13:20-30.15 In-terminal inspection of school buses; inspection of retired school buses

(a) An operator shall present each school bus for a semiannual in-terminal inspection by the Motor Vehicle Commission's School Bus Inspection Unit.

(b) An operator shall present each retired school bus with a capacity of 10 or more passengers for an annual inspection at a Motor Vehicle Commission-operated State specialty inspection facility or at a licensed private inspection facility. Such inspection shall include, but not be limited to, an inspection of the following:

1. Chassis and frame;
2. Brake system;
3. Body deterioration;
4. Lighting and electrical system; and
5. Interior seat mounting.

New Rule, R.2003 d.36, effective January 21, 2003.
See: 34 N.J.R. 829(a), 35 N.J.R. 450(a).
Amended by R.2006 d.249, effective July 3, 2006.
See: 38 N.J.R. 386(b), 38 N.J.R. 2835(a).
In (a), substituted "Motor Vehicle Commission's" for "Division's"; and in introductory paragraph of (b), substituted "Motor Vehicle Commission-operated State" for "Division".

13:20-30.16 Inspection fees

(a) All school buses registered in New Jersey shall be subject to the inspection fees as follows:

1.	School bus specification inspection	$50.00 per vehicle
2.	Each semiannual inspection	$25.00 per vehicle
3.	Each reinspection requiring an additional trip by the Motor Vehicle Commission's School Bus Inspection Unit	$25.00 per vehicle
4.	Each annual inspection of retired school buses performed at a State specialty inspection facility	$25.00 per vehicle

New Rule, R.2003 d.36, effective January 21, 2003.
See: 34 N.J.R. 829(a), 35 N.J.R. 450(a).
Amended by R.2006 d.249, effective July 3, 2006.
See: 38 N.J.R. 386(b), 38 N.J.R. 2835(a).
Substituted "Motor Vehicle Commission's" for "Division's" in (a)3.

13:20-30.17 Schedule of fines

(a) The following fines shall be assessed against an operator in accordance with N.J.S.A. 39:3B-22 per violation for the vehicle inspection violations set forth below:

1.	Failure to present or make available a school bus for inspection	$500.00
2.	Failure to retain proper records	$250.00
3.	Failure to make available any record or document required at time of inspection	$250.00
4.	Falsification of any record	$500.00
5.	Failure to comply with standards for driver employment records	$250.00

New Rule, R.2003 d.36, effective January 21, 2003.
See: 34 N.J.R. 829(a), 35 N.J.R. 450(a).

13:20-30.18 Collection of fines

Any fine imposed pursuant to the School Bus Enhanced Safety Inspection Act, P.L. 1999, c.5, may be collected, with costs, in a summary proceeding pursuant to the Penalty Enforcement Law of 1999, N.J.S.A. 2A:58-10 et seq.

New Rule, R.2003 d.36, effective January 21, 2003.
See: 34 N.J.R. 829(a), 35 N.J.R. 450(a).

SUBCHAPTER 31. SCHOOL BUS ENHANCED SAFETY INSPECTION OUT-OF-SERVICE CRITERIA

13:20-31.1 Scope

(a) This subchapter establishes school bus enhanced safety inspection out-of-service criteria. The out-of-service criteria set forth in this subchapter denote critical school bus vehicle inspection items.

(b) The rules set forth in this subchapter are consistent with the Federal Motor Vehicle Safety Standards established by the National Highway Traffic Safety Administration and the National School Transportation Specifications and Procedures, 2000 Revised Edition, which have been issued by the 2000 National Conference on School Transportation.

13:20-31.2 Brake system

(a) The following are the out-of-service criteria pertaining to the brake system:

1. The number of defective brakes is equal to or greater than 20 percent of the brakes on the vehicle, provided, however, that on a three-axle school bus, one defective brake shall constitute an out-of-service violation. Steering axle brakes are to be included in the 20 percent criterion. A defective brake includes any brake that meets one of the following criteria:

i. Absence of effective braking action upon application of the service brakes, such as brake linings' failing to move or to contact the braking surface upon application;

ii. Missing or broken mechanical components, including shoes, linings, pads, springs, anchor pins, spiders, cam rollers, pushrods, and air chamber mounting bolts;

iii. Loose brake components, including air chambers, spiders, and cam shaft support brackets;

iv. Audible air leak at brake chamber;

v. Brake adjustment limits:

(1) One brake at ¼ inch or more above the adjustment limit;

(2) Two brakes less than ¼ inch beyond the adjustment limit also equal one defective brake;

(3) Any wedge brake where the combined brake lining movement of both the top and bottom shoe exceeds ⅛ inch;

vi. Brake linings or pads, except on power unit steering axles:

(1) Cracked, loose, or missing brake lining:

(A) Lining cracks or voids of $^{1}/_{16}$ inch in width observable on the edge of the lining;

(B) Portions of a lining segment missing such that a fastening device (rivet or bolt) is exposed when viewing the lining from the edge;

(C) Cracks that exceed 1½ inches in length;

(D) Loose fitting segments (approximately $^{1}/_{16}$ inch or more movement); or

(E) Complete lining segment missing.

(2) The following chart shall be adhered to in determining brake adjustment limits, and is incorporated herein.

COMMERCIAL VEHICLE SAFETY ALLIANCE
NORTH AMERICAN UNIFORM OUT-OF-SERVICE CRITERIA
BRAKE ADJUSTMENT REFERENCE CHART

Reference: Paragraph 1.a. of Part II of the Out-of-Service Criteria Brake Adjustment: Shall not exceed those specifications contained hereunder relating to "Brake Adjustment Limit." (Dimensions are in inches.)

CLAMP-TYPE BRAKE CHAMBER DATA

Type	Outside Diameter	Brake Adjustment Limit
6	4½	1¼
9	5¼	1⅜
12	$5^{11}/_{16}$	1⅜
16	6⅜	1¾
20	$6^{25}/_{32}$	1¾
24	$7^{7}/_{32}$	1¾
30	$8^{3}/_{32}$	2
36	9	2¼

NOTE: A brake found at the adjustment limit is not a violation.

'LONG STROKE' CLAMP-TYPE
BRAKE CHAMBER DATA

Type	Outside Diameter	Brake Adjustment Limit
16	6⅜	2.0
20	$6^{25}/_{32}$	2.0
24	$7^{7}/_{32}$	2.0
24*	$7^{7}/_{32}$	2.5
30	$8^{3}/_{32}$	2.5

*For 3-inch maximum stroke type 24 chambers

NOTE: A brake found at the adjustment limit is not a violation.

TIE ROD STYLE PISTON BRAKE CHAMBER DATA

Type	Outside Diameter	Brake Adjustment Limit
30	6½ (165mm)	2.5 (64mm)

NOTE: A brake found at the adjustment limit is not a violation.

BOLT-TYPE BRAKE CHAMBER DATA

Type	Outside Diameter	Brake Adjustment Limit
A	$6^{15}/_{16}$	1⅜
B	$9^{3}/_{16}$	1¾
C	$8^{1}/_{16}$	1¾
D	5¼	1¼
E	$6^{3}/_{16}$	1⅜
F	11	1¼
G	9⅞	2

NOTE: A brake found at the adjustment limit is not a violation.

ROTOCHAMBER DATA

Type	Outside Diameter	Brake Adjustment Limit
9	$4^{9}/_{32}$	1½
12	$4^{13}/_{16}$	1½
16	$5^{13}/_{32}$	2
20	$5^{15}/_{16}$	2
24	$6^{13}/_{32}$	2
30	$7^{1}/_{16}$	2¼
36	7⅝	2¾
50	8⅞	3

NOTE: A brake found at the adjustment limit is not a violation.

DD–3 BRAKE CHAMBER DATA

Type	Outside Diameter	Brake Adjustment Limit
30	8⅛	2¼

NOTE: A brake found at the adjustment limit is not a violation.

WEDGE BRAKE DATA

The combined movement of both brake shoe lining scribe marks shall not exceed ⅛ inch (3.18mm).

(3) Evidence of oil seepage into or out of the brake lining/drum interface area, including wet contamination of the lining edge accompanied by evidence that further contamination will occur, such as oil running from the drum or a bearing seal. Grease on the lining edge, the back of the shoe, or the drum edge and oil stains with no evidence of fresh oil leakage are not conditions for out-of-service.

(4) Air brakes: Lining with a thickness of less than ¼ inch or to the wear indicator, if the lining is so marked, measured at the shoe center for drum brakes or less than ⅛ inch for disc brakes.

(5) Hydraulic and electric brakes: Lining with a thickness of 1/16 inch or less at the shoe center for disc or drum brakes; or

vii. Missing brake on any axle required to have brakes.

2. In addition to being included in the 20 percent criterion, the following criteria pertaining to steering axle brakes place a school bus in an out-of-service condition:

i. An absence of effective braking action on any steering axle of any school bus required to have steering axle brakes;

ii. A mismatch across any power unit steering axle of:

(1) Air chamber sizes; or

(2) Slack adjuster length; or

iii. Brake linings or pads on the steering axle of any power unit:

(1) Cracked, loose, or missing lining.

(A) Lining cracks or voids 1/16 inch in width are observable on the edge of the lining.

(B) Portions of a lining segment are missing such that a fastening device (rivet or bolt) is exposed when viewing the lining from the edge.

(C) Cracks that exceed 1½ inches in length.

(D) Loose lining segments (approximately 1/16 inch or more movement).

(E) A complete lining segment is missing.

(2) Evidence of oil seepage into or out of the brake lining/drum interface area, including wet contamination of the lining edge accompanied by evidence that further contamination will occur, such as oil running from the drum or a bearing seal. Grease on the lining edge, the back of the shoe, or the drum edge and oil stains with no evidence of fresh oil leakage are not conditions for out-of-service.

(3) Lining with a thickness of less than 3/16 inch for a shoe with a continuous strip of lining or one-quarter inch for a shoe with two pads for drum brakes or to the wear indicator if the lining is so marked, or less than ⅛ inch for air disc brakes, and 1/16 inch or less for hydraulic disc, drum, and electric brakes.

3. The following is the out-of-service criterion pertaining to parking brakes:

i. Any non-manufactured holes or cracks in the spring brake housing section of a parking brake.

4. The following are the out-of-service criteria pertaining to brake drums or rotors (discs):

i. Drums with any external crack or cracks that open upon brake application; or

ii. Any portion of the drum or rotor (disc) is missing or in danger of falling away.

5. The following are the out-of-service criteria pertaining to a brake hose:

i. A hose with any damage extending through the outer reinforcement ply;

ii. A hose that bulges or swells when air pressure is applied;

iii. A hose with an audible leak at other than a proper connection;

iv. Two hoses are improperly joined, such as a splice made by sliding the hose ends over a piece of tubing and clamping the hose to the tube; or

v. An air hose is cracked, broken, or crimped in such a manner as to restrict air flow.

6. The following are the out-of-service criteria pertaining to brake tubing:

i. Tubing with an audible leak at other than a proper connection; or

ii. Tubing is cracked, damaged by heat, broken, or crimped.

7. The following is the out-of-service criterion pertaining to the low pressure warning device:

i. The low pressure warning device is missing, inoperative, or does not operate at 55 pounds per square inch and below, or at one-half of the governor cut-out pressure, whichever is less.

8. The following is the out-of-service criterion pertaining to air loss rate:

i. If an air leak is discovered and the reservoir pressure is not maintained when the governor is cut-in, the reservoir pressure is between 80 and 90 pounds per square inch, the engine is at idle, and the service brakes are fully applied.

9. The following are the out-of-service criteria pertaining to the air reservoir security:

i. The reservoir is separated from its original attachment points by metal fatigue, is broken, or is missing a bolt; or

ii. The reservoir is separated from its original attachment points and the strap securing the reservoir is rotted out or the reservoir is improperly secured with bailing wire, coat hanger-type wire, or other like material.

10. The following are the out-of-service criteria pertaining to the air compressor (normally to be inspected when it is readily visible or when conditions indicate compressor problems):

i. Loose compressor mounting bolts;

ii. Cracked, broken, or loose pulley; or

iii. Cracked or broken mounting brackets, braces, or adapters.

11. The following are the out-of-service criteria pertaining to hydraulic brakes (including power assist over hydraulic and engine-driven hydraulic booster):

i. No brake pedal reserve with the engine running;

ii. The master cylinder is less than one-fourth full;

iii. The power assist unit fails to operate;

iv. Seeping or swelling of a brake hose under application of pressure;

v. A hydraulic hose is abraded or chafed through the outer cover-to-fabric layer;

vi. Fluid lines or connections are restricted, crimped, cracked, or broken;

vii. Any visually observed leaking hydraulic fluid in the brake system upon full brake application; or

viii. Hydraulic system: The brake failure/low fluid warning light is on and/or inoperative.

12. The following are the out-of-service criteria pertaining to the vacuum system:

i. Insufficient vacuum reserve exists to permit one full brake application after the engine is shut off; or

ii. A vacuum hose or line is restricted, is abraded or chafed through the outer cover-to-cord ply, is crimped, cracked, or broken, or a vacuum hose collapses when vacuum is applied.

13. The following is the out-of-service criterion pertaining to the warning signal for the air brake system:

i. The audible or visible warning signal is missing, inoperative, or does not operate when the air pressure available in the brake system is 60 pounds per square inch or less.

Administrative correction.
See: 35 N.J.R. 2260(a).
Amended by R.2005 d.24, effective January 18, 2005.
See: 35 N.J.R. 5483(a), 37 N.J.R. 321(a).
Added (a)13.

13:20–31.3 Drive shaft

(a) The following are the out-of-service criteria pertaining to the drive shaft:

1. The drive shaft or a section thereof is not equipped with a metal guard around its circumference;

2. The drive shaft guard is loose;

3. The universal joint is worn, damaged, missing, or corroded; or

4. The universal joint exceeds the manufacturer's specifications relating to movement or looseness.

Amended by R.2005 d.24, effective January 18, 2005.
See: 35 N.J.R. 5483(a), 37 N.J.R. 321(a).
In (a), added 3 and 4.

13:20–31.4 Exhaust system

(a) The following are the out-of-service criteria pertaining to the exhaust system:

1. Any part of the school bus exhaust system is leaking or discharging under the chassis more than six inches forward of the rearmost part of the school bus when powered by a gasoline or diesel engine, or more than 15 inches forward of the rearmost part of the school bus when powered by other than a gasoline or diesel engine; or

2. Any part of the school bus exhaust system is located so as to be likely to result in the burning, charring, or damaging of the electrical wiring, the fuel supply, or any combustible part of the school bus.

13:20–31.5 Frame; tire and wheel clearance; bumpers

(a) The following are the out-of-service criteria pertaining to frame members:

1. Any cracked, loose, sagging, or broken frame siderail permitting shifting of the school bus body onto moving parts or any other condition indicating an imminent collapse of the frame;

2. Any cracked, loose, or broken frame member adversely affecting support of functional components including, but not limited to, the steering gear, engine, transmission, body parts, or suspension;

3. A crack one and one-half inches long or longer in the frame siderail web that is directed toward the bottom flange;

4. Any crack extending from the frame siderail web around the radius and into the bottom flange;

5. A crack one inch or longer in the siderail bottom flange;

6. Any cracked, loose, sagging, or broken frame siderail resulting from rust, corrosion, or other deteriorating condition, or any improperly welded frame member that permits shifting of the school bus body onto moving parts, or any other condition indicating an imminent collapse of the frame or affecting support of functional components such as the steering gear, engine, transmission, body parts, or suspension;

7. A school bus is not equipped with body fasteners as required by N.J.A.C. 13:20–49.1, 49C.25, or 50B.26, whichever is applicable;

8. A school bus is not equipped with cross members as required by N.J.A.C. 13:20–49.1, 49C.25, or 50B.26, whichever is applicable; or

9. Any cross member, outrigger, or other structural support is missing, broken, cracked, deformed, shifted, or corroded so as to adversely affect the safe operation of the school bus.

(b) The following is the out-of-service criterion pertaining to tire and wheel clearance:

1. Any condition, including loading, that causes the school bus body or frame to be in contact with a tire or any part of the wheel assemblies at the time of inspection.

(c) The following is the out-of-service criterion pertaining to the bumpers:

1. Any bumper is missing or not properly secured.

Amended by R.2005 d.24, effective January 18, 2005.
See: 35 N.J.R. 5483(a), 37 N.J.R. 321(a).
In (a), amended the N.J.A.C. references in 7 and 8.

13:20–31.6 Fuel system

(a) The following are the out-of-service criteria pertaining to the fuel system:

1. A fuel system with a fuel leak at any point, including refrigeration or heater fuel systems;

2. A fuel tank or any part of the fuel system is not properly secured or fastened to the school bus in accordance with the school bus chassis manufacturer's specifications;

3. A fuel tank improperly attached to the school bus by use of bailing wire, coat hanger-type wire, or other like material;

4. A fuel tank is not filled or vented to the outside of the school bus body so that fuel may drip or drain onto any part of the exhaust system;

5. Except for the filler tube, a portion of the fuel system that is located to the rear of the engine compartment extends above the top of the highest portion of the chassis frame rail;

6. A fuel line is not mounted in a manner so as to obtain maximum protection from the chassis frame;

7. A fuel tank installation is not in accordance with FMVSS No. 301 (49 CFR § 571.301), incorporated herein by reference, as amended and supplemented; or

8. A Type B, C, or D school bus is not equipped with a steel guard around the fuel tank; provided, however, that this paragraph shall not be applicable to a Type B school bus constructed on a cutaway chassis if the fuel tank on such a school bus is mounted between the chassis frame rails.

Amended by R.2005 d.24, effective January 18, 2005.
See: 35 N.J.R. 5483(a), 37 N.J.R. 321(a).
In (a), inserted "highest portion of the" following "top of the" in 5; added 8.

13:20–31.7 Headlights, back-up lamps, back-up alarm, red signal warning lamps, amber signal warning lamps, tail lamps, stop lamps, and turn signals

(a) The following are the out-of-service criteria pertaining to lighting devices:

1. A school bus does not have at least one headlight operative on low beam;

2. A school bus does not have at least one steadily burning taillamp on the rear of the vehicle visible from 500 feet;

3. A school bus does not have at least one operative stoplamp on the rear of the vehicle visible from 500 feet; or

4. A school bus does not have an operative turn signal on each side of the front and rear of the vehicle.

(b) The following are the out-of-service criteria pertaining to back-up lamps and back-up alarms:

1. A school bus is not equipped with back-up lamps;

2. Either back-up lamp does not illuminate when the shift control lever for the transmission is placed in reverse gear, or the rear emergency door is unlatched, or, on a

Type D school bus that is equipped with a rear engine, a rear emergency window is unlatched;

3. A school bus is not equipped with a back-up alarm; or

4. A school bus is equipped with a back-up alarm that is not in proper operating condition.

(c) The following are the out-of-service criteria pertaining to red signal warning lamps and amber signal warning lamps:

1. A school bus is not equipped with red signal warning lamps and amber signal warning lamps in accordance with N.J.A.C. 13:20–49.1, 49C.22(e), or 50B.23(f), whichever is applicable;

2. A school bus is equipped with red signal warning lamps or amber signal warning lamps that are not in proper operating condition; or

3. A school bus is equipped with red signal warning lamps or amber signal warning lamps that do not conform to FMVSS No. 108 (49 CFR § 571.108), incorporated herein by reference, as amended and supplemented.

Amended by R.2005 d.24, effective January 18, 2005.
See: 35 N.J.R. 5483(a), 37 N.J.R. 321(a).
In (a)4, inserted "front end" following "each side of the" in 4; in (b)2, added ", or, on a Type D school bus that is equipped with a rear engine, a rear emergency window is unlatched" at the end; in (c)1, amended the N.J.A.C. reference.

13:20–31.8 Instruments and instrument panel

(a) The following is the out-of-service criterion pertaining to instruments and the instrument panel:

1. A school bus is equipped with an air or vacuum brake indicator gauge or light that is not in proper operating condition so that such gauge or light does not provide a warning to the driver when the air pressure or vacuum is depleted below one-half of its capacity.

13:20–31.9 Power steering belt

(a) The following is the out-of-service criterion pertaining to a power steering belt:

1. A school bus is equipped with a belt that drives a power steering pump or compressor that is not in proper operating condition.

13:20–31.10 Steering system

(a) The following are the out-of-service criteria pertaining to steering wheel free play:

1. When any of the values (movement in inches, centimeters, or degrees) in the chart below are met or exceeded, a school bus shall be placed out-of-service. For power steering systems, the engine must be running. The following chart shall be adhered to in determining steering wheel free play, and is incorporated herein.

NATIONAL SCHOOL TRANSPORTATION SPECIFICATIONS AND PROCEDURES OUT–OF–SERVICE CRITERIA STEERING WHEEL FREE PLAY CHART

Steering Wheel Diameter	Manual System Movement 30 degrees or	Power System Movement 45 degrees or
16 inches (41 cm)	2 inches (5.1 cm) (or more)	4½ inches (11.5 cm) (or more)
18 inches (46 cm)	2¼ inches (5.4 cm) (or more)	4¾ inches (12 cm) (or more)
20 inches (51 cm)	2½ inches (6.4 cm) (or more)	5¼ inches (13.5 cm) (or more)
22 inches (56 cm)	2¾ inches (7 cm) (or more)	5¾ inches (14.5 cm) (or more)

(b) The following are the out-of-service criteria pertaining to the steering column:

1. Any absence of U-bolt(s) or positioning part(s);

2. Any looseness of U-bolt(s) or positioning part(s);

3. Worn universal joint;

4. Faulty universal joint;

5. Repair-welded universal joint; or

6. The steering wheel not properly secured.

(c) The following are the out-of-service criteria pertaining to the front axle beam and all steering components other than the steering column, including the hub:

1. Any crack; or

2. Any obvious welded repair.

(d) The following are the out-of-service criteria pertaining to the steering gear box:

1. Any loose or missing mounting bolt;

2. Any crack in the steering gear box or mounting brackets; or

3. Any obvious welded repair.

(e) The following are the out-of-service criteria pertaining to the pitman arm:

1. Any looseness of the pitman arm on the steering gear output shaft; or

2. Any obvious welded repair.

(f) The following are the out-of-service criteria pertaining to power steering:

1. The auxiliary power assist cylinder is loose; or

2. The power steering pump is inoperable.

(g) The following are the out-of-service criteria pertaining to ball and socket joints:

1. Any movement under steering load of a stub nut;

2. Any motion, other than rotational, between any linkage member and its attachment point of more than 1/8 inch (three mm) measured with hand pressure only; or

3. Any obvious welded repair.

(h) The following are the out-of-service criteria pertaining to tie rods and drag links:

1. Loose clamp or clamp bolt on a tie rod or a drag link; or

2. Any looseness in any threaded joint.

(i) The following is the out-of-service criterion pertaining to nuts:

1. Loose or missing nut(s) on a tie rod, pitman arm, drag link, steering arm, or tie rod arm.

(j) The following are the out-of-service criteria pertaining to the steering system:

1. Any modification of the steering system that interferes with the free movement of any steering component; or

2. Any other condition that interferes with the free movement of any steering component.

Administrative correction.
See: 35 N.J.R. 1688(b), 2260(a).
Amended by R.2005 d.24, effective January 18, 2005.
See: 35 N.J.R. 5483(a), 37 N.J.R. 321(a).
Rewrote (a).

13:20–31.11 Suspension

(a) The following are the out-of-service criteria pertaining to axle parts/members:

1. Any U-bolt or other spring-to-axle clamp bolt is cracked, broken, loose, missing, or not secured by nut(s); or

2. Any spring hanger or other axle-positioning part is cracked, broken, loose, or missing, and results in the shifting of an axle from its normal position.

(b) The following are the out-of-service criteria pertaining to the spring assembly:

1. One-fourth or more of the leaves in any spring assembly are broken;

2. Any leaf or portion of any leaf in any spring assembly is missing or separated;

3. Any broken main leaf in a leaf spring. For purposes of this out-of-service criterion:

i. Any leaf of a leaf spring assembly is a main leaf if it extends, at both ends, to or beyond any of (b)3i(1) through (3) below. In addition, any leaf of a helper spring assembly is a helper main leaf if it extends, at both ends, to or beyond the load-bearing surface of its contact pad, hanger, or equalizer.

(1) The load-bearing surface of a spring hanger or equalizer;

(2) The spring and cap or insulator box mounted on the axle;

(3) A spring eye.

ii. The radius rod leaf, in springs having such a leaf, shall be treated like the torque, radius, or tracking components set forth in subsection (c) below for purposes of out-of-service;

4. A broken coil spring;

5. One or more leaves displaced in a manner that could result in contact with a tire, rim, brake drum, or frame;

6. Broken torsion bar spring in torsion bar suspension;

7. Deflated air suspension resulting from system failure or leak;

8. Excessive wear of any spring saddle;

9. Any spring not aligned by a centering pin; or

10. Any worn (beyond the original manufacturer's specifications) or improperly assembled U-bolt, shock, king pin, ball joint, strut, air bag, or positioning component.

(c) The following is the out-of-service criterion pertaining to torque, radius, or tracking components:

1. Any part of a torque, radius, or tracking component assembly or any part used for attaching same to the vehicle frame or axle, including spring leaves used as a radius or torque rod, is cracked, loose, broken, or missing, or missing bushings in torque or track rods.

13:20–31.12 Tires

(a) The following are the out-of-service criteria pertaining to any tire on any steering axle:

1. A front tire with less than 4/32 inch tread when measured in any two adjacent major tread grooves at any location on the tire;

2. A rear tire with less than 2/32 inch tread when measured in any two adjacent major tread grooves at any location on the tire;

3. Any part of the breaker strip or casing ply showing in the tread;

4. Cut, worn, or damaged sidewall to the extent that the ply cord is exposed;

5. A tire labeled "NOT FOR HIGHWAY USE" or carrying other markings that would exclude its use;

6. A visually observable bump, bulge, or knot apparently related to tread or sidewall separation, except for a bulge that does not exceed 3/8 inch in height due to a section repair;

7. A tire flat or with a noticeable leak;

8. A tire so mounted or inflated that it comes in contact with any part of the school bus;

9. The weight carried exceeds the tire load limit, including an overloaded tire resulting from low air pressure;

10. A bias ply tire with more than one ply exposed in the tread area or sidewall or with the exposed area of the top ply in excess of two square inches;

11. A radial ply tire with two or more plies exposed in the tread area or damaged cords evident in the sidewall or the exposed area in excess of two square inches in the sidewall. For a single tire, one tire must meet this condition. On dual wheels, each tire must meet this condition;

12. A regrooved or recapped tire on the front axle; or

13. A Type B, C, or D school bus not equipped with dual rear tires.

Administrative correction.
See: 35 N.J.R. 2260(a).
Amended by R.2005 d.24, effective January 18, 2005.
See: 35 N.J.R. 5483(a), 37 N.J.R. 321(a).
In (a)13.

13:20–31.13 Wheels and rims

(a) The following is the out-of-service criterion pertaining to rim size:

1. The school bus is equipped with rims of improper size.

(b) The following are the out-of-service criteria pertaining to the lock or side ring:

1. Bent, broken, improperly seated, or sprung ring(s); or

2. Mismatched ring(s).

(c) The following is the out-of-service criterion for wheels and rims:

1. Any wheel/rim is cracked, improperly seated, damaged, or repair-welded.

(d) The following are the out-of-service criteria pertaining to disc wheel cracks:

1. Any single crack three inches or more in length;

2. A crack extending between any two holes including hand holes, stud holes, and center hole;

3. Two or more cracks at any location on the wheel;

4. Disc wheel crack(s) in (d)1, 2, or 3 above caused by rust or other deterioration; or

5. Fifty percent or more elongated stud holes on disc wheels with the fasteners tight.

(e) The following are the out-of-service criteria pertaining to spoke wheel cracks:

1. Two or more cracks more than one inch long across a spoke or hub section;

2. Two or more web areas with cracks; or

3. Spoke wheel crack(s) in (e)1 or 2 above caused by rust or other deterioration, or where rust is bleeding from crack(s).

(f) The following are the out-of-service criteria pertaining to tubeless demountable adapter cracks:

1. Cracks at three or more spokes; or

2. Tubeless demountable adapter cracks in (f)1 above caused by rust or other deterioration, or where rust is bleeding from crack(s).

(g) The following is the out-of-service criterion pertaining to fasteners (nuts, bolts, studs, lugs):

1. Loose, missing, broken, or cracked (both spoke and disc wheels) deemed ineffective as follows:

i. For 10 fastener positions, three anywhere or two adjacent;

ii. For eight fastener positions or less (including spoke wheels and hub bolts), two anywhere.

(h) The following is the out-of-service criterion pertaining to the hub:

1. Excessive wheel bearing play that exceeds the original manufacturer's specifications.

13:20–31.14 Back-up warning alarm

(a) The following are the out-of-service criteria pertaining to the back-up warning alarm:

1. A school bus is not equipped with a back-up warning alarm; or

2. A school bus is equipped with a back-up warning alarm that is not in proper operating condition.

13:20–31.15 Battery

(a) The following are the out-of-service criteria pertaining to the battery:

1. The battery is not securely mounted in the space provided;

2. A battery cap is missing;

3. A battery cable is not properly insulated;

4. A battery post or a battery cable end is not secure or reasonably free of corrosion;

5. The battery is not secured by a battery hold-down(s); or

6. Wiring is exposed or loose.

Amended by R.2005 d.24, effective January 18, 2005.
See: 35 N.J.R. 5483(a), 37 N.J.R. 321(a).
In (a)1, deleted "by the chassis manufacturer".

13:20–31.16 Doors, emergency

(a) The following are the out-of-service criteria pertaining to the emergency door:

1. A school bus is equipped with an emergency door that is not in proper operating condition;

2. The emergency door does not conform to the requirements of N.J.A.C. 13:20–49.1, 49C.11(h), or 50B.11(i), whichever is applicable, pertaining to the emergency door fastening device;

3. The emergency door does not conform to the requirements of N.J.A.C. 13:20–49.1, 49C.11(i), or 50B.11(j), whichever is applicable, pertaining to the emergency door locking system;

4. The emergency door windows are covered by any metal bars or other screening material; or

5. A school bus is equipped with an emergency door warning device that is not in proper operating condition.

Amended by R.2005 d.24, effective January 18, 2005.
See: 35 N.J.R. 5483(a), 37 N.J.R. 321(a).
In (a), amended the N.J.A.C. references in 2 and 3.

13:20–31.17 Doors, service

(a) The following are the out-of-service criteria pertaining to the service door:

1. A school bus is equipped with a service door that is not in proper operating condition;

2. The service door does not conform to the requirements of N.J.A.C. 13:20–49.1, 49C.10(a), or 50B.12(a), whichever is applicable, pertaining to the design of the service door and the control thereof;

3. The service door does not conform to the requirements of N.J.A.C. 13:20–49.1, 49C.10(b) and (g), or 50B.12(b) and (h), whichever is applicable, pertaining to the location of the service door;

4. The service door does not conform to the requirements of N.J.A.C. 13:20–49.1, 49C.10(c), or 50B.12(c), whichever is applicable, pertaining to minimum horizontal opening and minimum vertical opening;

5. The service door does not conform to the requirements of N.J.A.C. 13:20–49.1, 49C.10(d), or 50B.12(d), whichever is applicable, pertaining to service door-type;

6. The service door does not conform to the requirements of N.J.A.C. 13:20–49.1, 49C.10(e), or 50B.12(e), whichever is applicable, pertaining to safety glass;

7. The service door does not conform to the requirements of N.J.A.C. 13:20–49.1, 49C.10(f), or 50B.12(f), whichever is applicable, pertaining to the vertical closing edges on a split-type door; or

8. The service door does not conform to the requirements of N.J.A.C. 13:20–50B.12(g) pertaining to an emergency manual override on power-operated doors.

Amended by R.2005 d.24, effective January 18, 2005.
See: 35 N.J.R. 5483(a), 37 N.J.R. 321(a).
In (a), amended the N.J.A.C. references throughout and added 8.

13:20–31.18 Emergency exits

(a) The following are the out-of-service criteria pertaining to emergency exits:

1. A school bus is not equipped with emergency push-out side exit windows or roof safety hatches as required by N.J.A.C. 13:20–49C.12 or 50B.14, whichever is applicable;

2. A school bus is equipped with emergency push-out side exit windows or roof safety hatches that do not conform to the requirements of N.J.A.C. 13:20–49C.12 or 50B.14, whichever is applicable;

3. A school bus is equipped with an emergency push-out side exit window or roof safety hatch that is not in proper operating condition;

4. An emergency exit is wired shut or otherwise secured in a closed position so that it cannot be readily opened;

5. An emergency exit is obstructed by baggage, freight, or other items stowed in a manner that impedes access to exits by any occupant of the school bus; or

6. A school bus is equipped with an emergency exit warning device that is not in proper operating condition.

Amended by R.2005 d.24, effective January 18, 2005.
See: 35 N.J.R. 5483(a), 37 N.J.R. 321(a).
In (a), amended the N.J.A.C. references throughout.

13:20–31.19 Fire extinguishers

(a) The following are the out-of-service criteria pertaining to fire extinguishers:

1. A school bus is not equipped with a fully-charged fire extinguisher; or

2. A school bus is equipped with a fire extinguisher that does not conform to the requirements of N.J.A.C. 13:20–49.1, 49C.14, or 50B.15, whichever is applicable.

Amended by R.2005 d.24, effective January 18, 2005.
See: 35 N.J.R. 5483(a), 37 N.J.R. 321(a).
In (a), amended the N.J.A.C. reference in 2.

13:20–31.20 Heater hoses and lines

(a) The following are the out-of-service criteria pertaining to heater hoses and lines:

1. A heater hose is not supported to protect against excessive wear due to vibration;

2. A heater hose dangles or rubs against the school bus chassis or any other device that has sharp edges;

3. A heater hose does not conform to SAE Standard J20 (October 1997), incorporated herein by reference, as amended and supplemented; or

4. A heater line in the passenger compartment of the school bus is not properly shielded to prevent the scalding of the driver or passengers.

13:20–31.21 Mirrors

(a) The following are the out-of-service criteria pertaining to mirrors:

1. A school bus is not equipped with an interior mirror in accordance with N.J.A.C. 13:20–49.1, 49C.24, or 50B.25, whichever is applicable;

2. A school bus is not equipped with exterior mirrors in accordance with N.J.A.C. 13:20–49.1, 49C.24, or 50B.25, whichever is applicable; or

3. Any required mirror is broken, discolored, or does not hold a set adjustment.

Amended by R.2005 d.24, effective January 18, 2005.
See: 35 N.J.R. 5483(a), 37 N.J.R. 321(a).
In (a), amended the N.J.A.C. references throughout.

13:20–31.22 Seat belts for driver and passengers

(a) The following are the out-of-service criteria pertaining to seat belts:

1. A school bus is not equipped with seat belts in accordance with N.J.S.A. 39:3B–10;

2. A school bus required to be equipped with seat belts in accordance with N.J.S.A. 39:3B–10 is not equipped with seat belt assemblies in accordance with FMVSS No. 209 (49 CFR § 571.209), incorporated herein by reference, as amended and supplemented;

3. A school bus required to be equipped with seat belts in accordance with N.J.S.A. 39:3B–10 is not equipped with seat belt assembly anchorages in accordance with FMVSS No. 210 (49 CFR § 571.210), incorporated herein by reference, as amended and supplemented; or

4. A school bus required to be equipped with seat belts in accordance with N.J.S.A. 39:3B–10 is not equipped with a seat belt cutter.

Amended by R.2005 d.24, effective January 18, 2005.
See: 35 N.J.R. 5483(a), 37 N.J.R. 321(a).

13:20–31.23 Seats and crash barriers

(a) The following are the out-of-service criteria pertaining to seats and crash barriers:

1. A school bus is equipped with a seat that is not forward facing;

2. Seat/crash barrier mounting hardware is missing or is not properly installed;

3. A seat leg is not secured to the floor by a minimum of two bolts, washers, and nuts; or

4. A seat frame attached to the seat rail is not fastened with two bolts, washers, and nuts.

13:20–31.24 Steps

(a) The following is the out-of-service criterion pertaining to steps:

1. A school bus is equipped with a grab handle that does not conform to N.J.A.C. 13:20–49.1, 49C.34(e), or 50B.35(e), whichever is applicable.

Amended by R.2005 d.24, effective January 18, 2005.
See: 35 N.J.R. 5483(a), 37 N.J.R. 321(a).
In (a)1, amended the N.J.A.C. reference.

13:20–31.25 Stop signal arm

(a) The following are the out-of-service criteria pertaining to the stop signal arm:

1. A school bus is not equipped with a stop signal arm as required by FMVSS No. 131 (49 CFR § 571.131), incorporated herein by reference, as amended and supplemented;

2. A school bus is equipped with a stop signal arm that does not conform to FMVSS No. 131 (49 CFR § 571.131), incorporated herein by reference, as amended and supplemented; or

3. A school bus is equipped with a stop signal arm that is not in proper operating condition.

13:20–31.26 Crossing control arm

(a) The following are the out-of-service criteria pertaining to the crossing control arm:

1. A school bus is not equipped with a crossing control arm as required by N.J.S.A. 39:3B–1.1;

2. A school bus is equipped with a crossing control arm that is not mounted in accordance with N.J.A.C. 13:20–49C.44 or 50B.9, whichever is applicable; or

3. A school bus is equipped with a crossing control arm that is not in proper operating condition.

Amended by R.2005 d.24, effective January 18, 2005.
See: 35 N.J.R. 5483(a), 37 N.J.R. 321(a).
In (a)2, amended the N.J.A.C. reference.

13:20-31.27 Windshield wipers

(a) The following are the out-of-service criteria pertaining to windshield wipers:

1. Any power unit has a missing windshield wiper or missing part that renders it ineffective; or

2. Any power unit has an inoperative windshield wiper or damaged part that renders it ineffective.

13:20-31.28 Wiring

(a) The following are the out-of-service criteria pertaining to wiring:

1. Wires passing through metal openings are not protected by grommets;

2. Wires are not fastened securely at intervals of not more than 18 inches; or

3. Wire connectors are exposed.

13:20-31.29 Doors; specially equipped school buses

(a) The following are the out-of-service criteria pertaining to doors on specially equipped school buses:

1. A door is not equipped with a warning device that is actuated when the door is not securely closed and the ignition is in the "on" position;

2. A door is equipped with such a warning device that is not in proper operating condition;

3. A door is not equipped with a switch that prevents the lifting mechanism from operating when the power lift platform door is closed; or

4. A door is equipped with such a switch that is not in proper operating condition.

13:20-31.30 Restraining devices; specially equipped school buses

(a) The following are the out-of-service criteria pertaining to restraining devices on specially equipped school buses:

1. The attachment framework or anchorage devices for seat belts, restraining harnesses, or other restraining devices do not conform to FMVSS No. 209 (49 CFR § 571.209), incorporated herein by reference, as amended and supplemented, and FMVSS No. 210 (49 CFR § 571.210), incorporated herein by reference, as amended and supplemented; or

2. The wheelchair occupant restraint system does not conform to FMVSS No. 222 (49 CFR § 571.222), incorporated herein by reference, as amended and supplemented.

13:20-31.31 Wheelchairs and other mobile seating devices; specially equipped school buses

(a) The following is the out-of-service criterion pertaining to wheelchairs and other mobile seating devices on specially equipped school buses:

1. A school bus that has in its passenger compartment an electric-powered wheelchair equipped with liquid electrolyte batteries.

13:20-31.32 Credentials; insurance

(a) The following are the out-of-service criteria pertaining to insurance credentials:

1. An insurance identification card is not presented for the school bus;

2. An expired insurance identification card is presented for the school bus;

3. An altered insurance identification card is presented for the school bus;

4. A mutilated insurance identification card, which renders the card illegible, is presented for the school bus;

5. A photocopy or facsimile of an insurance identification card is presented for the school bus;

6. An insurance identification card not in the form specified by the Department of Banking and Insurance in N.J.A.C. 11:3-6 is presented for the school bus;

7. An insurance identification card that has an expiration date of more than 14 months from the effective date is presented for the school bus;

8. A temporary insurance identification card without an effective date is presented for the school bus; or

9. An expired insurance binder is presented for the school bus.

13:20-31.33 Placement out-of-service

When an inspection of a school bus discloses the existence of an out-of-service violation(s), such school bus shall be placed out-of-service by authorized representatives of the Motor Vehicle Commission or by law enforcement authorities.

Amended by R.2006 d.249, effective July 3, 2006.
See: 38 N.J.R. 386(b), 38 N.J.R. 2835(a).
Substituted "Motor Vehicle Commission" for "Division".

13:20-31.34 Duration of out-of-service order

(a) The school bus shall be placed out-of-service:

1. Until all school bus out-of-service violations are repaired on-site; or

2. Until the school bus is towed by the operator to a repair facility or maintenance garage and all school bus out-of-service violations are repaired.

13:20-31.35 Operation of school bus prohibited

The school bus shall not be operated until all out-of-service violations are remedied and such remedial action is either certified or approved by representatives of the Motor Vehicle Commission.

Amended by R.2006 d.249, effective July 3, 2006.
See: 38 N.J.R. 386(b), 38 N.J.R. 2835(a).
Substituted "Motor Vehicle Commission" for "Division".

13:20-31.36 Direction to inspection site

Any authorized representative of the Motor Vehicle Commission may direct any school bus operated in this State to proceed immediately to a designated inspection site for inspection; provided, however, this section shall not apply to a school bus with school children on board.

Amended by R.2006 d.249, effective July 3, 2006.
See: 38 N.J.R. 386(b), 38 N.J.R. 2835(a).
Substituted "Motor Vehicle Commission" for "Division".

13:20-31.37 Examination of driver's operating credentials

Any authorized representative of the Motor Vehicle Commission may demand and examine the driver's operating credentials.

Amended by R.2006 d.249, effective July 3, 2006.
See: 38 N.J.R. 386(b), 38 N.J.R. 2835(a).
Substituted "Motor Vehicle Commission" for "Division".

13:20-31.38 Driver out-of-service violations

(a) A driver shall be immediately placed out-of-service and shall not be permitted to continue driving a school bus if such driver:

1. Does not have a commercial driver license (CDL);

2. Has been issued a CDL, but said license is suspended or revoked;

3. Is in possession of an improper class of CDL;

4. Is in possession of a CDL without proper endorsement(s), including the required School Bus Endorsement;

5. Has been issued a CDL with proper endorsement(s), but said endorsement(s) is suspended or revoked;

6. Is operating a school bus in violation of a CDL restriction;

7. Is not in possession of satisfactory evidence of continuing physical fitness or such evidence is not on file with the Motor Vehicle Commission; or

8. Does not have on file with the Motor Vehicle Commission proof of good character.

(b) In addition to (a) above, the driver shall be subject to the penalties set forth in N.J.S.A. 39:3-10.18.

Amended by R.2006 d.249, effective July 3, 2006.
See: 38 N.J.R. 386(b), 38 N.J.R. 2835(a).
In (a)4, substituted "School Bus Endorsement" for "passenger endorsement"; and in (a)7 and (a)8, substituted "Motor Vehicle Commission" for "Division".

13:20-31.39 Provision of notice to driver

A school bus operator shall annually provide to each driver employed by the operator a notice containing a copy of N.J.A.C. 13:20-30 and this subchapter.

13:20-31.40 Coercion of driver by operator

No school bus operator shall compel, coerce, or otherwise cause a driver to include false information on a daily school bus inspection report.

SUBCHAPTER 32. INSPECTION STANDARDS AND TEST PROCEDURES TO BE USED BY OFFICIAL INSPECTION FACILITIES

13:20-32.1 Definitions

The following words and terms, when used in this subchapter, shall have the following meanings unless the context clearly indicates otherwise.

"Certificate of approval" means an inspection sticker issued by an official inspection facility, a licensed private inspection facility, or a State specialty inspection facility certifying that a motor vehicle complies with the requirements of Title 39 and Title 26 of the Revised Statutes, N.J.A.C. 13:20-43, this subchapter or N.J.A.C. 13:20-33, whichever is applicable, and N.J.A.C. 7:27-15 and 7:27B-5 regarding the inspection of motor vehicles.

"Certificate of waiver" means an inspection sticker issued by an official inspection facility evidencing that a motor vehicle has successfully passed a safety inspection but that the requirements of compliance with N.J.A.C. 13:20-43 and the rules adopted by the Department of Environmental Protection pertaining to emission or OBD inspection standards have been waived by the Motor Vehicle Commission for the particular inspection cycle for which the waiver is granted.

"Chief Administrator" means the Chief Administrator of the New Jersey Motor Vehicle Commission.

"EPA" means the United States Environmental Protection Agency.