

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

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

13:20–31.7 Headlights, back-up lamps, back-up alarm, red signal warning lamps, amber signal warning lamps, taillamps, stoplamps, 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 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;
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 or 49C.22(e), 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.

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.

COMMERCIAL VEHICLE SAFETY ALLIANCE

NORTH AMERICAN UNIFORM OUT-OF-SERVICE CRITERIA

STEERING WHEEL FREE PLAY CHART

Steering Wheel Diameter	Manual System Movement 30 degrees or 30 degrees or	Power System Movement 45 degrees or 45 degrees or
16 inches (41 cm)	4½ inches (11.5 cm) (or more)	6¾ inches (17 cm) (or more)
18 inches (46 cm)	4¾ inches (12 cm) (or more)	7 inches (18 cm) (or more)
19 inches (48 cm)	5 inches (13 cm) (or more)	7½ inches (19 cm) (or more)
20 inches (51 cm)	5¼ inches (13 cm) (or more)	7 inches (20 cm) (or more)
21 inches (53 cm)	5½ inches (14 cm) (or more)	8¼ inches (21 cm) (or more)
22 inches (56 cm)	5¾ inches (15 cm) (or more)	8 inches (22 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 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.

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 $\frac{1}{32}$ inch tread when measured in any two adjacent major tread grooves at any location on the tire;

2. A rear tire with less than $\frac{2}{32}$ 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 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 exceeding 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; or
12. A regrooved or recapped tire on the front axle.

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 by the chassis manufacturer;
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.