rodeo

### Schedule at a Glance

#### TTA State Rodeo Schedule

##### Friday, May 1st

6:00 am - 2:00 pm	Set up Rodeo course, Civic Center
2:00 pm - 4:30 pm	Rodeo Registration and Briefings and Rodeo Swap Meet
2:00 pm - 4:00 pm	Orientation for Operation Judges
2:00 pm - 4:00 pm	Orientation for Maintenance Judges
3:00 pm - 4:00 pm	Paratransit wheelchair securement training
4:00 pm - 5:00 pm	Operator orientation
4:00 pm - 5:00 pm	Technician orientation
5:00 pm - 6:00 pm	Technician written exam
5:00 pm - 6:00 pm	Paratransit Operator written exam
	Rodeo Swap Meet Following
6:00 pm - 7:00 pm	Vehicle Familiarization location, Civic Center

#### **Open Night**

##### Saturday, May 2nd

6:00 am - Ongoing	Shuttle participants to and from Hotel
6:00 am - 8:00 am	Breakfast (Rodeo Site)
6:30 am - 7:00 am	Operators, Judges, & Technicians check in
7:00 am - 7:30 am	Judges walk the course
7:30 am - 8:00 am	Operators walk the course
8:15 am - 8:30 am	Opening ceremony
8:30 am - 12:00 pm	Rodeo Competition - Civic Center
12:00 pm - 1:30 pm	Lunch (Rodeo Site)
6:30 pm - 8:30 pm	Awards Banquet, Texas Tech University Student Union Building Ballroom

## Spectators

Spectators are welcome in designated viewing areas at the **Lubbock Memorial Civic Center**.

Restrictions:

- Spectators are **not allowed** on the operator obstacle course.
- Spectator access to maintenance events varies based on space and safety requirements.
- Due to the nature of maintenance modules, a **common spectator area is not available**.
- Family and agency staff may observe their team **from approved viewing points**.
- **Still photography is allowed**.
- **Video recording is strictly prohibited** in all competition areas.

## Operator & Maintenance Awards

Award winners will be announced at the **State Bus Roadeo Awards Banquet** on Saturday evening.

Awards include:

- **1st, 2nd, and 3rd place** in each Operator category, 25', 35', and 40' division.
- **1st, 2nd, and 3rd place** in each Bus and Paratransit Maintenance Teams

# OPERATORS' ROADEO

**Friday, May 1, 2026**

## **Orientation Meeting**

All operator contestants must attend the mandatory orientation session held at the **Lubbock Memorial Civic Center** 1501 Mac Davis Lane. Attendance is required for all operator contestants.

During orientation:

- The **final 2026 course layout** will be distributed (Appendix B).
- Official **starting time schedules** and **course diagrams** will be issued.
- On-field Rodeo Officials will be identified.
- A **Question & Answer Session** will be held regarding the published rules (Appendix D).

## **Paratransit wheelchair securement training**

Training will be provided by the manufacturer of the wheelchair securement devices. This training will help familiarize paratransit operators with the equipment that will be used during the event. Operators will receive a demonstration of industry standards for properly positioning and securing a manual wheelchair in the vehicle, correctly positioning the passenger's lap and shoulder belt, and following best-practice etiquette when assisting a passenger using a wheelchair lift vehicle. Please note that participation in this training is not mandatory.

## **Written Test (Paratransit)**

The written test consisting of 25 questions that can be multiple choices, true or false, and traffic sign identification. This evaluates the contestant's knowledge of transit operations, safety, and passenger service. Questions are drawn from standard transit driver training materials. **CDL related questions are not included.** Operators will have 20 minutes to complete the test. Time warnings will be given at the 15 minutes and 10 minutes count down. Each correctly answered question is worth 5 points with a maximum of 125 points for the test. Testing material (Pencils and Answer Sheet) will be provided. There is no talking permitted during the exam. Once the operator submits the test, they may not review it any further.

## **Vehicle Familiarization**

Similar vehicles or vehicles that will be used during the driving portion of the Rodeo will be located at the Civic Center for operators to learn about the operator's compartment of the vehicles. A local Operator will be at each vehicle to be able to answer questions about where the location and how to adjust switches inside the vehicle. Operators will not be able to drive the vehicles at this time.

**Saturday, May 2, 2026**

## **Competition Day**

Transportation from hotels to the Rodeo site is provided (see Appendix C). Operators must report to the **Registration Area** at the Lubbock Memorial Civic Center **at least 60 minutes prior** to their scheduled start time. Late arrivals may be disqualified.

During competition, operators will be judged on:

- Driving skills
- Safety

- Accuracy
- Professionalism

Each course is engineered specifically for the 2026 Roadeo. Obstacle order may differ from the handbook diagrams, but construction and scoring remain consistent with the rules. Roadeo Officials will attempt to use the measurements in this handbook, but adjustments may be made based on:

- Available space at the Lubbock Civic Center
- Bus turning radii
- Safety requirements

All obstacles will be verified to ensure they are negotiable with the buses provided.

## 2026 COMPETITION BUS SPECIFICATIONS

### *Citibus Fleet — Lubbock, Texas*

The following vehicles will be used for all operator and pre-trip events during the 2026 Texas State Bus Roadeo. All buses are provided by **Citibus** and configured to ensure fairness, consistency, and safety across all competitors.

#### 1. FIXED-ROUTE COMPETITION VEHICLES

##### 40 Foot Gillig Hybrid Electric Bus

##### 35 Foot Gillig Hybrid Electric Bus



Both models share similar operating characteristics, with differences primarily in length, turning radius, and rear overhang. All operators must compete using the vehicle size selected during registration.

#### General Specifications (Typical Citibus Configuration)

Feature	Specification
Manufacturer	Gillig LLC
Model	Low Floor Hybrid Electric
Lengths Used in Competition	40' and 35'
Fuel Type	Diesel Electric Hybrid
Transmission	Allison Hybrid H 40 EP or equivalent

Feature	Specification
Steering	Power assisted
Braking System	Air brakes with ABS
Doors	Dual electric or pneumatic passenger doors
Turning Radius (Approx.)	40': ~44–46 ft; 35': ~36–38 ft
Kneeling Function	Disabled for competition
Destination Sign	Not used for scoring
Wheelchair Ramp	Not used for scoring

#### Competition Configuration Notes

- All buses are inspected and standardized prior to competition.
- No additional mirrors, sensors, or aftermarket equipment will be added.
- Operators may not adjust mirrors once competition begins.
- All buses will have adequate fuel, air pressure, and electrical power supplied.

#### Additional notes:

- Bike racks will be installed on competition buses.
- Operators must compete using the **vehicle size selected during registration.**

## 2. PARATRANSIT COMPETITION VEHICLE

Glaval Universal – Pre-trip & Wheelchair Securement  
Dodge Promaster (pictured below) – Rodeo Course



**General Specifications (Typical Citibus Configuration)**

Feature	Specification
Manufacturer	Dodge
Model	Promaster
Length	23–25 ft (varies by unit)
Fuel Type	Gasoline
Chassis	Low floor cutaway
Wheelchair Ramp	Front door foldout ramp
Securement System	Q'Straint Slide N Click (pucks)
Passenger Capacity	Varies by configuration
Turning Radius	~22–25 ft
Braking System	Hydraulic with ABS

### Competition Configuration Notes

- Ramp and securement systems are fully functional.
- Operators must verbalize and perform all securement steps.

Additional notes:

- Operators must compete using the **vehicle type selected during registration.**

## Operators' Obstacle Course

The driving course consists of **eleven (11) obstacles for fixed route buses and ten (10) obstacles for paratransit vehicles**, each worth **50 points** (see Appendix A). Judges are responsible for scoring from the completion of the previous obstacle through the completion of the obstacle they oversee.

- Contestants must complete the course in order it is laid out. If an obstacle is missed, the contestant receives 0 points for that obstacle.
- Contestants lose points for hitting cones; the points for any single cone can only be deducted once. See individual score sheets for cone point values. If a cone becomes lodged under the vehicle, the judge will stop the contestant so it can be removed. The clock stops during removal and resumes when the contestant continues.
- Contestants lose points for shifting into reverse in any instance that isn't required by an obstacle.
- It is permissible for a contestant to stop on the course. Penalty points will not be assessed for a stop, only for transmission shifts into reverse that are not required by the exercise. The clock will continue to run during a stop as long as the stop is not required by a judge.
- Seatbelts must be worn by drivers and all on-board judges. There will be a penalty for not verifying use. The penalty will be assessed by the on-board judge.
- The use of turn signals is required on the course. Turn signals must be used on all skill tests that require a turn or lane change. Turn signals will not be required for unscored left or right turns necessary to follow the course, and points will not be deducted if the signals are used for these turns. Turn signal use will be scored by the judges on the course for that particular exercise.
- Consistency is key to the success of the Rodeo. Judges must score consistently for each operator as they negotiate the obstacle. They must rest the cones after the vehicle has completely cleared the obstacle and it must be placed in the exact same designated spot each time. They should check each cone, even if they do not believe the vehicle touched it. Do not modify or adjust the cones, unless approved by the Course Marshall.

## Obstacle Descriptions

### 1. Serpentine

This obstacle tests the contestant's ability to negotiate tight turns. The contestant enters the course through a 'gate' and steers in and out through 3 cones and exits through a 'gate.'

#### Points will be deducted for:

- Touching cones
- Shifting into reverse
- Not completing the course as designed

### 2. Left-Hand Turn

This obstacle tests the bus operator contestant's ability to make a tight left turn in a close situation. The bus operator contestant is required to steer the vehicle into a 90-degree turn without touching any of the cones.

#### Points will be deducted for:

- Touching cones
- Shifting into reverse
- Not completing the course as designed

### **3. Right-Hand Reverse**

This obstacle tests the bus operator contestant's ability to back up the vehicle between 2 obstacles which requires the vehicle to back up to the right.

#### **Points will be deducted for:**

- Touching cones
- Shifting into reverse after the initial reverse
- Rear clearance beyond 36 inches
- Not completing the course as designed

### **4. Offset Street**

This obstacle requires the bus operator contestant to drive through 2 separate narrow lanes that are offset to the right 1 full lane's width from each other.

#### **Points will be deducted for:**

- Touching cones
- Shifting into reverse
- Not completing the course as designed

### **5. Right Dual Clearance**

This is an obstacle where the bus operator contestant must drive through a lane with the right dual tires. The lane is only slightly wider than the total outside width of a pair of rear duals and is marked with large flat washers and tennis balls. The lane diminishes in width from the entrance to the exit.

#### **Points will be deducted for:**

- Touching balls
- Shifting into reverse
- Not completing the course as designed

### **6. First Passenger Stop**

This event simulates a customer stop. The bus operator contestant should stop the vehicle with the front right tires within 6 inches of the simulated curb. Rear tires must be within 15 inches of the simulated curb. After stopping the vehicle, the bus operator contestant is required to open the door to complete the test. An ADA stop announcement must be made before exiting the passenger stop.

#### **Points will be deducted for:**

- Touching cones
- Touching 'curb'
- Front tire measurement over 6 inches
- Rear tire measurement over 15 inches
- Shifting into reverse
- Not completing the course as designed

### **7. Left-Hand Reverse**

This obstacle tests the bus operator contestant's ability to back the vehicle between 2 obstacles which requires the vehicle to back up to the left.

#### **Points will be deducted for:**

- Touching cones

- Shifting into reverse after the initial reverse
- Rear clearance beyond 36 inches

### **8. Second Passenger Stop**

This event simulates another customer stop. The bus operator contestant should stop the vehicle with the front right tires within 6 inches of the simulated curb. Rear tires must be within 15 inches of the simulated curb. After stopping the vehicle, the bus operator contestant is required to open the door to complete the test. An ADA stop announcement must be made before exiting the passenger stop.

#### **Points will be deducted for:**

- Touching cones
- Touching 'curb
- Front tire measurement over 6 inches
- Rear tire measurement over 15 inches
- Shifting into reverse
- Not completing the course as designed

### **9. Right Turn**

This obstacle tests the bus operator contestant's ability to negotiate a tight 90-degree turn. The corner is marked with cones, and the right rear tire of the bus is to pass within 6 inches of the corner cone.

#### **Points will be deducted for:**

- Touching cones
- Shifting into reverse
- Excessive right rear tire clearance
- Not completing the course as designed

### **10. Diminishing Clearance**

This obstacle tests the bus operator contestant's ability to judge the position and speed of the vehicle. The bus operator contestant is required to drive through a narrowing, V-shaped channel outlined with barrels. The bus must obtain a minimum speed of 20 miles per hour within the obstacle.

#### **Points will be deducted for:**

- Touching barrels
- Speed below 20 miles per hour
- Not completing the course as designed

### **11. Final Judgment Stop (Front Bumper Stop)**

#### **Purpose**

The final obstacle tests the operator's ability to bring the bus to a precise stop at a marked line. The operator must approach the line smoothly and stop with the front bumper as close as possible to the target point

#### **Points will be deducted for:**

- Overrun
- Undershoot
- Harsh braking

## Other Scored Events

### Safety Habits

The bus operator contestant's safety habits will be reviewed while operating the vehicle.

#### Points will be deducted for:

- Failure to use proper turn signals
- Failure to sound the horn before backing up
- Failure to use flashers while backing up
- Moving vehicle with door open
- Poor posture
- Poor use of mirrors
- Poor use of hands
- Poor use of feet

### Smoothness of Operation

The bus operator contestants' ability to deliver a smooth ride will be evaluated during the driving events.

#### Points will be deducted for:

- Failure to make ADA announcements
- Sudden stops
- Sudden starts
- Abrupt turns

## Spectators

Spectators must remain in designated viewing areas. They may not follow vehicles or enter restricted areas.

## Wheelchair Tie-Down (Paratransit)

Every driver is required to load and secure a wheelchair properly. This requirement has been included in the Roadeo as another means to test the driver's professionalism. A vehicle has been set apart for you to be tested on. In front of you, you have a vehicle with a complete set of straps and a working lift. You will have seven (7) minutes to load and secure a wheelchair properly, at the same time showing your professionalism to the judge. The seven (7) minutes does not include the time the judge will spend testing the securement. You will not be assisted in any way, you will not be told things that you performed correctly or things that you missed, and you will not be told your final score. This is done to maintain fairness and integrity of the test. A conventional mobility device will be used for this exercise. Contestants must say the activities loud enough for the judge to hear.

**Maximum score: 200 points**

## Pre-Trip Inspection (Fixed Route & Paratransit)

The Pre-Trip Inspection Competition is mandatory for all competing operators and is included in the final scoring. The Pre-Trip Inspection competition is mandatory and an important part of your overall score. This can sometimes be the difference between being the champion or not. In order to identify the planted defects, it is important to have a systematic approach to the pre-trip inspection to ensure complete coverage of the bus. It is highly recommended you prepare for this competition event, and you spend time in the display bus to familiarize yourself with the model and series of the bus. Operators have **7 minutes** to inspect, identify, and record defects. Time warnings at **2 minutes, 1 minute, and 30**

**seconds.** Fixed Route Bus Operators must identify eight (8) planted defects and one (1) safety hazard. Paratransit Operators must identify 4 planted defects. There may possibly be more defects found, but only the designated defect will count for scoring. Once a defect is found, you must put it back into the original condition before the end of the testing. You will not have to start the vehicle to inspect but verbalize to the judge when you do it. Paratransit Operators do not have to deploy the lift.

**Maximum score:**

**Fixed Route Bus: 125**

**Paratransit Bus: 150**

# TECHNICIANS' ROADEO

## Friday, May 1, 2026

Maintenance technicians are required to diagnose and repair complaints of low power, excessive smoke, harsh shifting, and/or other performance-related problems. Proper diagnostic and troubleshooting techniques become essential in ensuring that buses meet the required levels of performance for daily revenue service. This, then, becomes another means of testing and measuring a team of maintenance technicians' knowledge, skills and abilities.

### General Information

- Maintenance teams normally consist of 3 maintenance technicians. Maintenance teams with 2 members may compete but must compete without concessions. All members of the maintenance team may participate in all events.
- Contestant teams must arrive at the on-site check in 60 minutes prior to competition time and must arrive at the maintenance technician holding area at least 30 minutes prior to their scheduled competition time. Teams arriving late may be disqualified from the competition.
- Supplies such as clipboard(s), paper, pencil(s), flashlight, rags if necessary, and compartment door T-key will be available, as needed, at each event. Each team will be supplied with team numbers and team stickers for each event.
- Each team member will be issued safety glasses when they report to on-site check in on competition day. Safety glasses must be worn when required by an event. Maintenance team members may bring their own safety glasses which will be subject to examination at on-site check-in to ensure they meet safety requirements.
- Hearing protection will be provided at both engine modules. Maintenance team members may bring their own hearing protection which will be subject to an examination at on-site check-in to ensure they meet safety requirements.
- Abbreviations used in the shop or industry are allowed as long as they are understandable to the judges.
- A general location must be given when identifying multiple equipment defects, i.e., window RR.
- Teams will incur penalties whenever they use tools/test equipment improperly and/or violate safety rules.
- When listing defects, write legibly.
- For events that only allow a limited number of defect listings, team members may cross out unwanted listings during the allotted time, or they will be counted in the order they are listed.
- Any Maintenance team member seen at the Rodeo site on Saturday (practice day) may cause their team to be immediately disqualified.
- On competition day, contestants may not watch or be in any of the competition areas either before or after competing.
- Still photos are allowed during the competition. There will be absolutely no video cameras and/or videotaping in the maintenance technician competition area. Any violation of this rule will result in immediate disqualification.
- Maintenance teams must wear proper clothing including closed toe footwear and long pants (no shorts) for the competition.

### **Technicians' Rodeo Marshall**

The 2026 Technicians' Rodeo will be overseen by the designated Rodeo Marshall assigned by the State Bus Rodeo Committee. All decisions made by the Marshall regarding safety, scoring, and rule interpretation are final.

### **Written Test**

Each maintenance team will jointly take a written test of 50 questions. The test will use the ASE format with questions split between general knowledge, engine, HVAC, brakes, electrical and transmission. Team members are allotted 30 minutes to answer all test questions. Time warnings will be given to the team at 2 minutes, 1 minute, and 30 second time marks. Each question is worth 2.5 points.

**Maximum Score: 125**

### **Tie Breakers**

- First tie breaker: least amount of time to complete the test.
- Second tie breaker: correct answers for 4 identified questions.



## Equipment Provided

- Clipboard
- Paper
- Pencil
- Flashlight
- Rags
- Compartment door T key
- Team numbers and stickers for each event

## Safety Equipment

- Safety glasses will be available at each event, when required.
  - Teams may bring their own, subject to inspection.
- Hearing protection will be provided at engine related modules.
  - Personal hearing protection may be used if approved at check in.

## General Rules

- Industry standard abbreviations are allowed if understandable to judges.
- When identifying multiple defects, contestants must provide a **general location** (e.g., “window RR”).
- Penalties will be assessed for:
  - Improper tool use
  - Unsafe behavior
  - Violations of event specific safety rules
- All defect listings must be **legible**.
- If an event limits the number of defect entries, contestants may cross out unwanted entries during the allotted time.
- Only assigned Roadeo volunteers may remain in competition areas between events.
- Only still photos may be taken by team coaches; **no video recording** is permitted.
- Competitors must wear:
  - Closed toe footwear
  - Long pants
  - Appropriate work attire

## Site Access

Personnel not directly involved in site preparation may **not** enter the Roadeo site before competition begins. Violation may result in team disqualification. After each event, all competitors must return to the **maintenance holding area**.

## Competition Events

The Maintenance Roadeo consists of a series of **timed, scored events**. Teams must inspect, locate, identify, and—where applicable—repair planted defects.

The 2026 competition retains the **same modules used in 2025**, including:

1. Vehicle Inspection
2. Allison Transmission/Cummins Power Train Event
3. Cummins/Voith Power Train Event
4. Custom Training Aid/Bendix Air Brake Board Event
5. Thermo King HVAC IntelligAIRE Event
6. I/O Multiplex Module
7. Vapor Door Event

**Each event evaluates:**

- Technical knowledge
- Diagnostic skill
- Safety practices
- Accuracy
- Team communication
- Time management

## **1. Vehicle Inspection**

### **Defects**

Fourteen 14 equipment-related defects are planted on or in a bus. These defects would make a bus operationally unready. Defects are of the type that a maintenance technician should find during a minor mechanical inspection. Each team member may list unlimited defects. Identification of defects does not require starting the bus or crawling under the bus. Teams will not be allowed to have a checklist of defects to refer to during the competition.

### **Teams must:**

- Locate and identify defects
- Record findings legibly
- Follow all safety protocols
- Use tools properly. Incorrect tool use or unsafe behavior may result in penalties.

### **Time**

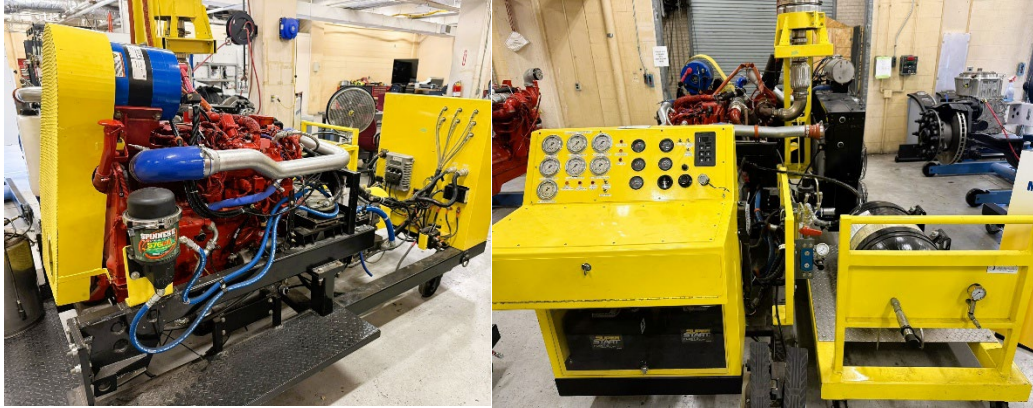
- All members of a team are allotted 7 minutes to inspect, locate, identify, and legibly record any defects found.
- Time warnings will be given to the team at the 2-minute, 1-minute, and 30-second time marks.
- Recording defects and securing doors will not be allowed after time has elapsed.

### **Scoring**

- 25 points are awarded for each planted defect found, with a maximum of 350 points.
- Points will be awarded only for those recorded defects that were planted by the judges. No points will be awarded for the identification of defects which were not planted.
- The team will notify the judges when they are finished. Once notice is given, the team may not list additional defects.
- The judges will review the list of defects with each team for clarification.
- A penalty of 10 points will be assessed for each instance where the bus is not returned to its original condition; for example, 10 points assessed for each compartment door not secured including the entrance door, lights left on, wipers left running, master switch on, windows open, and escape hatches open, etc.
- A penalty of 10 points will be assessed for each incident of unsafe practice during the vehicle inspection.
- Starting the bus constitutes a safety violation and will result in the team being disqualified from this event. The inspection bus will be supplied with necessary electrical power and air pressure.

**Maximum Score: 350**

## **2. Allison Transmission / Cummins Power Train Event**



### Description

The Allison Transmission / Cummins Powertrain Module is composed of a Cummins ISL280 engine combined with an Allison B400R transmission mounted on a portable frame. Laptops will be supplied to interface with the Allison DOC® for PC and Cummins INSITE™ diagnostic software programs. The Powertrain Modules feature simulations of typical transit bus vehicle interfaces.

### Cummins engine specifications are:

- Cummins ISL280
  - 540 cubic inch displacement
  - 280 hp (209 kW)
  - 900 lb-ft (1220 N-m) @ 1300 RPM
  - 2200 RPM governed speed
- VGT™ Turbocharger
  - HE431VE variable geometry turbocharger

### 2. Allison transmission specifications are:

- Allison B400R Bus Series
- 300 hp (224 kW) 925 lb-ft (1254 N-m) rating
  - TC418 Torque converter (1.98 stall torque ratio)
  - Integral output retarder
    - Low setting
    - 1100 lb-ft (1490 N-m) 400 hp (298 kW)
  - Air-actuated retarder accumulator
  - Integral sump cooling
  - Allison TransSynd TES295™ synthetic oil
- Allison Optimized Smart Controls
  - Allison 5th Generation controls
  - Load-Based Shift Scheduling (LBSS)
  - Allison Prognostics
  - Reduced Engine Load at Stop (RELS)
  - Vehicle Acceleration Control (VAC)
  - Increased lockup availability
  - Retarder enable
  - Multi-level retarder apply system
  - Secondary shift schedule
  - Auxiliary function range inhibit

### Teams must:

- Identify planted defects

- Record findings clearly
- Follow all safety procedures
- Avoid improper tool use

#### **Time**

- Team members will be allotted 10 minutes to inspect, trouble shoot, diagnose, correct, and legibly record the planted defects.
- The team is only required to correct that defect which prevents the powertrain from starting and/or maintaining an idle RPM that meets engine manufacturer’s specification.
- Time warnings will be given to the team at the 2-minute, 1-minute, and 30-second time marks.

#### **Safety**

- Wear PPE always Safety Glasses
- Hearing Protection
- Stay Clear of
  - Rotating components
  - Belts
  - Output Shaft
- Do not touch hot components
- Confirm “ALL CLEAR” before starting engine

#### **Scoring**

- Accuracy of defect identification
- Completeness of inspection
- Safety compliance
- Time management

**Maximum Score: 350**

### **3. Cummins / Voith Power Train Event**



#### **Description**

The Cummins / Voith engine transmission module is composed of a Cummins ISL 280 engine combined with a Voith 864.5 transmission and EMP’s Mini-Hybrid® system mounted on a movable frame. The engine, transmission, and Mini-Hybrid® utilize the latest diagnostic software, ALADIN for Voith, INSITE™ for Cummins and EMPower Connect™ for EMP. The engine is outfitted with a non-functional air compressor.

**The Cummins engine specifications are:**

- The engine is a 2010 EPA Certified Cummins ISL 280 engine, 6 cylinders displacing 540 cubic inches. The engine is governed to 2200 rpm and produces 900 ft-lb of torque at 1300 RPM.
- It incorporates a CM 2250 Cummins ECM engine control using a J1939 signal for communication to the transmission.
- The fuel injection system is the XPI high pressure common rail system incorporated with a primary and secondary fuel filter assembly with an integrated water separator.
- The engine also utilizes a Variable Geometry HE431VE turbocharger which feeds into the Cummins After treatment System that utilizes the latest SCR technology and DEF injection.

**The Voith transmission specifications are:**



The transmission is an 864.5 There is a 6-button push button selector and switches to simulate brake stage 1, 2, and 3 to activate the retarder.

- Transmission shifting functions are controlled by the latest version of the E300 controller which has had the latest version of Voith's performance and fuel savings software (SensoTop) installed.
- There are 2 gauges mounted on a panel which show main operating pressure and converter pressure.
- The retarder is internal to the transmission and uses Voith technology to accelerate and decelerate the unit.
- The transmission design features an integrated heat exchanger which eliminates lines to the cooler for easier installation.
- The transmission is filled with the highest quality ATF and meets the specifications listed in our most recent Service Bulletin SB118.

**The EMP Mini-Hybrid® cooling system specifications are:**



- There are 4 EMP FIL-15 24VDC pusher fans with integrated controllers which are commanded by the TMC system controller via EMP-link and are reversible.
- The cooling is achieved through the use of a brazed aluminum bar/plate radiator and charge air cooler.
- Cooling system diagnostics utilize the J1939 CAN interface for system to vehicle diagnostics. Diagnostic capabilities are available either through the service tool, EMPower Connect™, or the LED lamp located near the system itself.

**The EMP alternator specifications are:**

- A P450 is an air-cooled brushless alternator providing up to 450 amps at 28VDC.
- It has a turn-on RPM of 1250 RPM with a Maximum speed of 6500 RPM.
- Alternators and fans are fully guarded to prevent injury.

**Teams must:**

- Diagnose issues using visual inspection and logic
- Record defects legibly
- Maintain safe working practices

**Time**

- Team members will be allotted 10 minutes to inspect, trouble shoot, diagnose, correct, and legibly record the planted defects.
- The team is only required to correct that defect which prevents the powertrain from starting and/or maintaining an idle speed of 700 rpm.
- Time warnings will be given to the team at the 2 minutes, 1 minute, and 30 second time marks.

**Safety**

- Wear PPE always Safety glasses
- Hearing protection
- Stay clear of rotating components Belts
- Output shaft
- Do not touch hot components
- Confirm “ALL CLEAR” before starting engine

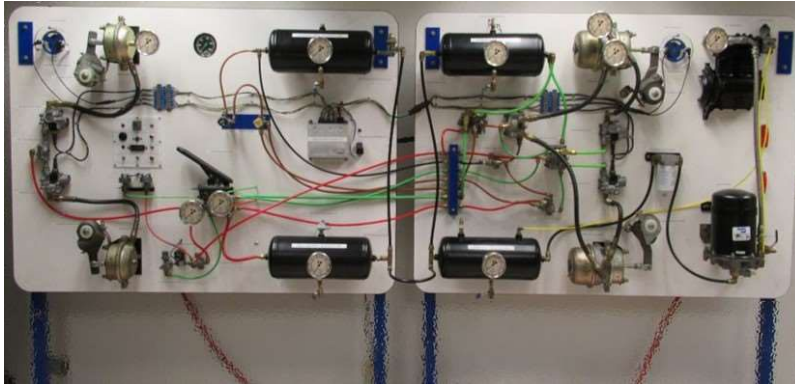
**Scoring**

- Correct defect identification
- Safety
- Professionalism

- Completion within allotted time

**Maximum Score: 350**

#### 4. Custom Training Aids / Bendix Air Brake System (ABS)



##### Description

**NOTE:** The description, drawing, and component list contain the most current information and is subject to change.

The air brake demonstration board represents a current model year 40'-2 axle transit bus equipped with an antilock brake system. The board is manufactured to meet current Federal Motor Vehicle Safety Standard 121. Air reservoirs and brake chambers are reduced in size to limit air consumption while maintaining precise control and operation of system components. The foundation brake system represents an 'S' Cam spring braked vehicle. Anti-lock brake system is a Wabco 'D' version 4S/4M 12-volt system controlled by a cab mounted electronic control module with transmission retarder control relay. Brake valves are manufactured by Bendix and are common to most current transit buses meeting FMVSS 121. All air system components are fully functional except for the air compressor. The air compressor is a cut-away demonstration unit with fully functional unloader valves.

##### System Components

- Tu-Flo 700 Air compressor
- D-2 Air Governor, cutout set to 120 PSI
- AD-9 Air Dryer with 175 psi ST-3 safety valve
- Puraguard oil separator mounted after the air dryer
- E-6 Brake application valve
- R-12DC Service brake relay valve with a crack pressure of 5.5 PSI
- R-14 Spring brake relay valve with a crack pressure of 4.0 PSI
- QR-1 Front service brake valve with a crack pressure of 0 PSI
- SR-1 Spring brake modulation valve
- SL-5 Stop light switches which light the 2 LED stop lights at 5 PSI
- LP-3 Low-pressure switches rated at 70 PSI
- RV-1 Interlock pressure regulator adjusted to 45 PSI
- PR-3 Pressure protection valve mounted on accessory reservoir opens at 92-98 PSI
- PP-1 Control valve with an application pressure of 40 PSI
- RD-3 Spring brake emergency release valve
- Duplex instrument panel air pressure gauge with green and red needles representing Primary and Secondary air brake systems

- RD-3 Spring brake
- Duplex instrument
- ST-3 Safety valve, 150 PSI
- SC-3 single check valves
- DC-4 double check valves
- Wabco open style modulator valves
- SAB automatic slack adjusters
- Type-20 front service brake chambers
- Type-24 Service/Spring brake chambers

**Air Lines are color coded to represent:**

- Supply air system: Black
- Primary brake system: Green
- Secondary brake system: Red
- Emergency system: Brown
- Governor control: Yellow

**Teams must:**

- Identify defects
- Understand ABS logic
- Demonstrate safe handling of components

**Time**

- 7 minutes will be allotted for this event.
- Time warnings will be given to the team at the remaining time of 2 minutes, 1 minute, and 30 seconds.

**Scoring**

- Accuracy
- Completeness
- Safety

**Maximum Score: 350**

## 5. Thermo King HVAC IntelligAIRE Event



**Description**

The competition will be conducted on a fully operational bus air conditioning Maintenance Technician training simulator.

## Components

- Thermo King Model T Series rear mount bus air conditioning unit
- IntelligAIRE III controls
- Thermo King brushless motors
- QS391 compressor and clutch assembly
- Belt driven 150 amp, 27 VDC Battery-less alternator
- 469VAC/3 phase, 20 horsepower electric motor and batteries
- **The following equipment will be provided for this event:**
- Laptop computer interface cable
- Thermo King IntelligAIRE III CANDiag software to provide diagnostic capabilities
- Digital multi-meter with test leads
- No other tools will be needed for the competition

## Teams must:

- Identify defects
- Demonstrate HVAC system understanding
- Follow safety protocols

## Time:

- The team will be allotted 10 minutes to inspect, troubleshoot, diagnose, and legibly record the planted defects.
- Time warnings will be given to the team at the 2 minutes, 1 minute and 30 second time marks.

## Scoring:

- Correct defect identification
- Safety
- Time management

**Maximum Score: 350**

## 6. Multiplex Module (I/O Controls)



## Description

The competition will be conducted on an operational board using the Dinex I/O T2 Control electrical system. The board will have multiple electrically related defects.

**Components:**

2 Motor Coach Industries I/O boards similarly equipped with I/O T2 Controls Multiplex Electrical System will be used for this competition.

**Equipment:**

The following equipment will be provided for this event:

- Digital Multi-meter with test leads
- I/O Control ladder logic
- Hand tools as required

**Time:**

The team will be allotted 7 minutes to inspect, troubleshoot, diagnose, and legibly record the planted defects. Time warnings will be given to the team at the 2-minute, 1-minute and 30-second time marks.

**Teams must:**

- Identify defects
- Understand multiplex logic
- Record findings clearly

**Safety:**

- Teams will be expected to work in a safe manner during competition.
- Teams may choose to wear PPE at their own decision.

**Scoring:**

- Accuracy
- Completeness
- Safety

**Maximum Score: 350**

## 7. Vapor Door Event

**Description**

The competition will be conducted on a fully operational, half-height bus door system mockup.

**Components**

Vapor rear-door, slide-glide door system. Electric actuator baseplate assembly includes a Vapor Electric Transit Operator (ETO), v300 ETO door controller, connecting rods, door shaft levers, Contact-Less Acoustic Sensing System (CLASS), pressure wave switches, wiring and air hoses. Also included: 2, half height Vapor Ameriview® door panels equipped with CLASS panel sensors and sensitive leading edges, roller brackets, brushes and door seals; vertical shafts and arms; emergency release mechanism; and a driver's door controller handle. An air compressor will provide 90-120psi air supply to the door system.

### **Equipment**

All necessary tools and equipment required to compete in this event will be provided.

### **Time:**

The team will be allotted 7 minutes to inspect, locate, identify, and legibly record the planted defects. Time warnings will be given to the team at the remaining time of 2 minutes, 1 minute, and 30 seconds.

### **Teams must:**

- Diagnose door system issues
- Identify safety critical defects
- Record findings legibly

### **Safety:**

- Each team will designate a team member as the "Door Opener".
- Door Opener to yell "CLEAR" prior to moving the door control handle. Must hear verbal acknowledgement "CLEAR" from each of the other team members before moving the door control handle.
- A 10-point Safety Violation will be given for each instance this procedure is not followed.
- A team member is allowed to stand on the inboard side (inside) of the mockup.

### **Time:**

- The team will be allotted 7 minutes to inspect, troubleshoot, diagnose, and legibly record the planted defects.
- Time warnings will be given to the team at the 2-minute, 1-minute and 30-second time marks.

### **Safety:**

- Teams will be expected to work in a safe manner during competition.
- Teams may choose to wear PPE at their own decision.

### **Scoring:**

- Correct defect identification
- Safety
- Professionalism

**Maximum Score: 350**

## **Maintenance Scoring Summary**

Each module contributes to the team's final score. Scoring categories include:

- Written Test — 125 points
- Module defect identification
- Safety compliance
- Time management
- Accuracy and completeness

The team with the highest combined score across all events is awarded **1st Place Maintenance Team**.

# APPENDIX A — ROADEO COMPETITION EVENT FOOTPRINT

## 2026 Texas State Bus Rodeo — Lubbock Memorial Civic Center

The 2026 Rodeo footprint is designed to maximize safety, visibility, and efficient movement of contestants, judges, and spectators. All activities take place on the **northwest parking lot** of the Lubbock Memorial Civic Center.

### 1. Site Overview

#### Primary Venue

**Lubbock Memorial Civic Center** 1501 Mac Davis Lane Lubbock, Texas

The Civic Center’s expansive parking areas allow for:

- Full fixed route course
- Full paratransit course
- Contestant staging
- Spectator viewing zones
- Equipment parking
- Maintenance competition (inside Civic Center)
- Vendor and sponsor displays (inside Civic Center)

### 2. Grounds Layout (Text-Based Map)



### 3. Restricted Areas

The following areas are **restricted to authorized personnel only**:

- Operator staging and dispatch area
- Maintenance holding area
- Maintenance module area
- Pre-trip Inspection area
- Wheelchair Securement area
- Judge and volunteer operations zones
- Bus parking and equipment staging

Contestants may only enter these areas when called for their event.

#### **4. Spectator Areas**

Spectators are welcome in designated zones only:

##### **Fixed Route Spectator Zone**

- Located along the **north & east perimeters**
- Provides clear visibility of major obstacles

##### **Paratransit Spectator Zone**

- Located along the **north & east perimeters**
- Allows safe viewing of precision maneuvers

##### **Maintenance Viewing**

- Limited due to safety and space
- Coaches may take still photos
- No video recording permitted

#### **5. Contestant Flow**

##### **Operators**

1. Report to Registration
2. Proceed to Staging Area
3. Complete Pre-trip Inspection
4. Complete Wheelchair Securement (Paratransit only)
5. Report to Course Start
6. Complete Driving Course
7. Return to Holding Area

##### **Technicians**

1. Report to On-site Check In
2. Proceed to Maintenance Holding Area
3. Rotate through assigned modules
4. Return to Holding Area after each event

#### **6. Safety Infrastructure**

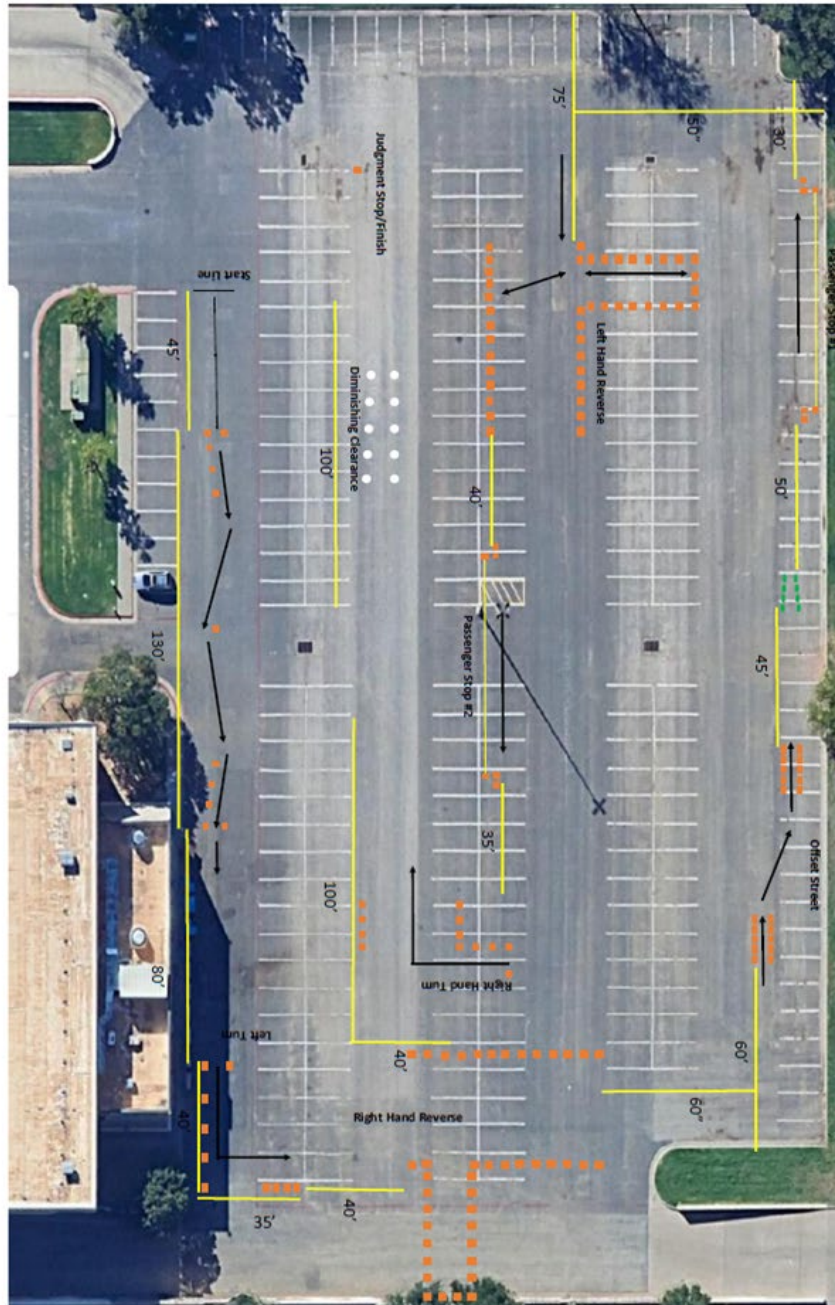
The 2026 layout includes:

- Spectators separated from all active course areas
- Clearly marked pedestrian walkways
- Dedicated emergency access lanes
- Fire extinguisher stations inside the maintenance roadeo venue
- First aid station near the Civic Center main entrance
- Radio equipped staff positioned throughout the grounds

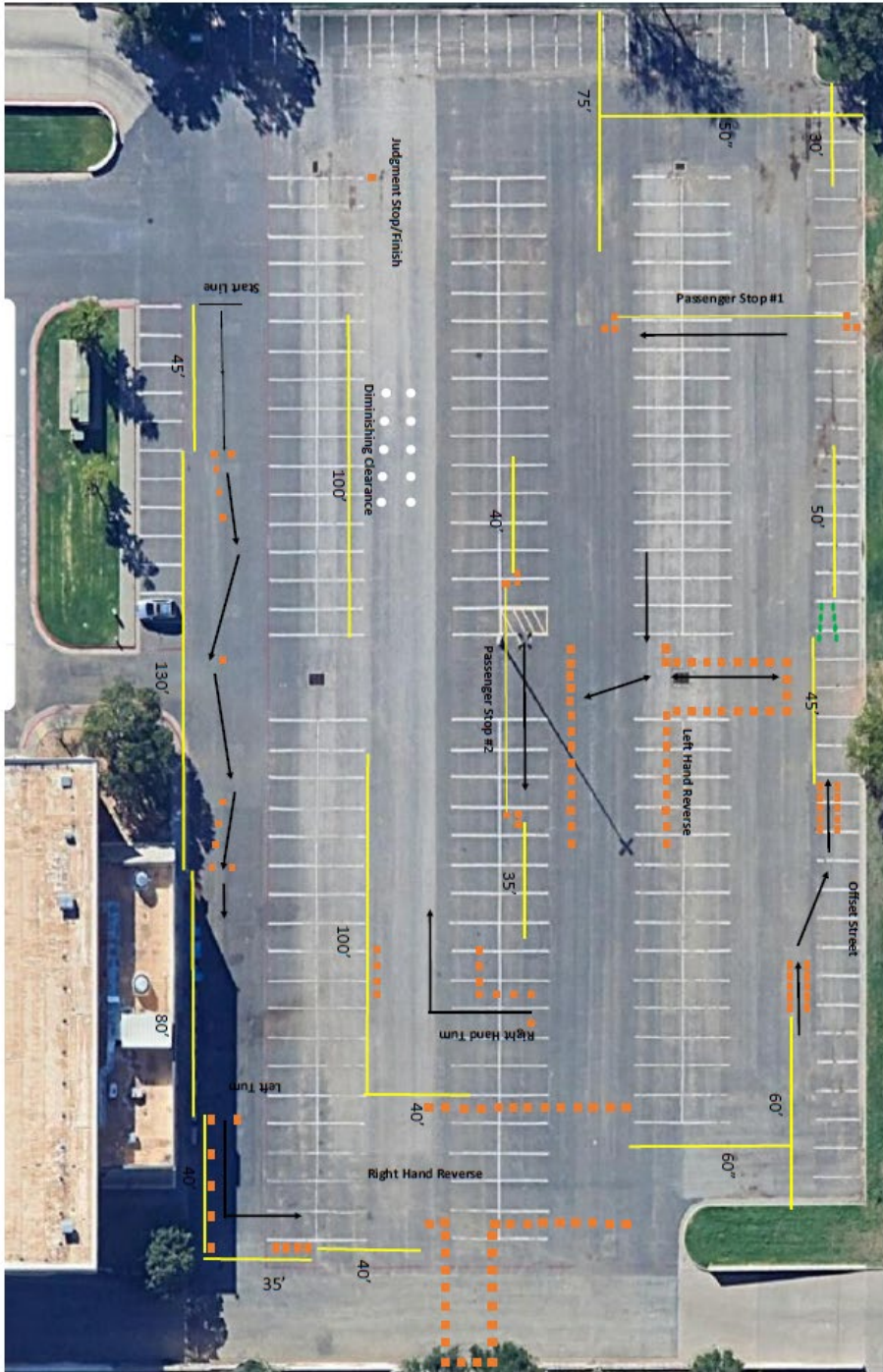
## APPENDIX B — BUS & VAN ROADEO COURSE (2026 UPDATE)

*Applies to Fixed Route (40' & 35' Gillig Hybrid Electric) and Paratransit (Dodge Promaster)*

The following obstacle descriptions outline the design, scoring intent, and operational expectations for each event on the 2026 Rodeo course. While the **order of obstacles may vary** based on the layout of the **Lubbock Memorial Civic Center** parking areas, the construction and scoring of each obstacle remain consistent with national Rodeo standards.



*Fixed Route*



Paratransit Van

## APPENDIX C — DIRECTIONS TO ROADEO SITE & BANQUET VENUE

### *2026 Texas State Bus Rodeo — Lubbock, Texas*

This appendix provides simple, reliable directions from major hotel areas to:

1. **Lubbock Memorial Civic Center** — Rodeo Competition Site – Shuttles will be provided
2. **Texas Tech Student Union Building (SUB) — Red Raider Ballroom** — Awards Banquet Venue

These directions assume contestants are staying in the conference hotels (Cotton Court Hotel and Double Tree by Hilton).

### 1. DIRECTIONS TO THE ROADEO SITE

#### **Lubbock Memorial Civic Center**

**1501 Mac Davis Lane, Lubbock, TX 79401**

The Civic Center is located just north of downtown Lubbock, adjacent to Buddy Holly Hall and Arts district.

#### **From Double Tree by Hilton:**

- Head **east** on Mac Davis Lane
- Hotel is approximately half a mile from the Civic Center
- The Civic Center will be on your **right**

#### **From Cotton Court Hotel:**

##### **Via Avenue Q:**

- Turn right toward Main St
- Turn left onto Main St
- Turn right onto Avenue Q
- Turn right onto Mac Davis Ln
- The Civic Center will be on your **right**

##### **Via Avenue M:**

- Exit the parking lot toward Main St
- Turn right toward Main St
- Turn right onto Main St
- Turn left onto Avenue M
- Cross 9<sup>th</sup> street and continue straight into the parking lot
- Parking area will be the north and northeast lots of the Civic Center u

**Shuttles will be provided from the Cotton Court Hotel & the Double Tree by Hilton starting at 5:30 am**

#### **Parking Information**

- All Rodeo parking is located in the **north and west lots** of the Civic Center.
- Contestants should follow signage for **Operator Staging, Maintenance Staging, or Volunteer Check In**.
- Spectators must park in designated spectator lots.

### 2. ROADEO AWARDS BANQUET VENUE

**Texas Tech Student Union Building (SUB) — Red Raider Ballroom**

**2625 15th Street, Lubbock, TX 79409**

The SUB is located in the heart of the Texas Tech University campus.

- **THERE WILL BE NO PARKING AVAILABLE FOR AWARDS BANQUET ATTENDEES ON THE TEXAS TECH UNIVERSITY CAMPUS.**
- **SHUTTLES will be provided from the COTTON COURT AND DOUBLE TREE BY HILTON HOTELS starting at 6:10 pm with the last shuttle to the venue at 6:40 pm.**
- **Attendees will enter through the SUB east entrance for easiest access to the Red Raider Ballroom.**

## APPENDIX D — FREQUENTLY ASKED QUESTIONS (FAQ)

### *2026 Texas State Bus Rodeo — Lubbock, Texas*

This FAQ provides quick answers to the most common questions from operators, technicians, judges, and spectators. All information reflects the 2026 event hosted by **Citibus** at the **Lubbock Memorial Civic Center**.

#### GENERAL QUESTIONS

##### 1. Who can compete in the 2026 State Bus Rodeo?

Any operator or maintenance technician employed by a **TTA member transit system** or representing a **CTAA member organization**, provided they meet all eligibility requirements.

##### 2. What are the dates and locations for the 2026 Rodeo?

- **Competition:** Friday, May 1 & Saturday, May 2, 2026 **Lubbock Memorial Civic Center**
- **Awards Banquet:** Saturday, May 2, 2026 **Texas Tech Student Union Building — Red Raider Ballroom**

##### 3. What should contestants bring?

- Agency uniform or approved attire
- Closed toe shoes (required)
- Photo ID
- Any personal safety glasses or hearing protection (optional; must pass inspection)
- Weather appropriate clothing for outdoor events

All tools and testing materials are provided.

##### 4. Can contestants practice on the course?

No. Contestants may walk the course during the **7:30 AM walkthrough** on Saturday, but **no driving practice** is permitted.

##### 5. Are spectators allowed?

Yes, in designated spectator zones only. Spectators may not enter:

- Operator course
- Paratransit securement area
- Pre-trip Inspection area
- Maintenance tents

Still photos are allowed; **video recording is prohibited**.

#### OPERATOR QUESTIONS

##### 6. What buses will be used for the 2026 competition?

- **Fixed Route:** 40' & 35' Gillig Hybrid Electric buses
- **Paratransit:** Dodge Promaster

##### 7. Can operators adjust mirrors before competing?

Yes, but **only before** entering the course. Once competition begins, mirrors may not be adjusted.

##### 8. Are turn signals required on the course?

Yes. Turn signals must be used for all **scored turns and lane changes**. Failure to signal results in point deductions.

**9. Can operators stop during an obstacle?**

Yes. Stopping is allowed unless the obstacle requires continuous movement. Only **unrequired reverse shifts** result in penalties.

**10. How is cone contact scored?**

Only the **first** contact with a cone or curb is scored. Dragging a cone requires the judge to stop the bus and remove it; the clock pauses during removal.

**11. What is included in the Pre-trip Inspection?**

Operators must identify:

- **8 equipment defects**
- **1 security hazard** (fixed route)
- **4 equipment defects** (paratransit)

A systematic inspection method earns **25 points**.

**12. Can operators start the bus during pre-trip?**

No. Starting the bus results in **disqualification** from the pre-trip event.

**PARATRANSIT QUESTIONS**

**13. How long is the Wheelchair Securement event?**

Operators have **7 minutes** to complete the securement.

**14. Do operators need to verbalize actions?**

Yes. Most securement items include **verbal** and **performance** points. If the operator does not verbalize the action, verbal points are not awarded.

**15. What happens if the wheelchair moves during the judge's test?**

Any movement results in **0 points** for the movement test portion (24 points).

**MAINTENANCE QUESTIONS**

**16. How many technicians can be on a team?**

Up to **three**. Two member teams may compete but receive **no concessions**.

**17. What modules are included in the 2026 competition?**

Same as 2025, including:

- Allison/Cummins/EMP
- Cummins/Voith
- Bendix ABS
- Air Brake Diagnostics
- Air Brake Troubleshooting
- Thermo King HVAC
- MCI Multiplex
- Vapor Door
- USSC Vehicle Inspection
- Written Test

**18. Can technicians bring their own tools?**

No. All tools and equipment are provided. Personal safety glasses and hearing protection may be used if approved at check in.

**19. Are abbreviations allowed on defect sheets?**

Yes, as long as they are **clear and understandable** to judges.

**20. Can coaches take photos during maintenance events?**

Yes, **still photos only**. Video recording is not permitted.

**WEATHER & SAFETY QUESTIONS**

**21. What happens if it rains?**

The Roadeo continues unless conditions become unsafe. Maintenance modules are indoors; operator courses remain outdoors.

**22. Is first aid available?**

Yes. A First Aid station is located near the Civic Center main entrance.

**23. Are there emergency procedures?**

Yes. All staff and judges are trained in emergency protocols. Contestants must follow all instructions from Roadeo officials.