

**CHAPTER 20**  
**ENFORCEMENT SERVICE****Authority**

N.J.S.A. 39:2-3, 39:3-10, 39:3-11, 39:3-27.14, 39:3-27.39, 39:3-27.44, 39:3-27.45, 39:3-33.3, 39:3-33.7, 39:3-33.9, 39:3-43, 39:3-63, 39:3-75, 39:3-76.6, 39:3-77, 39:3-81, 39:3-84a(10), 39:3B-5, 39:4-208, 39:5-30, 39:8-1, 39:8-2, 39:8-4, 39:8-4.1, 39:8-10, 39:8-57, 39:8-77, and 39:10-4.

**Source and Effective Date**

R.2001 d.20, effective December 13, 2000.  
See: 32 N.J.R. 3720(a), 33 N.J.R. 269(a).

**Executive Order No. 66(1978) Expiration Date**

Chapter 20, Enforcement Service, expires on December 13, 2005.

**Chapter Historical Note**

Chapter 20, Enforcement Service, was adopted and became effective prior to September 1, 1969.

Subchapter 26, Self-Inspection of Certain Classes of Motor Vehicles, was adopted as new rules by R.1970 d.132, effective November 2, 1970. See: 2 N.J.R. 85(d), 2 N.J.R. 101(d).

Subchapter 27 was adopted as new rules by R.1971 d.86, effective June 1, 1971. See: 3 N.J.R. 84(a), 3 N.J.R. 136(d).

Subchapter 28, Inspection of New Motor Vehicles, was adopted as new rules by R.1971 d.144, effective October 1, 1971. See: 3 N.J.R. 112(a), 3 N.J.R. 181(a). Subchapter 28 was amended by R.1971 d.222, effective December 10, 1971. See: 3 N.J.R. 226(a), 4 N.J.R. 10(c).

Subchapter 29, Mobile Inspection Unit, was adopted as new rules by R.1972 d.106, effective June 1, 1972. See: 4 N.J.R. 105(b), 4 N.J.R. 165(b).

Subchapter 30, Supplemental Inspection of School Buses, was adopted as new rules by R.1972 d.154, effective August 7, 1972. See: 4 N.J.R. 163(a), 4 N.J.R. 223(b).

Subchapter 31, Alcohol Countermeasures Regulations, was adopted as new rules by R.1972 d.255, effective December 15, 1972. See: 4 N.J.R. 273(a), 5 N.J.R. 18(c).

Subchapter 32, Motor Vehicle Reinspection Centers, was adopted as new rules by R.1975 d.333, effective November 3, 1975. See: 7 N.J.R. 433(b), 7 N.J.R. 570(c).

Subchapter 33, Enforcement Service: Standards and Procedures To Be Used By Licensed Reinspection Centers, was adopted as new rules by R.1975 d.334, effective November 3, 1975. See: 7 N.J.R. 469(d), 7 N.J.R. 570(d).

Subchapter 34, Identifying Marks, was adopted as new rules by R.1976 d.302, effective September 24, 1976. See: 8 N.J.R. 400(b), 8 N.J.R. 532(a).

Subchapter 35, Inspection of State-Owned Vehicles by the Central Motor Pool, was adopted as new rules by R.1977 d.480, effective December 21, 1977. See: 9 N.J.R. 486(b), 10 N.J.R. 71(c).

Subchapter 31, Alcohol Countermeasures Regulations, was amended by R.1979 d.4, effective January 8, 1979. See: 10 N.J.R. 508(a), 11 N.J.R. 78(b).

Subchapter 28, Inspection of New Motor Vehicles, was amended by R.1980 d.345, effective August 5, 1980. See: 12 N.J.R. 280(c), 12 N.J.R. 551(c).

Subchapter 36, Special National Guard Plates, was adopted as new rules by R.1981 d.31, effective January 28, 1981. See: 12 N.J.R. 427(a), 13 N.J.R. 150(e).

Pursuant to Executive Order No. 66(1978), Subchapter 31, Alcohol-Countermeasures Regulations, was readopted as R.1984 d.7, effective January 4, 1984. See: 15 N.J.R. 1923(a), 16 N.J.R. 247(b).

Pursuant to Executive Order No. 66(1978), Subchapter 33, Enforcement Service: Standards and Procedures To Be Used By Licensed Reinspection Centers, was readopted as R.1984 d.173, effective April 25, 1984. See: 16 N.J.R. 503(a), 16 N.J.R. 1280(d).

Subchapter 12, Accident Prevention Clinic, was adopted as new rules by R.1984 d.492, effective October 16, 1984. See: 16 N.J.R. 2347(a), 16 N.J.R. 3054(b).

Subchapter 28, Inspection of New Motor Vehicles, was amended by R.1984 d.622, effective January 21, 1985 (operative July 1, 1985). See: 16 N.J.R. 2500(a), 17 N.J.R. 203(a).

Subchapter 38, Dimensional Standards for Automobile Transporters, was adopted as new rules by R.1985 d.23, effective February 4, 1985. See: 16 N.J.R. 3176(a), 17 N.J.R. 313(b).

Subchapter 37, Standards for Motor Vehicles with Modified Chassis Height, was adopted as new rules by R.1985 d.100, effective March 4, 1985. See: 16 N.J.R. 2501(a), 17 N.J.R. 603(a).

Pursuant to Executive Order No. 66(1978), Subchapter 28, Inspection of New Motor Vehicles, was adopted as new rules by R.1985 d.379, effective June 27, 1985. See: 17 N.J.R. 1059(a), 17 N.J.R. 1901(a).

Pursuant to Executive Order No. 66(1978), Subchapter 36, Special National Guard Plates, was readopted as R.1985 d.678, effective December 18, 1985. See: 17 N.J.R. 2602(a), 18 N.J.R. 203(a).

Pursuant to Executive Order No. 66(1978), Subchapter 25, Safety Glazing Material; Other Equipment, expired on January 16, 1986, and Subchapter 25, Safety Glazing Material, was adopted as new rules by R.1986 d.80, effective April 7, 1986. See: 18 N.J.R. 47(a), 18 N.J.R. 703(a).

Subchapter 39, Special Registration Plates for Non-Profit Organizations, was adopted as new rules by R.1988 d.537, effective November 7, 1988. See: 20 N.J.R. 2033(a), 20 N.J.R. 2788(a).

Pursuant to P.L. 1984, c.243 (N.J.S.A. 26:2B-9.1), Subchapter 31, Alcohol Countermeasures Regulations, was recodified to N.J.A.C. 8:66-1. See: 21 N.J.R. 70(a).

Subchapter 1, Enforcement Officer, was repealed by R.1989 d.518, effective October 2, 1989. See: 21 N.J.R. 1500(b), 21 N.J.R. 3176(a).

Subchapter 3, Identification Lights, was repealed and recodified as new rules at N.J.A.C. 13:24-5 by R.1989 d.542, effective October 16, 1989. See: 21 N.J.R. 2460(a), 21 N.J.R. 3299(c).

Subchapter 40, ReflectORIZED Registration Plates, was adopted as new rules by R.1990 d.322, effective June 18, 1990. See: 22 N.J.R. 1230(b), 22 N.J.R. 1940(b).

Pursuant to Executive Order No. 66(1978), Subchapter 10, Automatic Vehicle Identification Systems, was readopted as R.1990 d.491, effective October 1, 1990. See: 22 N.J.R. 2133(a), 22 N.J.R. 3151(b).

Pursuant to Executive Order No. 66(1978), Chapter 20, Enforcement Service, was readopted as R.1991 d.20, effective December 13, 1990. See: 22 N.J.R. 3307(a), 23 N.J.R. 207(b).

Subchapter 31, Private Inspection Center Licensing, was adopted as new rules by R.1991 d.253, effective May 6, 1991. See: 23 N.J.R. 387(a), 23 N.J.R. 1417(b).

Subchapter 41, Persian Gulf War Commemorative License Plates, was adopted as new rules by R.1992 d.20, effective January 6, 1992. See: 23 N.J.R. 2916(a), 24 N.J.R. 108(a).

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Subchapter 42, Purple Heart Emblems on License Plates, was adopted as new rules by R.1992 d.168, effective April 6, 1992. See: 24 N.J.R. 219(a), 24 N.J.R. 1365(a).

Subchapter 43, Enhanced Motor Vehicle Inspection and Maintenance Program, Subchapter 44, Private Inspection Facility Licensing, and Subchapter 45, Motor Vehicle Emission Repair Facility Registration, were adopted as emergency new rules by R.1995 d.410, effective June 29, 1995 (expires August 28, 1995). See: 27 N.J.R. 2777(a). The concurrent proposal of Subchapters 43, 44 and 45 was adopted as R.1995 d.528, effective August 28, 1995. See: 27 N.J.R. 3820(a).

Subchapter 31, Private Inspection Center Licensing, was repealed by R.1995 d.664, effective December 18, 1995. See: 27 N.J.R. 3911(a), 27 N.J.R. 5033(a).

Pursuant to Executive Order No. 66(1978), Chapter 20, Enforcement Service, was readopted effective December 13, 1995, and Subchapter 2, Vehicle Construction, Subchapter 8, Motor Vehicles Transporting Flammable Liquids, Subchapter 11, School Bus Warning Lamps, Subchapter 16, Concrete Ready-Mix Transit Vehicles, Subchapter 18, Flashing Warning Signals, Subchapter 19, Seat Belts, Subchapter 20, New Tires, Subchapter 21, Retread Tires, Subchapter 23, Fastening Loads on Commercial Flat Bed Vehicles, and Subchapter 41, Persian Gulf War Commemorative License Plates, were repealed effective January 16, 1996 by R.1996 d.28. See: 27 N.J.R. 4140(a), 28 N.J.R. 272(a).

Subchapter 46, Diesel Emission Inspection and Maintenance Program, was adopted as new rules, and Subchapter 47, Diesel Emission Inspection Center Licensing, was adopted as new rules by R.1997 d.392, effective September 15, 1997. See: 29 N.J.R. 1264(a), 29 N.J.R. 4149(a).

Subchapter 48, Inspection Standards and Test Procedures to be Used by Licensed Diesel Emission Inspection Centers, was adopted as new rules by R.1998 d.310, effective June 15, 1998. See: 30 N.J.R. 990(a), 30 N.J.R. 2262(b).

Subchapter 32, Motor Vehicle Reinspection Centers, was repealed and Subchapter 32, Inspection Standards and Test Procedures to be Used by Official Inspection Facilities, was adopted as new rules, Subchapter 33, Enforcement Service: Standards and Procedures to be Used by Licensed Reinspection Centers, was repealed and Subchapter 33, Inspection Standards and Test Procedures to be Used by Licensed Private Inspection Facilities, was adopted as new rules by R.1999 d.422, effective December 6, 1999. See: 31 N.J.R. 2466(a), 31 N.J.R. 4078(a).

Subchapter 41, Silver Star Insignias on License Plates, was adopted as new rules by R.2000 d.72, effective February 22, 2000. See: 31 N.J.R. 4223(b), 32 N.J.R. 711(b).

N.J.A.C. 13:20-49C.5, Capacity, Subchapter 49, Standards for School Buses Manufactured July 1985 through May 1993, Subchapter 49 Appendix, Subchapter 49A, Standards for Buses Used for Pupil Transportation Manufactured June, 1993 or Thereafter, Subchapter 49B, Chassis Standards, Subchapter 49C, Body Standards, Subchapter 49D, Specially Equipped School Bus Standards, 13:20-49E, Use of Vehicles as School Buses under the Jurisdiction of the Department of Transportation, Subchapter 49F, Small Vehicle Standards, Subchapter 49G, Inspection, Subchapter 49H, Insurance, were recodified from N.J.A.C. 6:21-4.1, Capacity, N.J.A.C. 6:21-5, Standards for School Buses Manufactured July 1985 through May 1993, N.J.A.C. 6:21 Appendix, N.J.A.C. 6:21-6, Standards for Buses used for Pupil Transportation Manufactured June, 1993 or Thereafter, N.J.A.C. 6:21-6A, Chassis Standards, N.J.A.C. 6:21-6B, Body Standards, N.J.A.C. 6:21-6C, Specially Equipped School Bus Standards, N.J.A.C. 6:21-8, Use of Vehicles as School Buses under the Jurisdiction of the Department of Transportation, N.J.A.C. 6:21-9, Small Vehicle Standards, N.J.A.C. 6:21-18, Inspection, and N.J.A.C. 6:21-17, Insurance, respectively, by administrative change. See: 32 N.J.R. 3090(a).

Pursuant to Executive Order No. 66(1978), Chapter 20, Enforcement Service, was readopted by R. 2001 d.20, effective December 13, 2000, and Subchapter 40, Reflectorized Registration Plates, was repealed by R.2001 d.20, effective January 16, 2001. See: Source and Effective Date. See, also, section annotations.

Subchapter 8, Penalty Reduction for Non—Out—Of—Service Equipment Violations, was adopted as new rules by R.2004 d.207, effective June 7, 2004. See: 36 N.J.R. 18(a), 36 N.J.R. 2789(b).

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- 13:20-53A.9 Check valves
- 13:20-53A.10 Vapor equalizing valve
- 13:20-53A.11 Shut-off valve
- 13:20-53A.12 Liquid volume gauge
- 13:20-53A.13 Pressure reducing regulator and vaporizer regulator
- 13:20-53A.14 Vents
- 13:20-53A.15 LPG hose for high pressure liquid or vapor use

### SUBCHAPTER 53B. STANDARDS FOR SCHOOL BUSES HAVING FUEL SYSTEMS USING COMPRESSED NATURAL GAS

- 13:20-53B.1 General provision
- 13:20-53B.2 Fuel supply container
- 13:20-53B.3 Markings
- 13:20-53B.4 Shut-off valve
- 13:20-53B.5 Safety relief devices
- 13:20-53B.6 Gauges
- 13:20-53B.7 Automatic pressure reducing regulators
- 13:20-53B.8 Vents

### SUBCHAPTER 53C. STANDARDS FOR SCHOOL BUSES HAVING FUEL SYSTEMS USING LIQUEFIED NATURAL GAS

- 13:20-53C.1 General provision
- 13:20-53C.2 Fuel supply container
- 13:20-53C.3 Markings
- 13:20-53C.4 Valve certification
- 13:20-53C.5 Safety relief valves
- 13:20-53C.6 Shut-off valves
- 13:20-53C.7 Control valve
- 13:20-53C.8 Gauges
- 13:20-53C.9 Pressure reducing regulators
- 13:20-53C.10 Vents

### SUBCHAPTER 1. STANDARDS AND SPECIFICATIONS GOVERNING THE TYPES OF SUN-SCREENING MATERIALS AND PRODUCTS THAT MAY BE INSTALLED OR APPLIED TO WINDSHIELDS AND FRONT SIDE WINDOWS OF MOTOR VEHICLES FOR WHICH MEDICAL EXEMPTION CERTIFICATES HAVE BEEN ISSUED; STANDARDS GOVERNING THE ISSUANCE OF MEDICAL EXEMPTION CERTIFICATES

#### Authority

N.J.S.A. 39:3-75.2.

**Source and Effective Date**

R.2001 d.341, effective September 17, 2001.  
See: 33 N.J.R. 2450(a), 33 N.J.R. 3343(a).

**13:20-1.1 Definitions**

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

“Action spectra” means those portions of the electromagnetic spectrum, such as UVA, UVB, near UV, and visible light, which elicit an adverse medical condition as specified in N.J.S.A. 39:3-75.1 and this subchapter.

“AS-1 line” means the mark at the edge of a sheet of glazing material that delineates the area of the windshield requisite for driving visibility and indicates that portion of the sheet of glazing material having a luminous transmittance of not less than 70 percent.

“Clear film” means a material that, when applied over factory-installed glazing, has a neutral gray appearance.

“Director” means the Director of the Division of Motor Vehicles in the Department of Transportation in the State of New Jersey.

“Division” means the Division of Motor Vehicles in the Department of Transportation in the State of New Jersey.

“Near UV” means the portion of the visible electromagnetic spectrum that appears violet to blue in color, having wavelengths that range from 400 nanometers to 492 nanometers.

“Optical properties” means the percentage of visible light and/or UV transmittance, visible light reflection, and other parameters of approved sun-screening materials and products as supplied by the manufacturer and installed or applied by registered sun-screening material installation facilities.

“Reflectance” means the percentage of visible light reflected by the sun-screening material or product.

“Tinted film” means a material of any color that is applied over factory-installed glazing.

“Transmittance” means the percentage of visible light and/or UV radiation that passes through a sun-screening material or product and the factory-installed glazing to which it is attached.

“Ultraviolet” or “UV” means the ultraviolet portion of the electromagnetic spectrum, having wavelengths that range from 290 nanometers to 400 nanometers.

“UVA” means the portion of the UV spectrum that ranges from 320 nanometers to 400 nanometers in wavelength.

(b) A new motor vehicle receiving a decal as an indication of successful inspection pursuant to this subchapter shall next be inspected not later than two years from the last day of the calendar month in which the motor vehicle was inspected by the new motor vehicle dealer or the motor vehicle leasing company, and the decal affixed to the motor vehicle by the new motor vehicle dealer or the motor vehicle leasing company shall so indicate.

Amended by R.1999 d.422, effective December 6, 1999.  
See: 31 N.J.R. 2466(a), 31 N.J.R. 4078(a).

Rewrote (b); and deleted former (c) and (d).  
Amended by R.2001 d.358, effective October 15, 2001.  
See: 33 N.J.R. 1894(a), 33 N.J.R. 3651(b).

Rewrote (a); in (b), substituted "A" for "Any" and "as an" for "or other", inserted "motor" following "in which the" and "affixed to the", deleted "or other indication of successful inspection", and inserted references to motor vehicle leasing companies.

### 13:20-28.7 Compliance

(a) A new motor vehicle dealer shall not deliver a new motor vehicle to an ultimate purchaser unless such motor vehicle has been inspected pursuant to this subchapter and found to be in compliance with the equipment standards set forth in N.J.A.C. 13:20-28.5(a).

(b) A motor vehicle leasing company that performs inspections of new motor vehicles pursuant to this subchapter shall not lease a new motor vehicle to a lessee unless such motor vehicle has been found to be in compliance with the equipment standards set forth in N.J.A.C. 13:20-28.5(a).

Amended by R.2001 d.358, effective October 15, 2001.  
See: 33 N.J.R. 1894(a), 33 N.J.R. 3651(b).

Designated existing paragraph as (a) and rewrote; added (b).

### 13:20-28.8 Evidence of compliance

(a) Completion by the new motor vehicle dealer or motor vehicle leasing company of the manufacturer's pre-delivery

checklist shall be evidence of compliance with this subchapter.

(b) Such pre-delivery checklist shall be retained by the new motor vehicle dealer or the motor vehicle leasing company for a period of at least three years from the date of inspection.

Amended by R.2001 d.358, effective October 15, 2001.  
See: 33 N.J.R. 1894(a), 33 N.J.R. 3651(b).

Rewrote (a); in (b), substituted "checklist" for "check list or report", and inserted "or the motor vehicle leasing company" following "dealer".

### 13:20-28.9 Pre-delivery checklist form; required information

The pre-delivery checklist used by the new motor vehicle dealer or the motor vehicle leasing company shall indicate the place and date of inspection, the person or persons performing the new motor vehicle inspection, and that the new motor vehicle has been found to be in compliance with the equipment standards of this subchapter.

Amended by R.2001 d.358, effective October 15, 2001.  
See: 33 N.J.R. 1894(a), 33 N.J.R. 3651(b).

Rewrote the section.

### 13:20-28.10 Additional inspection

This subchapter shall not be construed to limit the Director's authority to require any additional inspection, including an inspection to assure the proper functioning of emission control devices or systems of new motor vehicles, nor shall this subchapter be construed as abrogating any code, rule or regulation now or hereafter promulgated pursuant to the "Air Pollution Control Act (1954) (N.J.S.A. 26:2C-1 et seq.) or the New Jersey "Federal Clean Air Mandate Compliance Act" (P.L. 1995, c.112).



Amended by R.1996 d.28, effective January 16, 1996.

See: 27 N.J.R. 4140(a), 28 N.J.R. 257(a).

Added "or the New Jersey 'Federal Clean Air Mandate Compliance Act' (P.L. 1995, c.112)".

Amended by R.2001 d.358, effective October 15, 2001.

See: 33 N.J.R. 1894(a), 33 N.J.R. 3651(b).

Rewrote the section.

### 13:20-28.11 Determination of compliance by Director

The Director or his or her designee may enter upon the premises of a new motor vehicle dealer or a motor vehicle leasing company to determine compliance with the requirements of this subchapter.

Amended by R.2001 d.20, effective January 16, 2001.

See: 32 N.J.R. 3720(a), 33 N.J.R. 269(a).

Inserted "or her" preceding "designees" and deleted "any section of" preceding "this subchapter".

Amended by R.2001 d.358, effective October 15, 2001.

See: 33 N.J.R. 1894(a), 33 N.J.R. 3651(b).

Rewrote the section.

### 13:20-28.12 Violations; suspension or revocation of motor vehicle dealer license; suspension or revocation of privilege of performing inspections of new motor vehicles

(a) A new motor vehicle dealer that violates any provision of this subchapter shall be subject, upon notice and an opportunity to be heard, to the suspension or revocation of its New Jersey motor vehicle dealer license and/or its privilege of performing inspections of new motor vehicles pursuant to this subchapter.

(b) A motor vehicle leasing company that violates any provision of this subchapter shall be subject, upon notice and an opportunity to be heard, to the suspension or revocation of its privilege of performing inspections of new motor vehicles pursuant to this subchapter.

Amended by R.2001 d.20, effective January 16, 2001.

See: 32 N.J.R. 3720(a), 33 N.J.R. 269(a).

Substituted "opportunity to be heard" for "hearing" preceding ", to the suspension" and inserted "or her" preceding "New Jersey dealer license".

Amended by R.2001 d.358, effective October 15, 2001.

See: 33 N.J.R. 1894(a), 33 N.J.R. 3651(b).

Designated existing paragraph as (a) and rewrote; added (b).

## SUBCHAPTER 29. MOBILE INSPECTION UNIT

### 13:20-29.1 Mobile Inspection Unit

There is hereby created in the Division of Motor Vehicles a Mobile Inspection Unit which is authorized to conduct on-road inspections of motor vehicles registered in New Jersey in accordance with the procedures set forth at N.J.A.C. 13:20-43.14 for the purpose of fostering highway safety.

Amended by R.1996 d.28, effective January 16, 1996.

See: 27 N.J.R. 4140(a), 28 N.J.R. 272(a).

Substituted "conduct on-road inspections of vehicles registered in New Jersey in accordance with the procedures set forth at N.J.A.C. 13:20-43.14" for "set-up and conduct random roadside".

Amended by R.1999 d.422, effective December 6, 1999.

See: 31 N.J.R. 2466(a), 31 N.J.R. 4078(a).

Deleted a reference to the Bureau of Vehicle Inspection, and substituted a reference to motor vehicles for a reference to vehicles.

#### Case Notes

Record was insufficient to properly address constitutionality of random roadside examination of vehicles for safety violations. *State v. Kadelak*, 258 N.J.Super. 599, 610 A.2d 916 (A.D.1992).

### 13:20-29.2 Procedures

(a) Motor vehicles inspected pursuant to N.J.S.A. 39:8-2g, this subchapter, and N.J.A.C. 13:20-43.14 that are found to be in proper operating condition shall retain the existing inspection certificate of approval or certificate of waiver issued therefor. If a motor vehicle passes an on-road inspection, including the emission or on-board diagnostic test(s) applicable to such motor vehicle pursuant to N.J.A.C. 13:20-43.8, and such motor vehicle is due for inspection pursuant to N.J.S.A. 39:8-1 within the two-month period following the calendar month of the on-road inspection approval, such motor vehicle may be presented at the exit end of an official inspection facility for the issuance of a certificate of approval for the biennial inspection cycle applicable to such motor vehicle.

(b) Motor vehicles inspected pursuant to N.J.S.A. 39:8-2g, this subchapter, and N.J.A.C. 13:20-43.14 which are found to be defective shall have the existing inspection certificate of approval or certificate of waiver issued therefor, if any, removed and an inspection rejection sticker shall be affixed to the lower left corner of the windshield inside the passenger compartment of the motor vehicle. Motor vehicles which are found to be defective shall be repaired and presented for reinspection within 30 days of the date of the on-road inspection rejection, except as otherwise provided at N.J.A.C. 13:20-7.6(a).

Amended by R.1996 d.28, effective January 16, 1996.

See: 27 N.J.R. 4140(a), 28 N.J.R. 272(a).

In (b) replaced inspection stickers with rejection stickers and added licensed private inspection centers and facilities.

Amended by R.1999 d.422, effective December 6, 1999.

See: 31 N.J.R. 2466(a), 31 N.J.R. 4078(a).

Rewrote the section.

Amended by R.2001 d.358, effective October 15, 2001.

See: 33 N.J.R. 1894(a), 33 N.J.R. 3651(b).

In (a), added the second sentence.

Amended by R.2003 d.206, effective May 19, 2003.

See: 34 N.J.R. 2523(a), 35 N.J.R. 2251(b).

In (a), inserted "or on-board diagnostic" preceding "test(s)" in the second sentence.

#### Case Notes

Record was insufficient to properly address constitutionality of random roadside examination of vehicles for safety violations. *State v. Kadelak*, 258 N.J.Super. 599, 610 A.2d 916 (A.D.1992).

**13:20–29.3 Penalty**

Motor vehicles inspected pursuant to N.J.S.A. 39:8–2g, this subchapter, and N.J.A.C. 13:20–43.14 which are found to be defective and which have not been presented for reinspection in accordance with N.J.A.C. 13:20–29.2(b) shall be subject to the penalties provided in N.J.S.A. 39:8–1 et seq. and N.J.A.C. 13:20–43.16(b).

Amended by R.1999 d.422, effective December 6, 1999.  
See: 31 N.J.R. 2466(a), 31 N.J.R. 4078(a).  
Rewrote the section.

**Case Notes**

Record was insufficient to properly address constitutionality of random roadside examination of vehicles for safety violations. *State v. Kadelak*, 258 N.J.Super. 599, 610 A.2d 916 (A.D.1992).

## SUBCHAPTER 30. SUPPLEMENTAL INSPECTION OF SCHOOL BUSES

**13:20–30.1 Scope**

This subchapter shall apply to all school buses registered in this State, except buses that are also used for the transportation of passengers for hire and that are subject to inspection by the Division's Commercial Bus Inspection and Investigation Unit.

Amended by R.2003 d.36, effective January 21, 2003.  
See: 34 N.J.R. 829(a), 35 N.J.R. 450(a).  
Rewrote the section.

**13:20–30.2 Definitions**

The following words and terms, when used in this subchapter and in N.J.A.C. 13:20–31, shall have the following meanings unless the context clearly indicates otherwise.

“Director” means the Director of the Division of Motor Vehicles in the Department of Transportation in the State of New Jersey.

“Division” means the Division of Motor Vehicles in the Department of Transportation in the State of New Jersey.

“Driver” means the authorized licensed operator of a school bus.

“FMVSS” means the Federal Motor Vehicle Safety Standards as found in the Code of Federal Regulations (49 CFR Part 571). Copies of the Federal Motor Vehicle Safety Standards as found in the Code of Federal Regulations may be purchased from the Superintendent of Documents, United States Government Printing Office, Washington, DC 20402, (202) 783–3238.

“Gross vehicle weight rating” or “GVWR” means the value specified by the manufacturer as the maximum loaded weight of a single vehicle.

“In-terminal inspection” means an inspection conducted by the Division at the operator's terminal or at a location designated by the Director of any motor vehicle required to meet the safety regulations for school buses adopted by the Division pursuant to N.J.S.A. 39:3B–5 and 39:3B–5.4 and vehicle emission standards established for engine type pursuant to N.J.S.A. 39:8–2 and 39:8–61.

“Operator” means the owner or person responsible for the day-to-day operation and maintenance of a school bus.

“SAE” means the Society of Automotive Engineers, Inc. Copies of the Standards and Recommended Practices of the Society of Automotive Engineers may be purchased from the Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096, (724) 776–4841.

“School bus” or “bus” means every motor vehicle operated by, or under contract with, a public or governmental agency, or religious or other charitable organization or corporation, or privately operated for compensation for the transportation of children to or from school for secular or religious education, school-connected activity, day camp, summer day camp, nursery school, child-care center, pre-school center or other similar places of education, including a “Type S” school bus as defined in N.J.A.C. 13:20–51.2.

Amended by R.2003 d.36, effective January 21, 2003.  
See: 34 N.J.R. 829(a), 35 N.J.R. 450(a).  
Rewrote the section.

**13:20–30.3 Inspection and maintenance**

(a) Every school bus that is registered in this State shall be systematically inspected and maintained by the operator to insure that such school bus is in safe and proper operating condition.

(b) An operator of a school bus shall maintain a systematic inspection and maintenance record for each school bus owned or leased by such operator.

(c) An operator shall inspect each school bus owned or leased by such operator in accordance with the vehicle manufacturer's maintenance requirements.

(d) The inspection and maintenance records shall include the following:

1. An identification of the school bus including the New Jersey registration plate number, make, model, model year, vehicle identification number, number of tires, tire size, and number of tire ply;
2. A record of inspection and repairs indicating the nature of the repairs and the date of completion;
3. A lubrication record;

4. A systematic means for indicating for each school bus the nature and due date of the next inspection and maintenance operations to be performed for all systems;

5. The name of the lessor or contractor furnishing the school bus if a school bus is leased or otherwise contracted for; and

6. A daily vehicle condition report by the driver.

(e) The inspection and maintenance records shall be maintained by the operator for the life of the school bus and shall be available for inspection by the Division or the Office of Student Transportation in the Department of Education.

Amended by R.2003 d.36, effective January 21, 2003.  
See: 34 N.J.R. 829(a), 35 N.J.R. 450(a).  
Rewrote the section.

#### **13:20-30.4 Unsafe operation prohibited**

An operator shall not operate or permit or require a driver to operate any school bus determined by the inspection or operation thereof to be in such condition that its operation would be hazardous or likely to result in the breakdown of the vehicle, nor shall any driver operate a school bus which by reason of its mechanical condition is so imminently hazardous to operate as to be likely to cause an

accident, a breakdown of the vehicle, or an unsafe condition for the occupants thereof.

Amended by R.2003 d.36, effective January 21, 2003.  
See: 34 N.J.R. 829(a), 35 N.J.R. 450(a).  
Rewrote the section.

#### **13:20-30.5 Inspection of school buses in operation**

(a) Every State Police officer and every school bus inspector of the Division, at the direction of the Director, or at the request of the Office of Student Transportation in the Department of Education, may enter upon and perform inspections of school buses in operation upon the highways of this State or at the premises or places of business of the operator of such vehicles provided, however, that such State Police officer or Division school bus inspector has been authorized so to inspect by the Director and has been trained with regard to school bus inspection standards and test procedures.

(b) Reports of the inspection described in (a) above shall be submitted to the Director or his or her designee. Such reports shall remain on file at the Division for two years from the date of the inspection. The right of examination of such reports may be denied pursuant to N.J.S.A. 47:1A-3 in cases where the reports being sought for examination pertain to any investigation in progress, if the inspection, copying, or publication of the reports is not in the public interest.

(c) Any authorized State Police officer or Division school bus inspector shall declare and mark "out-of-service" any school bus which by reason of its mechanical condition may cause a breakdown, accident, or unsafe condition for the occupants thereof.

(d) Any school bus that has been declared and marked "out-of-service" shall not be operated until all "out-of-service" repairs have been satisfactorily completed. The term "operate" as used in this section shall include towing the vehicle; provided, however, that vehicles marked "out-of-service" may be towed by means of a vehicle using a crane or hoist; and provided further, that the vehicle combination consisting of the emergency towing vehicle and the "out-of-service" vehicle meets the performance requirements of N.J.S.A. 39:3-68.

(e) No person shall remove any marking indicating that a school bus has been declared "out-of-service" prior to the completion of all "out-of-service" repairs.

(f) The person or persons completing the repairs required by the "out-of-service" notice shall certify to the Director the date and the time the required repairs were completed.

(g) No persons may be transported in a school bus that has been declared "out-of-service" prior to the completion of all "out-of-service" repairs and the Division's inspection and certification of all "out-of-service" repairs.

(h) The driver of any school bus who receives notice that the vehicle is "out-of-service" shall deliver such notice to the operator upon his or her arrival at the next terminal, maintenance facility, or place of business of the operator.

(i) Any and all defects and deficiencies noted on the "out-of-service" notice shall be corrected. The driver's failure to comply with (h) above shall not excuse the operator from taking appropriate action to correct defects and deficiencies which come to his or her attention by any means whatsoever.

Amended by R.1996 d.28, effective January 16, 1996.

See: 27 N.J.R. 4140(a), 28 N.J.R. 272(a).

Amended by R.2003 d.36, effective January 21, 2003.

See: 34 N.J.R. 829(a), 35 N.J.R. 450(a).

Rewrote the section.

### 13:20-30.6 Inspection of damaged school buses

(a) An operator shall not permit or require a driver to operate, nor shall any driver operate a school bus that has been damaged in an accident or by any other cause until an inspection has been performed by a person qualified to ascertain the nature and extent of the damage and such person has determined that the school bus is in safe and proper operating condition.

(b) An operator shall notify the Division's School Bus Inspection Unit within 72 hours of any accident involving a

school bus that has resulted in mechanical damage to such school bus sufficient to require the school bus to be towed from the scene of the accident.

Amended by R.2003 d.36, effective January 21, 2003.

See: 34 N.J.R. 829(a), 35 N.J.R. 450(a).

Rewrote the section.

### 13:20-30.7 Daily school bus condition report by driver

(a) Every operator shall require his or her drivers to report, and every driver shall prepare such a report in writing at the beginning of his or her workday or tour of duty, which report shall list any defects or deficiencies of the school bus discovered by said driver as would be likely to affect the safe operation of the school bus or result in its mechanical breakdown, or shall indicate that no such defects or deficiencies were discovered by him or her.

(b) The daily school bus condition report shall include, but not be limited to, the following:

1. The driver's name, date, school bus registration plate number, school bus number assigned by the operator, and mileage;
2. Mirror system, including the proper adjustment thereof;
3. Service brakes;
4. Parking brake;
5. Gauges and warning devices;
6. Steering mechanism;
7. Lights and reflectors;
8. Tires;
9. Wheels, rims, and lug nuts;
10. Glazing;
11. Windshield wipers and washer;
12. Fluid leaks;
13. Visible damage;
14. Horn;
15. Exhaust system;
16. Emergency equipment;
17. Emergency exits, windows, and roof hatches;
18. Seats, including seat belts, seat mounting, and the condition thereof; and
19. Special transportation equipment.

(c) An operator shall examine such reports and shall repair the defects or deficiencies noted therein. An operator shall certify on the report that the defects or the deficiencies have been repaired. The driver shall sign the report to acknowledge that he or she has reviewed the report and that

there is a certification that the required repairs have been performed. The report shall become a part of the permanent inspection and maintenance records required to be maintained pursuant to N.J.A.C. 13:20-30.3.

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

Rewrote (a); added a new (b); recodified former (b) as (c) and rewrote the paragraph.

### 13:20-30.8 Required practices

(a) The following items of equipment shall be inspected and maintained at least once every three months, or every 3,000 miles, or as set forth in the manufacturer's recommended maintenance schedule, whichever occurs first:

1. All brakelines, linings and components;
2. Drive lines;
3. Doors, aisles and seats;
4. Tires, wheels and flaps;
5. Springs;
6. Emergency equipment;
7. Fuel system;
8. Cooling system;
9. Lighting devices, horns and mirrors;
10. Transmission;
11. Steering equipment;
12. Axles and steering assemblies;
13. Clutch;
14. Exhaust system;
15. Glazing and wipers;
16. Mirror system adjustment, including the proper adjustment thereof in accordance with the school bus mirror test procedure set forth in FMVSS No. 111 (49 CFR § 571.111), incorporated herein by reference, as amended and supplemented; and
17. Safety equipment required by Federal law or rule, New Jersey statute, or Division rule.

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

In (a), rewrote the introductory paragraph, substituted "linings and components" for "lining" in 1, deleted "system" in 10, substituted "steering" for "the tie rod" in 12, added a new 16, recodified former 16 as 17 and rewrote the paragraph.

### 13:20-30.9 Standards

All equipment subject to inspection shall meet the standards now or hereafter prescribed by Federal law or rule, New Jersey statute, or Division rule.

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

Rewrote the section.

### 13:20-30.10 Certification

(a) Every operator shall certify to the Director, on a form prescribed by the Director, that he or she has inspected and maintained his or her school buses in conformity with this subchapter.

(b) Such certification shall be made once every 12 months.

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

In (a), substituted "operator shall" for "owner or lessee must" preceding "certify", "prescribed by the Director, that he or she has" for "prescribed that he has" preceding "inspected" and "his or her school buses in conformity with" for "his vehicles in conformity to".

### 13:20-30.11 Penalties

Any operator who violates any provision of this subchapter may be subject to the suspension or revocation of his or her New Jersey school bus registration privileges.

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

Substituted "operator" for "owner or lessee" and "his or her New Jersey school bus registration privileges" for "his New Jersey registration and license privileges".

### 13:20-30.12 Compliance with diesel emission standards, equipment requirements, and test procedures; periodic inspection

(a) Except as otherwise provided in P.L. 1995, c.157, diesel-powered school buses registered in New Jersey shall be subject to applicable diesel emission standards established by the Department of Environmental Protection at N.J.A.C. 7:27-14, an examination of the muffler and diesel emission control apparatus pursuant to N.J.A.C. 7:27-14, and diesel test procedures set forth in N.J.A.C. 7:27B-4.

(b) Diesel-powered school buses registered in New Jersey shall be subject to an annual diesel emission inspection by the Division's School Bus Inspection Unit in accordance with N.J.A.C. 13:20-30.5(a) at the premises or places of business of the operator of such vehicles to determine compliance with (a) above.

New Rule, R.1997 d.392, effective September 15, 1997.  
See: 29 N.J.R. 1264(a), 29 N.J.R. 4149(a).

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

Rewrote (b).

### 13:20-30.13 Compliance with gasoline emission standards, equipment requirements, and test procedures; periodic inspection

(a) Gasoline-powered school buses registered in New Jersey shall be subject to applicable gasoline emission standards established by the Department of Environmental Protection at N.J.A.C. 7:27-15, an examination of the muffler and emission control apparatus pursuant to N.J.A.C. 7:27-15, and either an idle emission test or a 2,500 RPM emission test, whichever is appropriate based on the GVWR of the school bus, conducted in accordance with N.J.A.C. 7:27-15.5 and either N.J.A.C. 7:27B-5.3(b) or 5.4.

(b) Gasoline-powered school buses registered in New Jersey shall be subject to a semiannual emission inspection by the Division's School Bus Inspection Unit in accordance with N.J.A.C. 13:20-30.5(a) at the premises or places of business of the operator of such vehicles to determine compliance with (a) above.

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

**13:20-30.14 Driver qualification; criminal history record information; driver qualification employment records**

(a) A person shall not operate a school bus that is registered in this State unless such person has been issued a Commercial Driver License with Passenger Endorsement by the Director or, in the case of a nonresident, has been issued a Commercial Driver License with Passenger Endorsement by his or her state of residence.

(b) A school bus driver shall submit to a criminal history record check at the time of his or her initial application and any renewal application for a Commercial Driver License with Passenger Endorsement authorizing the driver to operate a school bus by providing to the Department of Education his or her name, address, and fingerprints taken on standard fingerprint cards by a law enforcement agency as designated by the Superintendent of the New Jersey State Police.

(c) A school bus driver who provides services only to a nonpublic school shall not be required to undergo a criminal history record check through the Department of Education pursuant to N.J.S.A. 18A:6-4.13 provided that the chief administrator of the nonpublic school provides written documentation indicating that the school bus driver is not required to undergo a criminal history record check as a condition of employment or service under contract.

(d) Notwithstanding (c) above, a school bus driver who provides services only to a nonpublic school and who is not required to undergo a criminal history record check through the Department of Education pursuant to N.J.S.A. 18A:6-4.13 shall submit to a criminal history record check in accordance with N.J.S.A. 39:3-10.1 at the time of his or her initial application and any renewal application for a Commercial Driver License with Passenger Endorsement authorizing the driver to operate a school bus by providing to the Division of Motor Vehicles his or her name, address, and fingerprints taken on standard fingerprint cards by a law enforcement agency as designated by the Superintendent of the New Jersey State Police.

(e) The school bus driver shall authorize the Department of Education or the Division, whichever is the appropriate supervising agency, to request the State Bureau of Identification to attach an SBI Number Flag to the school bus driver's SBI numbers in accordance with N.J.A.C. 13:59-1.8.

(f) An operator shall maintain a driver qualification employment record for each driver employed by the operator. A driver qualification employment record shall include the following:

1. The driver's name, social security number, driver license number, driver license type, and the issuing state of the driver's commercial motor vehicle operator's license with appropriate endorsement authorizing the driver to operate a school bus;
2. A medical examiner's certificate of the driver's physical qualification to drive a school bus in the form of a satisfactory medical report completed by a licensed physician;
3. The date of the driver's criminal history record check; and
4. A Division of Motor Vehicles' driver history abstract of the driver that is updated on an annual basis.

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

**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 Division'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 Division-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.  
 Sec: 34 N.J.R. 829(a), 35 N.J.R. 450(a).

**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 Division'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).

### 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

### Authority

N.J.S.A. 39:3B-5, 39:3B-10, 39:3B-24, and  
Reorganization Plan No. 005-1998.

### Source and Effective Date

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

### 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  $\frac{1}{4}$  inch or more above the adjustment limit;

(2) Two brakes less than  $\frac{1}{4}$  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  $\frac{1}{8}$  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  $\frac{1}{16}$  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  $1\frac{1}{2}$  inches in length;

(D) Loose fitting segments (approximately  $\frac{1}{16}$  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	1¾
12	5 <sup>11</sup> / <sub>16</sub>	1¾
16	6¾	1¾
20	6 <sup>25</sup> / <sub>32</sub>	1¾
24	7 <sup>7</sup> / <sub>32</sub>	1¾
30	8 <sup>3</sup> / <sub>32</sub>	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	6¾	2.0
20	6 <sup>25</sup> / <sub>32</sub>	2.0
24	7 <sup>7</sup> / <sub>32</sub>	2.0
24*	7 <sup>7</sup> / <sub>32</sub>	2.5
30	8 <sup>3</sup> / <sub>32</sub>	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 <sup>15</sup> / <sub>16</sub>	1¾
B	9 <sup>7</sup> / <sub>16</sub>	1¾
C	8 <sup>1</sup> / <sub>16</sub>	1¾
D	5¼	1¼
E	6 <sup>7</sup> / <sub>16</sub>	1¾
F	11	1¼
G	9¾	2

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

ROTOCHAMBER DATA

Type	Outside Diameter	Brake Adjustment Limit
9	4 <sup>9</sup> / <sub>32</sub>	1½
12	4 <sup>13</sup> / <sub>16</sub>	1½
16	5 <sup>13</sup> / <sub>32</sub>	2
20	5 <sup>15</sup> / <sub>16</sub>	2
24	6 <sup>13</sup> / <sub>32</sub>	2
30	7 <sup>1</sup> / <sub>16</sub>	2¼
36	7¾	2¾
50	8¾	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	8¾	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 ¼ 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 ⅛ 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 ⅛ 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  $\frac{1}{16}$  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  $\frac{3}{16}$  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  $\frac{1}{8}$  inch for air disc brakes, and  $\frac{1}{16}$  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.

Administrative correction.  
See: 35 N.J.R. 2260(a).

### 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; or
- 2. The drive shaft guard is loose.

### 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 more	Power System Movement 45 degrees or more
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)	7½ 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)	7¾ 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)	8¾ 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  $\frac{1}{8}$  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).

### 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  $\frac{1}{32}$  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  $\frac{3}{8}$  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 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.

Administrative correction.  
See: 35 N.J.R. 2260(a).

### 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.

**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 or 49C.11(h), 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 or 49C.11(i), 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.

**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 or 49C.10(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 or 49C.10(b) and (g), 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 or 49C.10(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 or 49C.10(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 or 49C.10(e), whichever is applicable, pertaining to safety glass; or
7. The service door does not conform to the requirements of N.J.A.C. 13:20-49.1 or 49C.10(f), whichever is applicable, pertaining to the vertical closing edges on a split-type door.

**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;
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;
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.

**13:20-31.19 Fire extinguishers**

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

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 or 49C.14, whichever is applicable.

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

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

#### 13:20–31.22 Seat belts for driver and students

(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.

#### 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 or 49C.34(e), whichever is applicable.

#### 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

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

#### 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.

(d) If the emission-related repairs are made at a diesel emission inspection center, each mechanic who repaired a specific rejected item shall sign his or her name on the center's Repair Invoice/Certification of Diesel Emissions next to the applicable rejection category. If the repairs were made or caused to be made elsewhere by the vehicle owner or lessee, or by another repair facility upon request by the diesel emission inspection center, each mechanic who reinspected the rejected item(s) shall sign his or her name on the center's Repair Invoice/Certification of Diesel Emissions.

(e) When a certificate of approval is affixed to a vehicle, the diesel emission inspection center shall cause to be imprinted on the Repair Invoice a stamp with the following:

NEW JERSEY  
DIVISION OF MOTOR VEHICLES  
DIESEL EMISSION INSPECTION CENTER

LICENSE NO.  
STICKER NO.  
DATE:

(f) The diesel emission inspection center license number, the certificate of approval number and the date of inspection shall be contained on the stamp. The size of the stamp shall be approximately 1½ inches high and approximately 2½ inches wide. Each diesel emission inspection center shall purchase the above stamp from a commercial source.

(g) If the emission-related defects have been repaired, adjusted or corrected so as to conform to the applicable diesel emission standards established by the Department of Environmental Protection at N.J.A.C. 7:27-14, the vehicle shall be certified by affixing a certificate of approval to the vehicle. The certificate of approval shall be affixed to the vehicle in accordance with N.J.A.C. 13:20-47.10(d).

(h) The owner or lessee of a heavy-duty diesel truck or diesel bus rejected at a diesel emission inspection center for failing to meet the Department of Environmental Protection diesel emission standards set forth in N.J.A.C. 7:27-14 is required to have the vehicle repaired, adjusted or corrected within 45 days in order to legally operate it in New Jersey.

(i) A fee which a licensed diesel emission inspection center may charge for an initial inspection shall not exceed the center's hourly labor charge. The maximum fee for an initial inspection shall be posted in a prominent place on the business premises. A copy of the diesel emission inspection center's fee schedule shall be provided to the Division at the address specified in N.J.A.C. 13:20-47.4(a).

(j) Charges for initial inspections, reinspections, and repairs shall be listed separately on the Repair Invoice.

(k) A diesel emission inspection center shall not require, as a condition of performing the initial inspection, that any repairs, adjustments or corrections be performed at the diesel emission inspection center performing the inspection.

(l) Repairs, adjustments or corrections shall not be performed on a vehicle at the licensed diesel emission inspection center where the vehicle was inspected unless the customer signs a written acknowledgment and waiver that he or she understands his or her right to have the repairs, adjustments or corrections performed elsewhere and expressly waives his or her rights. The acknowledgment/waiver shall contain at least the following information:

I understand my right to have inspection repairs, adjustments and corrections performed elsewhere, and hereby choose to have such repairs, adjustments and corrections performed at this facility.

Customer's Signature \_\_\_\_\_ Date \_\_\_\_\_

(m) A heavy-duty diesel truck or diesel bus presented for initial inspection shall undergo a complete inspection. Once the inspection has commenced it shall not be terminated unless the motor vehicle is either certified or rejected. An inspection may be terminated prior to completion when the condition of the motor vehicle being inspected makes it unsafe to complete such inspection.

(n) The diesel emission inspection center shall maintain certificates of approval for the applicable inspection cycle(s).

(o) A heavy-duty diesel truck or diesel bus for which the current diesel emission inspection certificate of approval has been lost, stolen, destroyed, or defaced, or any heavy-duty diesel truck or diesel bus that has had its windshield replaced, may be presented at a diesel emission inspection center for the issuance of a replacement diesel emission inspection certificate of approval. Such a replacement inspection certificate of approval shall be affixed to the heavy-duty diesel truck or diesel bus provided the operator thereof presents a valid driver's license for the class of motor vehicle being operated; a valid motor vehicle registration certificate; International Registration Plan (IRP) documentation, if any; a valid insurance identification card for the vehicle, if applicable; a printout of the diesel emission inspection bearing the stamp of the licensed diesel emission inspection center that performed the inspection, or a Repair Invoice/Certification of Diesel Emissions bearing the stamp of the licensed diesel emission inspection center that performed the reinspection, whichever is applicable, confirming that the diesel vehicle passed a diesel emission inspection; the diesel emission inspection certificate of approval, if available; and further provided that there are no obvious emission-related defects.

(p) The fee that a licensed diesel emission inspection center may charge for the issuance of a replacement diesel emission inspection certificate of approval in accordance with (o) above shall not exceed .2 of the center's hourly labor charge. A licensed diesel emission inspection center that issues a replacement diesel emission inspection certificate of approval in accordance with (o) above may also charge the fee specified in N.J.A.C. 13:20-47.14(c) for affixing a diesel emission inspection certificate of approval to a diesel vehicle.

Amended by R.2004 d.133, effective April 5, 2004.  
See: 35 N.J.R. 2575(a), 36 N.J.R. 1821(a).

In (f), added the second sentence; added a new (m) and recodified former (m) as (n); added (o) and (p).

**13:20-48.3 Credentials; Class I and II licensees**

The driver shall present a valid driver's license, a valid motor vehicle registration certificate, International Registration Plan (IRP) documentation, if any, and a valid insurance identification card for the vehicle, if applicable. Photocopies of credentials shall not be accepted. Credentials shall be legible and shall contain no alterations.

**13:20-48.4 Exhaust system; Class I and II licensees**

(a) The following shall not be certified:

1. A heavy-duty diesel truck or diesel bus if there is evidence of exhaust gas leakage at any point in the exhaust system;

2. An exhaust system which has loose or worn components or has been patched; provided, however, that an exhaust system which has been properly welded and is in good condition may be certified;

3. An exhaust system in which all parts are not properly mounted. The entire exhaust system must be in such condition that it cannot burn or cause injury to any person. Exposed exhaust pipes, stacks or other parts of the exhaust system which might burn a person or cause injury must be protected in some manner; or

4. A heavy-duty diesel truck or diesel bus with any part of the exhaust system passing through the passenger compartment. The exit point for the exhaust gas shall be located so that dangerous amounts of exhaust gas will not enter the passenger compartment under normal vehicle use even with the windows open or the outside air inlets to the heater or air conditioner open. A replacement exhaust system is acceptable provided it is specifically manufactured for the vehicle by a company which guarantees that the exhaust system has a safe exhaust gas exit location.

(b) Notwithstanding (a) above, certification shall not be refused because a muffler has drain holes which were placed in it at the time of manufacture for drainage purposes.

Amended by R.2001 d.20, effective January 16, 2001.  
See: 32 N.J.R. 3720(a), 33 N.J.R. 269(a).

In (a)4, substituted "provided" for "providing" preceding "it is specifically manufactured".

**13:20-48.5 Prescribed emission test procedures; Class I and II licensees; snap acceleration test**

The snap acceleration test shall be conducted in accordance with N.J.A.C. 7:27-14 and 7:27B-4.

**13:20-48.6 Prescribed emission test procedures; Class I and II licensees; rolling acceleration test**

The rolling acceleration test shall be conducted in accordance with N.J.A.C. 7:27-14 and 7:27B-4.

**13:20-48.7 Prescribed emission test procedures; Class I and II licensees; stall acceleration test**

The stall acceleration test shall be conducted in accordance with N.J.A.C. 7:27-14 and 7:27B-4.

**13:20-48.8 Prescribed emission test procedures; Class I and II licensees; chassis dynamometer test (Reserved)**

**13:20-48.9 Equipment calibration; Class I and II licensees**

The smoke opacimeter shall be calibrated and maintained in accordance with the manufacturer's requirements and the general instructions for all tests adopted by the Department of Environmental Protection at N.J.A.C. 7:27B-4.2.

**APPENDIX**

**AVERAGE LENGTH OF TIME REQUIRED TO REINSPECT A SPECIFIC ITEM ON A HEAVY-DUTY DIESEL TRUCK OR DIESEL BUS**

<u>Item Reinspected</u>	<u>Time Required</u>
Credentials .....	1 hour <sup>†</sup>
Emission Control Apparatus .....	2 hour
Governor .....	2 hour
Exhaust System .....	2 hour
Emission Control System .....	3 hour
Engine Emissions (Opacity) .....	3 hour

<sup>†</sup>Note: If this is the only item to be reinspected on a vehicle, the reinspection time shall be considered to be .2 hour.

**SUBCHAPTER 49. STANDARDS FOR SCHOOL BUSES MANUFACTURED JULY 1985 THROUGH MAY 1993**

**13:20-49.1 School bus standards; incorporated by reference**

(a) The Division of Motor Vehicles authorizes the use of Standards for School Buses and Operations, National Minimum Standards for School Buses, 1985 Revised Edition, which are issued as recommendations of the Tenth National Conference on School Transportation. These standards are divided into sections covering definitions, chassis standards and body standards. The purpose is to define school buses, minimum chassis and body standards and assign responsibility for providing the defined equipment. The 1985 revised edition of Standards for School Buses and Operations covering definitions and school bus chassis and body standards, are incorporated by reference and hereby adopted as a rule and supplemented by standards established by N.J.A.C. 13:20-49.2, 49.3 and 49.4. These standards apply to vehicles with a chassis manufacture date of July, 1985 through May, 1993.

1. This document is available for review at the Division of Motor Vehicles, 225 East State Street, P.O. Box 162, Trenton, New Jersey 08625-0162, or at the Office of Administrative Law, PO Box 049, Trenton, New Jersey 08625-0049.

2. This document may be purchased from the National Safety Council, 444 North Michigan Avenue, Chicago, Illinois 60611.

#### 13:20-49.2 Chassis standards supplement to the 1985 National Minimum Standards

(a) The parking brake shall hold the vehicle stationary, or to a limit of traction of the braked wheels, on a 20 percent grade under any condition of legal loading and on a surface **free from snow, ice and loose material.**

(b) When applied, the parking brake shall remain in an applied position with the capability set forth in (a) above, despite exhaustion of the source of energy used for the application or leakage of any kind.

(c) A parking brake lever shall be mounted to the right of the driver on Types C and D buses and in a position that is easily accessible. On Types A and B buses, the parking brake lever may be mounted to the left of the driver.

(d) The parking brake shall be equipped with an on or off warning device.

(e) The hood may be painted National School Bus Yellow low luster yellow or flat black. The wheels may be black, gray, silver or white. The grille shall be chrome or National School Bus Yellow.

(f) An exhaust system shall not exit under any operating window of a bus.

(g) Type A school bus fuel tank(s) shall be according to the manufacturers' standard.

(h) Buses shall be equipped with dual horns of standard make. Each horn shall be capable of producing a complex sound in a band of audio frequencies between approximately 250 and 2,000 cycles per second and each having a total sound level of 110 decibels within these frequency limits. Sound shall be measured at a point on the axis of the horn, three feet from the exit of the horn.

(i) All gauges and instruments must be appropriately identified.

(j) A telltale light, plainly visible to the driver, shall be installed to give a positive indication of the operation of the stop lights.

(k) A transmission shifting control pattern shall be affixed to a point convenient to the driver.

(l) There shall be a detent on the automatic transmission shift level to insure that the transmission cannot accidentally move from neutral to a drive gear without driver effort.

(m) School buses not equipped with a park position on the shift control selector for automatic or semi-automatic transmissions shall be equipped with a heavy duty parking brake.

#### 13:20-49.3 Bus body standards supplement to the 1985 National Minimum Standards

(a) Except for Type A vehicles, the minimum clearance of all aisles shall be 12 inches.

(b) When a bus is equipped with air doors or other air operated assemblies, excluding windshield wipers, an additional air tank is needed for the operation of those assemblies.

(c) The emergency door shall be designed to be opened from the inside and outside of the bus and shall be equipped with a fastening device which may be quickly released, but is designed to offer protection against accidental release. Control of the fastening device from the driver's seat shall not be permitted.

(d) The emergency door fastening device shall be equipped with a suitable electric plunger-type switch connected with a buzzer located in the driver's compartment. The switch shall be enclosed in a metal case, and wires leading from the switch shall be concealed in the bus body. The switch shall be installed so that the plunger contacts the farthest edge of the slide bar in such a manner so that any movement of the slide bar will immediately close the circuit on the switch and activate the buzzer.

(e) The emergency door may be equipped with a locking system which incorporates an interlocking electrical circuit that prevents the bus from being started while the emergency door is locked.

(f) The words "Emergency Door" shall be applied to the emergency door, both inside and outside, and shall be in red letters at least two inches high.

(g) The hot water heater system in a Type A vehicle shall be according to the manufacturers' standard.

(h) The owning or operating organization name shall be conspicuously identified in letters at least three inches high, located on each longitudinal side of the exterior of the bus. Such identification shall be completely horizontal and below the window line.

(i) No advertisement of any kind shall be exhibited either on the interior or exterior of the school bus, with the exception that the manufacturer's and vendor's trade name(s) shall be permitted to be exhibited on the bus.

(j) Types A and B buses shall install incandescent signal lamps.

(k) Types C and D buses shall use either the incandescent or strobe lamps.

(l) Interior lamps shall be provided which adequately illuminate the aisle and step-well.

(m) All lamps and their installation shall be of a type approved by the Director of the Division of Motor Vehicles.

(n) If strobe lamps are utilized, the front and rear signal lamps on each school bus shall be equipped with eight electronic strobe lamps, four red and four amber, working in an automatic integrated system. The warning lamps shall be of a type approved by the Director of the Division of Motor Vehicles.

1. Eight Par 46 sealed beam type strobe lamps shall be utilized.

2. The solid-state strobe power supply shall provide the electrical power to energize the sealed beam flash tubes. The power supply shall energize the lamps at a combined alternating flash rate of 120-128 flashes per minute. The power supply shall be fully enclosed in a metal environment container with a minimum metal wall thickness of 0.060 inch.

3. The power supply shall be fully enclosed within the bulkhead.

(o) Types B, C and D school buses shall have two exterior or convex type mirrors mounted forward, one to the left side and one to the right of the driver. Each mirror shall be a minimum of six by six inches overall, rectangular in shape and shall have a minimum 21 inch to a maximum 30 inch radius of curvature on the convex. Each mirror shall be firmly supported and adjustable to give the driver a clear view of the left rear wheels and the immediate adjacent area, and the right rear wheels and the immediate adjacent area.

1. Type A school buses shall have two exterior clear view rearview mirrors mounted forward, below eye level, one to the left and one to the right of the driver and each mirror shall be firmly supported and adjustable to give the driver a clear view past the left rear and right rear of the vehicle. Outside rearview mirrors, as a minimum, shall be four inches wide by six inches high.

(p) Mirror mounting brackets shall be affixed to the bus so as to be securely fastened to the structural frame members of the bus body, or shall be affixed to the existing exterior rearview mirror mounting brackets.

(q) The convex type mirrors shall not be a part of or attached to the exterior rearview mirrors.

(r) The convex type mirror head and the rearview mirror head shall be mounted so as to have a minimum of two inches distance between the two mirrors.

(s) Cross over mirrors shall have a minimum measurement of six and one-half inches at the base.

(t) The size of the interior mirror on Type A school buses shall be according to manufacturers' standard.

(u) The floor covering in Type A school buses shall be either one-half exterior plywood securely fastened to the floor of the school bus in the passenger compartment, tapered to the forward level, or 14 gauge smooth steel floor.

(v) Rub rails shall be attached at each body post, sedan doors and all other upright structural members.

(w) All seats shall be forward facing.

(x) The tailpipe shall terminate up to a maximum of two inches beyond the rear bumper.

(y) Glass in all side and rear windows shall be of AS-2 or better grade. Equivalent plastic AS-4 or better, may only be used in side windows of the bus.

(z) The windshield shall have a horizontal gradient band starting slightly above the line of a driver's vision and gradually decreasing in light transmission to 20 percent or less at the top of the windshield. Glass in the windshield shall be of AS-1 grade.

(aa) The wheelhousing shall be attached to floor sheets in such a manner to prevent any dust, water, or fumes from entering the body. The wheelhousing shall be constructed of 16-gauge steel.

**13:20-49.4 Standards supplement to the 1985 National Minimum Standards for buses used to transport special needs students**

(a) If a ramp device is installed, it shall have a non-skid surface and be securely stored and protected from the elements when not in use.

1. The ramp must have at least three feet of length for each foot of incline.

(b) Seat belts or other suitable restraints shall be installed for each passenger including those seated in wheelchairs.

(c) Each door shall be equipped with a device that will actuate a visual or audible signal located in the driver's compartment when the door is not securely closed and the ignition is in the "on" position.

(d) Any aisle leading from a wheelchair position to the emergency or exit door shall be a minimum width of 30 inches.

APPENDIX

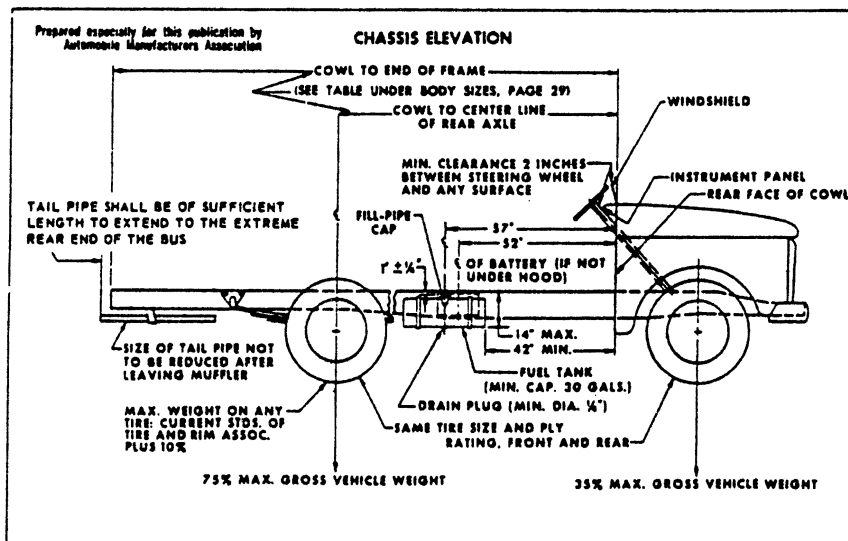
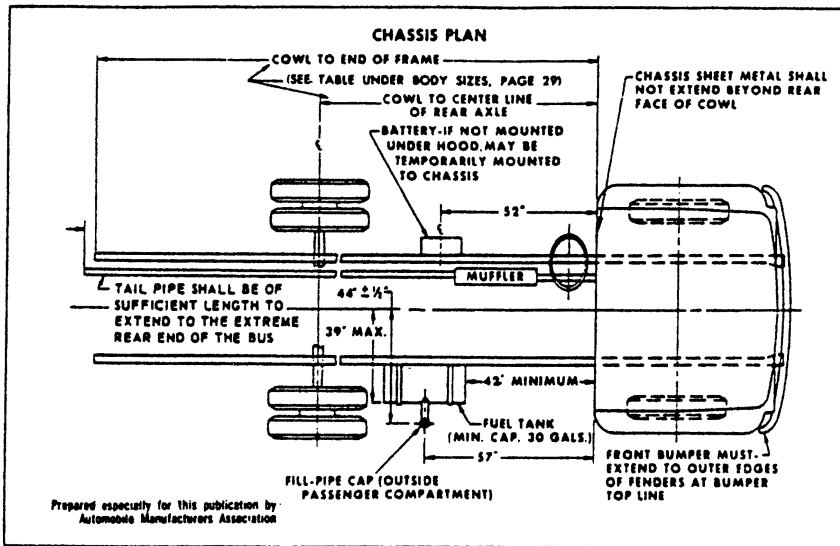
SUGGESTED METHOD FOR ESTIMATING GENERATOR OR ALTERNATOR CAPACITY

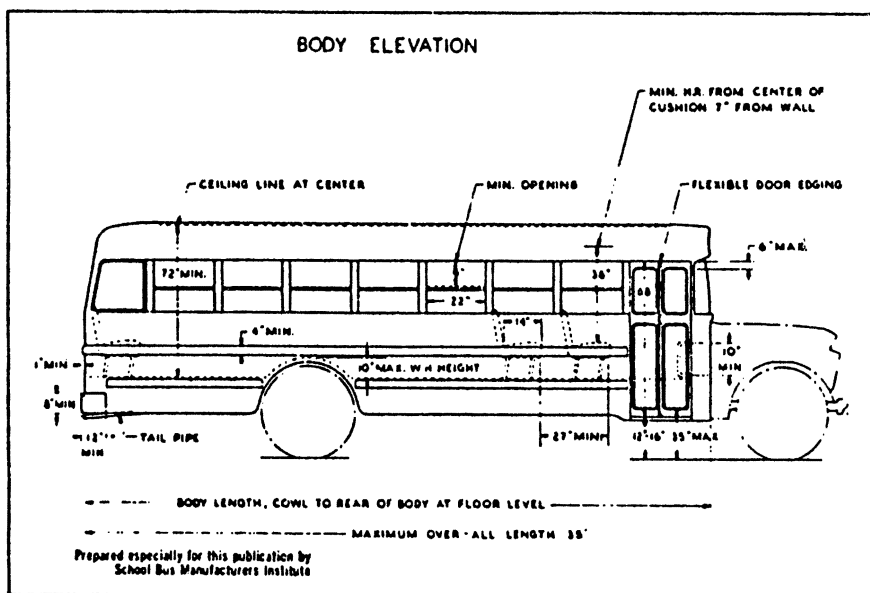
Constant Load		
Equipment	Number of Units	Current Draw (Amperes) (average)
Ignition	1	2.50
Head lamps (Type 2 dual lower beam)	2	8.40
Tail lights	2	1.18
Clearance lights	4	2.36
Cluster lights	6	3.54
Body instrument panel	1	0.80
Primary front heater motors	2	24.00
Primary defroster motor	1	12.00
Supplementary front heater motor	1	12.00
Supplementary defroster motor	1	12.00

Equipment	Number of Units	Current Draw (Amperes)
Underseat heater motors	2	10.50
Underseat heater motor	1	8.50
Defroster fan motor	1	3.50
Windshield wipers	1	14.00
Fuel pump	1	3.00
Emergency door buzzer	1	1.00
Intermittent Load		
Flasher motor	1	2.90
Alternately flashing signal lamps	2	11.60
Step-well and 6 interior dome lights	1	5.64
Individual additional dome lights	1	0.94
Stop (brake) lights	4	6.60
Turn signals	2	2.36

To determine the electrical load (in amperes) for a typical school bus, the following formula is recommended:

$$\text{Constant Load} + 35\% \text{ of intermittent load} = \frac{3}{4} \text{ total load}$$





**SUBCHAPTER 49A. STANDARDS FOR BUSES  
USED FOR PUPIL TRANSPORTATION  
MANUFACTURED JUNE 1993 AND  
THEREAFTER**

**13:20-49A.1 Scope and purpose**

(a) To ensure the safety of students, buses originally designed to carry 10 or more passengers used in the transportation of public school students to and from school and school related activities shall comply with the rules established in N.J.A.C. 13:20-49A, 49B, 49C and 49D and all applicable Federal Motor Vehicle Safety Standards.

(b) The rules established in N.J.A.C. 13:20-49A, 49B, 49C and 49D also apply to buses used for the transportation of nonpublic school students when services are provided by a district board of education.

(c) The rules established in N.J.A.C. 13:20-49A, 49B, 49C and 49D do not apply to buses approved for school use under the jurisdiction of the Department of Transportation unless otherwise noted.

(d) The rules established in N.J.A.C. 13:20-49A, 49B, 49C and 49D shall apply to buses with a June, 1993 or later chassis manufacture date unless otherwise noted. Buses manufactured prior to this date shall comply with the rules in effect when the bus was manufactured or converted.

Amended by R.1994 d.404, effective August 1, 1994.  
See: 26 N.J.R. 1997(a), 26 N.J.R. 3164(a).

**13:20-49A.2 Words and phrases defined**

The following words and phrases, when used in N.J.A.C. 13:20-49A through 49D, shall have the following meanings unless the context clearly indicates otherwise. Any reference to direction is relative to the driver in a seated position.

“Completed vehicle” means a vehicle that requires no further manufacturing operation to perform its intended function.

“Curb weight” means the weight of a school bus or vehicle including a maximum capacity of all fluids.

“Driver” means the authorized licensed operator of the vehicle.

“Emergency brake” means the mechanism designed to stop a school bus or vehicle in case of service brake failure.

“FMVSS” means Federal Motor Vehicle Safety Standards.

“FMCSR” means Federal Motor Carrier Safety Regulations.

“GVW” means Gross Vehicle Weight. GVW is the total weight of a single vehicle plus its load.

“GVWR” means Gross Vehicle Weight Rating. GVWR is the value specified by the manufacturer as the maximum loaded weight of a single vehicle.

“Kph” mean kilometers per hour.

“Mph” means miles per hour.

“NSFSB” means National Standards for School Buses.

“Parking brake” means a mechanism designed to prevent the movement of a stationary vehicle.

“Passenger” means any person riding in a school bus or vehicle other than the driver.

“Passenger seat” means a seat other than the driver’s seat.

“SAE” means Society of Automotive Engineers, Inc.

“SBMI” means School Bus Manufacturers Institute.

“School bus” or “bus” when used in this subchapter shall refer to Types A, B, C and D buses and shall be classified in the following manner:

1. A Type “A” school bus is a conversion or body constructed upon a van-type compact truck or a front-section vehicle, with a GVWR of 10,000 pounds or less, designed for carrying 10 to 16 passengers;

2. A Type “B” school bus is a conversion or body constructed and installed upon a van or front-section vehicle chassis, or stripped chassis, with a GVWR of more than 10,000 pounds, designed for carrying 10 to 25 passengers. Part of the engine is beneath and/or behind the windshield and beside the driver’s seat. The entrance door is behind the front wheels;

3. A Type “C” school bus is a body installed upon a flat back cowl chassis with a GVWR of more than 10,000 pounds, designed for carrying 10 to 54 passengers. The engine is in front of the windshield, or part of the engine is beneath and/or behind the windshield and beside the driver’s seat. The entrance door is behind the front wheels;

4. A Type “D” school bus is a body installed upon a chassis, with the engine mounted in the front, midship, or rear, with a GVWR of more than 10,000 pounds, designed for carrying 10 to 54 passengers. The engine may be behind the windshield and beside the driver’s seat; it may be at the rear of the bus, behind the rear wheels, or midship between the front and rear axles. The entrance door is ahead of the front wheels;

5. A Type “I” school bus is any vehicle with a seating capacity of 17 or more passengers used for the transportation of students to and from school or school related activities. This identification regulates the type of vehicle registration required by the New Jersey Division of Motor Vehicles; and

6. A Type “II” school bus is any vehicle with a seating capacity of 16 passengers or less used for the transportation of students to and from school or school related activities. This identification regulates the type of vehicle registration required by the New Jersey Division of Motor Vehicles.

“School bus warning lamps” are eight alternately flashing red or amber lamps mounted horizontally both front and rear, intended to identify a vehicle as a school bus and to inform other users of the highway that the vehicle is stopped or about to stop.

“Service brake” means the primary mechanism designed to stop a motor vehicle.

“Strobe school bus warning lamps” means a school bus warning lamp system utilizing eight electronic sealed beam flash tubes.

“Webbed belt” means a narrow fabric belt woven with continuous filling yarns and finished selvages.

### 13:20-49A.3 Certification

(a) The chassis and/or body manufacturer and any manufacturer of school bus equipment required by this subchapter shall, upon request, provide evidence and/or certify to the Division of Motor Vehicles and the user that their product meets the minimum standards of this subchapter and all applicable FMVSS.

(b) Any person who alters, converts, or modifies a certified “completed vehicle” used to transport students shall certify to the Division of Motor Vehicles and the user that all modifications conform to applicable design, construction, testing, and performance standards contained in this chapter.

(c) School bus vendors who sell or lease buses for student transportation shall issue a “Vendor Certification Statement”, to the buyer or lessee, signed by an authorized agent or officer of the company certifying that the bus meets all State and Federal requirements.

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## SUBCHAPTER 49B. CHASSIS STANDARDS FOR BUSES USED FOR PUPIL TRANSPORTATION MANUFACTURED JUNE 1993 AND THEREAFTER

### 13:20-49B.1 Air cleaner

(a) The engine intake air cleaner system shall be furnished and properly installed by the chassis manufacturer to meet engine manufacturer’s specifications.

(b) The intake air system for diesel engines may have an air cleaner restriction indicator properly installed by the chassis manufacturer to meet engine specifications.

### 13:20-49B.2 Axles

The front axle and rear differential, including suspension assemblies, shall have a gross axle weight rating at ground at least equal to that portion of the load as would be imposed by the chassis manufacturer’s maximum gross vehicle weight rating.

### 13:20-49B.3 Brakes

(a) A braking system, including service brake and parking brake, shall be provided.

(b) Buses using air or vacuum in the operation of the brake system shall be equipped with warning signals, readily audible and visible to the driver, that will give a continuous warning when the air pressure available in the system for braking is 60 pounds per square inch or less or the vacuum in the system available for braking is eight inches of mercury or less. The audible warning signal shall be capable of alerting the driver while the bus is being operated in traffic. An illuminated gauge shall be provided that will indicate to the driver the air pressure in pounds per square inch or the inches of mercury vacuum available.

1. Vacuum-assist brake systems shall have a reservoir used exclusively for brakes that shall be adequate to ensure loss in vacuum at full stroke application of not more than 30 percent when the engine is not running. The brake system on gas-powered engines shall include suitable and convenient connections for the installation of a separate vacuum reservoir.

2. The brake system dry reservoir shall be safeguarded by a check valve or equivalent device, that in the event of failure or leakage in its connection to the source of compressed air or vacuum, the stored dry air or vacuum shall not be depleted by the leakage or failure.

(c) Buses using a hydraulic assist-brake system shall be equipped with warning signals, readily audible and visible to the driver, that will provide continuous warning in the event of a loss of fluid flow from the primary source or loss of the electric source powering the backup system.

(d) The brake lines and booster assist lines shall be protected from excessive heat and vibration and shall be installed to prevent chafing.

(e) The brake system shall be designed to permit visual inspection of brake lining wear without removal of any chassis components.

(f) The parking brake shall hold the vehicle stationary, or to a limit of traction of the braked wheels, on a 20 percent grade under any condition of legal loading and on a surface free from snow, ice and loose material.

(g) When applied, the parking brake shall remain in an applied position with the capacity set forth in (f) above despite exhaustion of the source of energy used for the application or leakage of any kind.

(h) A parking brake lever shall be mounted to the right of the driver in a position that is easily accessible.

1. On Types A and B buses, the parking brake lever may be mounted in accordance with the chassis manufacturer's standards.

(i) The parking brake shall be equipped with a warning device visible to the driver which will indicate that the parking brake is on.

#### 13:20-49B.4 Bumper, front

(a) The front bumper shall be furnished by the chassis manufacturer as part of the chassis.

1. The Type D bus front bumper may be furnished by the body or chassis manufacturer.

(b) The front bumper shall be of pressed steel channel or equivalent material at least  $\frac{3}{16}$  inch thick and not less than eight inches high and shall extend beyond the forward-most part of the body, grille, hood, and fenders and shall extend to outer edges of the fenders at the bumper top line.

(c) The front bumper, except breakaway bumper ends, shall be of sufficient strength to permit pushing a vehicle of equal gross vehicle weight without permanent distortion to bumper, chassis, or body.

(d) An energy absorbing front bumper, which conforms to current FMVSS test requirements, may be used. Its design shall incorporate a self-restoring energy absorbing system of sufficient strength to:

1. Push another vehicle of similar GVW without permanent distortion to the bumper, chassis, or body; and

2. Withstand repeated impacts without damage to the bumper, chassis or body according to current NSFBS.

(e) Tow eyes or hooks shall be furnished and attached so as not to project beyond the front bumper. Tow eyes or hooks attached to the chassis frame, shall be furnished by the chassis manufacturer. This installation shall be in accordance with the chassis manufacturer's standards.

#### 13:20-49B.5 Clutch

The clutch torque capacity shall be equal to or greater than the engine torque output.

#### 13:20-49B.6 Color

The chassis, including front bumper, shall be black. The cowl, fenders and hood shall be National School Bus Yellow. The hood may be painted non-reflective National School Bus Yellow. Wheels and rims shall be black, gray, white, or silver. The grille shall be chrome, silver, gray, or National School Bus Yellow.

#### 13:20-49B.7 Drive shaft

Each segment of the drive shaft shall be equipped with a metal guard or guards around its circumference to prevent the drive shaft from whipping through the floor or dropping to the ground if broken.

#### 13:20-49B.8 Electrical system

(a) Buses shall be equipped with a battery or batteries as specified by the manufacturer.

1. The storage battery shall have a minimum cold cranking capacity rating equal to the cranking current required for 30 seconds at 0 degrees Fahrenheit ( $-17.8^{\circ}\text{c}$ ) and a minimum reserve capacity rating of 120

minutes at 25 amps. Higher capacities may be required depending upon optional equipment and local environmental conditions.

(c) Above instruments and gauges shall be mounted on an instrument panel in such a manner that each is clearly visible to the driver while in normal seated-belted position in accordance with current SBMI design objectives.

(d) The instrument panel shall have lamps of sufficient candlepower to illuminate all instruments, gauges and the shift selector indicator for an automatic transmission.

(e) All gauges and instruments must be appropriately identified.

#### 13:20-49B.18 Oil filter

An oil filter with replaceable element shall be provided **and shall** be connected by flexible oil lines if it is not of built-in or engine mounted design. The oil filter shall have a minimum capacity of one quart.

#### 13:20-49B.19 Openings

All openings in the floorboard or firewall between chassis and passenger compartment, such as for gearshift selector/lever and parking brake lever, shall be sealed.

#### 13:20-49B.20 Passenger load

(a) The gross vehicle weight (GVW) is the sum of the chassis weight, plus the body weight, plus the driver's weight, plus total seated pupil weight.

1. For purposes of calculation:
  - i. The driver's weight is 150 pounds; and
  - ii. The pupil weight is 120 pounds per pupil.

(b) The GVW shall not exceed the chassis manufacturer's GVWR for the chassis.

(c) Buses with a GVWR in excess of 26,001 pounds shall display the GVWR on the sides of the bus as required by the Division of Motor Vehicles.

#### 13:20-49B.21 Power and gradeability

The GVW shall not exceed 185 pounds per published net horsepower of the engine at the manufacturer's recommended maximum number of revolutions per minute.

#### 13:20-49B.22 Retarder system

A retarder system may be used which shall maintain the speed of the fully loaded school bus at 19.0 mph or 30 kph on a seven percent grade for 3.6 miles or six km.

#### 13:20-49B.23 Shock absorbers

Buses shall be equipped with front and rear double-action shock absorbers compatible with manufacturer's rated axle capacity at each wheel location.

#### 13:20-49B.24 Springs

(a) The capacity of the springs or suspension assemblies shall be commensurate with the chassis manufacturer's GVWR.

(b) If leaf type rear springs are used, they shall be of a progressive type.

#### 13:20-49B.25 Steering gear

(a) The steering gear shall be approved by the chassis manufacturer and designed to assure safe and accurate performance when a vehicle is operated with maximum load and at maximum speed.

(b) The steering mechanism shall be accessible for external adjustment.

(c) No changes shall be made in the steering apparatus which are not approved by the chassis manufacturer.

(d) There shall be a clearance of at least two inches between the steering wheel and the cowl, instrument panel, windshield, or any other surface.

(e) Power steering is required and shall be of the integral type with integral valves.

(f) The steering system shall be designed to provide a means of lubrication for all wear points, if wear points are not permanently lubricated.

#### 13:20-49B.26 Tires and rims

(a) Tires and rims of proper size and tires with load rating commensurate with chassis manufacturer's GVWR shall be provided.

(b) Tubeless tires mounted on one-piece drop center rims may be used.

(c) All tires shall be of the same size, construction and load rating. The load rating shall meet or exceed the GAWR in accordance with current applicable FMVSS.

1. Tires on Types C and D buses may be of more than one type construction provided all tires on the same axle are the same type of construction.

(d) If a bus is equipped with a spare tire and rim assembly, it shall be of the same size as those mounted on the bus.

(e) If a bus is equipped with a tire carrier, it shall be suitably mounted in an accessible location outside the passenger compartment.

(f) The tire tread depth shall at no time be less than 4/32 of an inch on the front tires and 2/32 of an inch on the rear tires as measured on two adjacent treads by a Dill gauge or its equivalent.

(g) Regrooved or recapped tires shall not be used on the front wheels of a bus.

(h) Dual rear tires shall be provided on Types B, C, and D buses.

(i) Tire chains, snow tires or all weather tires shall be used for the drive wheels to enhance the safe operation of the bus in areas of snow and ice.

#### 13:20-49B.27 Transmission

(a) When an automatic transmission is used, it shall provide for not less than three forward speeds and one reverse speed.

(b) When a manual transmission is used, second gear and higher shall be synchronized except when incompatible with engine power. A minimum of three forward speeds and one reverse speed shall be provided.

(c) A diagram of the shifting control pattern shall be located in a position easily visible to the driver.

(d) There shall be a detent on the automatic transmission shift lever to insure that the transmission cannot accidentally move from neutral to a drive gear without driver effort.

(e) Buses which are not equipped with a park position on the shift control selector for automatic transmissions shall be equipped with a heavy duty parking brake.

(f) The transmission shift control lever/mechanism shall be mounted to the right of the steering column.

#### 13:20-49B.28 Turning radius

(a) A chassis with a wheel base of 264 inches or less shall have a right and left turning radius of not more than 42½ feet, curb to curb measurement.

(b) A chassis with a wheelbase of 265 inches or more shall have a right and left turning radius of not more than 44½ feet, curb to curb measurement.

#### 13:20-49B.29 Undercoating

The undersides of steel or metallic-constructed front fenders shall be coated with rust-proofing compound.

#### 13:20-49B.30 Weight distribution

The weight distribution of a fully loaded bus on a level surface shall not exceed the manufacturer's front and rear GAWR.

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### SUBCHAPTER 49C. BODY STANDARDS FOR BUSES USED FOR PUPIL TRANSPORTATION MANUFACTURED JUNE 1993 AND THEREAFTER

#### 13:20-49C.1 Aisle

(a) The minimum clearance of all aisles shall be 12 inches.

1. The aisle leading to an exit door or a rear emergency exit shall be a minimum width of 12 inches.

2. The aisle leading from the center aisle to a side emergency door shall be a minimum width of 24 inches.

3. The aisle leading to an emergency or lift door from a wheelchair position shall be a minimum width of 30 inches.

(b) Aisles shall be unobstructed at all times by any type barrier, seat, or other object.

(c) The seat backs shall be slanted sufficiently to give aisle clearance of 15 inches at the tops of seat backs.

(d) This rule also applies to buses under the jurisdiction of the Department of Transportation, approved for school use, contracted by a local board of education for transportation to and from school.

#### 13:20-49C.2 Back-up warning alarm

An automatic audible alarm shall be installed behind the rear axle of the bus and shall comply with current applicable SAE standards for rubber tired vehicles.

#### 13:20-49C.3 Battery

(a) A battery is to be furnished by the chassis manufacturer.

(b) When the battery is mounted as described in the chassis standards of N.J.A.C. 13:20-49B.8(a), the body manufacturer shall securely attach battery on a slide-out or swing-out tray in a closed, vented compartment in the body skirt, so that the battery may be exposed to the outside for convenient servicing. The battery compartment door or cover shall be hinged at the front or top and secured by an adequate and conveniently operated fastening device.

#### 13:20-49C.4 Bumpers

(a) The front bumper shall be provided by the chassis manufacturer.

1. The bumper on a Type D bus may be furnished by the body or chassis manufacturer.

2. A front safety shield attached directly under the bus front bumper may be used. It shall be constructed of rigid plastic, fiberglass, steel or equivalent material designed to withstand abnormal vibration, severe atmosphere conditions and removable to permit towing. The shield's overall width shall not exceed maximum front tire width, when bus wheels are in a straight ahead position and shall terminate 12 to 14 inches above the road surface. Front surface may be either solid, perforated or louvered and shall be black.

(b) A rear bumper shall be provided which is constructed of pressed steel channel or equivalent material at least 3/16 inch thick.

(c) Glass in all side and rear windows shall be of AS-2 or better grade. Equivalent plastic AS-4 or better shall only be used in side windows of the bus behind the driver.

(d) The windshield shall have a horizontal gradient tinted band starting slightly above the line of a driver's vision and gradually decreasing in light transmission to 20 percent or less at the top of the windshield. Glass in the windshield shall be of AS-1 grade.

1. Glass in the windshield shall be heat-absorbent, laminated plate. The windshield shall be large enough to permit the driver to see the roadway clearly, shall be slanted to reduce glare, and shall be installed between the front corner posts that are so designed and placed as to afford minimum obstruction to the driver's view of the roadway.

(e) All glass in the windshield, windows and doors shall be approved safety glass, so mounted that a permanent mark is visible, and of sufficient quality to prevent distortion of the view in any direction.

(f) All exposed edges of glass shall be banded.

(g) The windows in the rear of the bus shall be stationary.

(h) Windows shall be free of window guards or bars both inside and outside.

**13:20-49C.47 Windshield washers**

A windshield washer system shall be provided.

**13:20-49C.48 Windshield wipers**

(a) A windshield wiping system, two-speed or more, shall be provided.

(b) The wipers shall be operated by one or more air or electric motors of sufficient power to operate wipers. If one motor is used, the wipers shall work in tandem to give full sweep of windshield.

**13:20-49C.49 Wiring**

(a) All wiring shall conform to current applicable SAE standards.

(b) Wiring shall be arranged in circuits as required with each circuit protected by a fuse or circuit breaker. One extra fuse for each size fuse which is used on the bus shall be conveniently located in the fuse area unless the bus is equipped with circuit breakers. A system of color and number coding shall be used.

1. The following body interconnecting circuits shall be color coded as follows:

Function	Color
Left Rear Directional Light	Yellow
Right Rear Directional Light	Dark Green
Stoplights	Red

Function	Color
Back-Up Lights	Blue
Taillights	Brown
Ground	White
Ignition Feed, Primary Feed	Black

2. The color of the cables shall correspond to current applicable SAE standards.

3. Wiring shall be arranged in at least six regular circuits, as follows:

- i. Head, tail, stop (brake), and instrument panel lamps;
- ii. Clearance and step-well lamps (step-well lamp shall be actuated when entrance door is opened);
- iii. Dome lamp;
- iv. Ignition and emergency door signal;
- v. Turn signal lamps; and
- vi. Alternately flashing signal lamps.

4. Any of above combination circuits may be subdivided into additional independent circuits.

5. Whenever heaters and defrosters are used, at least one additional circuit shall be installed.

6. Whenever possible, all other electrical functions (such as sanders and electric-type windshield wipers) shall be provided with independent and properly protected circuits.

7. Each body circuit shall be coded by number or letter on a diagram of circuits and shall be attached to the body in readily accessible location.

(c) The entire electrical system of the body shall be designed for the same voltage as the chassis on which the body is mounted.

(d) All wiring shall have an amperage capacity equal to or exceeding the designed load. All wiring splices shall be in an accessible location and noted as splices on the wiring diagram.

(e) An easily readable body wiring diagram shall be furnished with each bus body or affixed in an area convenient to the electrical accessory control panel.

(f) The main power supply to the body shall be attached to a terminal on the chassis.

(g) Wires passing through metal openings shall be protected by a grommet.

(h) Wires not enclosed within the body shall be fastened securely at intervals of not more than 18 inches. All joints shall be soldered or joined by equally effective connectors.

(i) A heavy duty solenoid switch shall be installed in main electric power supply line to body circuits on Types B, C and D buses. The solenoid switch shall be energized by the bus ignition switch. Hazard and directional signal lamp circuits shall operate independently of the ignition switch.

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**SUBCHAPTER 49D. SPECIALLY EQUIPPED  
SCHOOL BUS STANDARDS FOR BUSES  
USED FOR PUPIL TRANSPORTATION  
MANUFACTURED JUNE 1993 AND  
THEREAFTER**

**13:20-49D.1 Scope**

(a) The following standards address modifications to buses designed for transporting students with special transportation needs. These standards are supplementary to the chassis and body standards established in N.J.A.C. 13:20-49B and 49C.

(b) Specially equipped buses shall meet the body and chassis standards of N.J.A.C. 13:20-49B and 49C prior to any modifications made for mobile seating device positions or special equipment such as a power lift.

(c) A bus used for the transportation of children confined to a wheelchair or other mobile positioning device, or who require life support equipment which prohibits the use of the entrance door, shall be equipped with a power lift.

**13:20-49D.2 Aisle**

The aisle leading to emergency and power lift doors from a wheelchair position shall be a minimum width of 30 inches.

Amended by R.1994 d.404, effective August 1, 1994.  
See: 26 N.J.R. 1997(a), 26 N.J.R. 3164(a).

**13:20-49D.3 Communications**

Buses shall be equipped with an electronic voice communication system, preferably not citizen band equipment.

**13:20-49D.4 Doors**

(a) Buses with a power lift shall be equipped with a special entrance door to accommodate the power lift.

1. The door shall be located on the right side of the bus and designed so as not to obstruct the regular entrance door.

2. The opening may extend below the floor through the bottom of the body skirt. If such an opening is used, reinforcements shall be installed at the front and rear of the floor opening to support the floor. This opening shall be the same strength as other floor openings.

3. A drip molding shall be installed above the door opening to divert water from the entrance.

4. The door posts and headers shall be reinforced to provide support and strength equivalent to the sides of the bus.

5. A single door or double doors may be used.

6. The doors shall have fastening devices to hold the doors open.

7. The doors shall be weather sealed.

8. When manually operated dual doors are provided, the rear door shall have at least a one point fastening device to the header. The forward mounted door shall have at least three point fastening devices; one to the header, one to the floor line of the body, and one into the rear door.

i. The door and hinge mechanism strength shall be equivalent or greater than the strength of the emergency exit door.

9. The door material, panels and structural strength shall be equivalent to the entrance and emergency doors. The rub rail extensions, lettering and other exterior features shall match adjacent sections of the body.

10. The door shall have windows set in rubber compatible within one inch of the lower line of the adjacent sash.

11. Doors shall be equipped with a device that will actuate an audible or flashing visible signal, located in the driver's compartment, when the doors are not securely closed and the ignition is in the "on" position.

12. A switch shall be installed so that the lifting mechanism will not operate when the lift platform door is closed.

13. Doors shall be equipped with padding at the top edge of the door opening. The padding shall be at least three inches wide and one inch thick. It shall extend the full width of the door opening.

**13:20-49D.5 Glass**

(a) Tinted safety glass or tinted plastic may be installed in side windows of the bus to the rear of the driver which complies with applicable Division of Motor Vehicle requirements.

(b) Tinted safety glass shall be AS-3 or better grade.

**13:20-49D.6 Identification**

(a) A bus equipped with a power lift shall display at least one universal handicapped symbol on the back of the bus and below the windowline.

1. The symbol shall not exceed 12 inches in size, be white on a blue background, and be of a high intensity reflectorized material as specified in NSFSB.

1. The bus shall contain a belt cutter for use in emergencies, including evacuations. The belt cutter shall be designed to prevent injuries during use and secured in a safe location.

#### 13:20-49D.15 Wheelchair and other mobile seating device requirements

(a) A wheelchair or other mobile seating device shall be equipped with an occupant restraint belt and hand brake which is furnished and maintained by the owner.

(b) An electric powered wheelchair shall be equipped with gel-cel (non-liquid electrolyte) battery. Batteries with liquid electrolyte are not permitted in the passenger compartment of the bus.

### SUBCHAPTER 49E. USE OF VEHICLES AS SCHOOL BUSES UNDER THE JURISDICTION OF THE DEPARTMENT OF TRANSPORTATION

#### 13:20-49E.1 Scope of exceptions and exemptions

The exceptions and exemptions hereinafter provided in this subchapter shall apply only to buses approved for school use by the Department of Transportation prior to May 21, 1993.

Amended by R.1992 d.397, effective November 2, 1992.  
See: 24 N.J.R. 2109(a), 24 N.J.R. 4069(a).

Added reference to Department of Transportation and effective date.

#### 13:20-49E.2 Exceptions and exemptions

(a) The prohibition of advertisements of any kind on either the interior or exterior of the school transportation bus shall not apply.

(b) The seat requirements pursuant to N.J.A.C. 13:20-49.1 and 49.23 shall not apply to longitudinal seats seating not more than four pupils.

(c) The entrance door and the emergency door with aisles leading to each shall be accepted as meeting the requirement for doors pursuant to N.J.A.C. 13:20-49.1 and 49.6.

(d) The requirement pursuant to N.J.A.C. 13:20-49.1 and 49.6 to have the words "Emergency Door" printed on the outside of the emergency door shall not apply.

(e) In lieu of the lettering, Type I school vehicles that are operated by a privately or publicly owned local transit system and used for regular common carrier transit route service as well as special school route service, shall meet all the requirements of N.J.A.C. 13:20-49.1 and 49.7, except as follows:

1. Such vehicles shall, while transporting children to and from school, be equipped with signs, located conspicuously on the front and back of the vehicle:

i. The sign on the front shall have the words "School Bus" printed in black letters not less than six inches high on a background of national school bus glossy yellow;

ii. The sign on the rear shall be at least ten square feet in size and shall be painted national school bus glossy yellow and have the words "School Bus" printed in black letters not less than eight inches high.

(f) The requirements for the main aisles and the aisle to the emergency door, pursuant to N.J.A.C. 13:20-49.1 and 49.12 shall not apply.

(g) The requirement pursuant to N.J.A.C. 13:20-49.1 for bumpers shall not apply.

(h) Window requirements pursuant to N.J.A.C. 13:20-49.1 and 49.11 shall not apply.

(i) The color requirements pursuant to N.J.A.C. 13:20-49.1, 49.14 and 49.15 shall not apply.

Amended by R.1974 d.90, effective April 11, 1974.

See: 6 N.J.R. 99(a), 6 N.J.R. 172(c).

Amended by R.1992 d.397, effective November 2, 1992.

See: 24 N.J.R. 2109(a), 24 N.J.R. 4069(a).

Deleted cross reference to obsolete rules and added cross reference to current rules in N.J.A.C. 6:21-5.

#### 13:20-49E.3 Certificate of inspection

(a) No autobus under jurisdiction of the Department of Transportation shall be used for school pupil transportation services, as defined in N.J.S.A. 18A:39-1 and under contract with a local board of education for transportation to and from school, unless such autobus is authorized on the certificate of inspection issued by the Department of Transportation.

(b) Owners or operators of buses approved by the Department of Transportation shall submit evidence of such approval to the county superintendent at such times as may be deemed necessary.

Amended by R.1992 d.397, effective November 2, 1992.

See: 24 N.J.R. 2109(a), 24 N.J.R. 4069(a).

Deleted obsolete reference to jurisdiction of the Board of Public Utilities and replaced with Department of Transportation.

#### 13:20-49E.4 Inspection by county superintendent

(a) The county superintendent may inspect any bus approved by the Department of Transportation for any item not covered by the approval of that department and from which they are not specifically exempted by these rules.

(b) Whenever, in the opinion of the county superintendent, a bus chassis or body is outworn or in a dilapidated condition, it shall not be used for pupil transportation.

Amended by R.1992 d.397, effective November 2, 1992.

See: 24 N.J.R. 2109(a), 24 N.J.R. 4069(a).

Deleted obsolete reference to jurisdiction of the Board of Public Utilities and replaced with Department of Transportation.

## SUBCHAPTER 49F. (RESERVED)

### Subchapter Historical Note

Subchapter 49F, Small Vehicle Standards, was repealed by R.2003 d.36, effective January 21, 2003. See: 34 N.J.R. 829(a), 35 N.J.R. 450(a).

## SUBCHAPTER 49G. INSPECTION

### 13:20-49G.1 Applicability

(a) The provisions of this subchapter shall be applicable to all vehicles which are registered in this State, owned or leased by a district board of education, school bus contractor or individual under contract with a district board of education and used for transportation of pupils to and from school and/or to and from school related activities.

(b) All vehicles shall be systematically inspected twice within the year to ensure that such vehicles and accessories are in safe and proper operating condition. Time and location of inspection shall be established by the Director, Division of Motor Vehicles or the Commissioner, Department of Transportation, whichever is the appropriate agency. Nothing contained herein shall limit the Division of Motor Vehicles authority to require more frequent inspection of such vehicles when, in the Division's determination, the safety of pupils so requires.

Amended by R.1989 d.610, effective December 18, 1989.

See: 21 N.J.R. 2724(a), 21 N.J.R. 3939(a).

Editorial changes only.

### 13:20-49G.2 Division of Motor Vehicles inspection

(a) No school vehicle registered with the Division of Motor Vehicles which is owned by or under contract with a district board of education shall be used for transportation of pupils to and from school and/or to and from school related activities, as defined in N.J.S.A. 18A:39-1, unless such school vehicle is issued a school bus inspection sticker by the Division of Motor Vehicles. School vehicles shall be inspected or reinspected at Motor Vehicle Inspection Stations.

(b) The Division of Motor Vehicles is responsible for the school vehicle inspection of the following vehicle registrations:

1. S1 (School Vehicle Type I);
2. S2 (School Vehicle Type II);

3. Livery; and

4. Handicapped.

(c) Owners and operators of buses shall submit evidence of inspection by the Division of Motor Vehicles to the county superintendent of schools at such time as he or she may deem necessary.

(d) Parents who transport only their own child or children under contract with a district board of education are not required to utilize a vehicle registered as a school bus.

Amended by R.1989 d.610, effective December 18, 1989.

See: 21 N.J.R. 2724(a), 21 N.J.R. 3939(a).

Amended by R.1994 d.404, effective August 1, 1994.

See: 26 N.J.R. 1997(a), 26 N.J.R. 3164(a).

### 13:20-49G.3 Department of Transportation inspection

(a) No autobus under jurisdiction of the Department of Transportation and under contract with a district board of education shall be used for transportation of pupils to and from school, as defined in N.J.S.A. 18A:39-1, unless such autobus is authorized for school use on the certificate of inspection issued by the Department of Transportation.

(b) An autobus under the jurisdiction of the Department of Transportation is exempt from authorization for school use on the certificate of inspection issued by the Department of Transportation when being used on a preset franchised route and schedule or chartered for school related activities.

(c) The Department of Transportation is responsible for the inspection and certification for school use of the omnibus vehicle registration.

(d) Owners or operators of buses authorized for school use by the Department of Transportation shall submit evidence of such approval to the county superintendent of schools at such time as he or she may deem necessary.

(e) A bus authorized for school use by the Department of Transportation may be inspected by a county superintendent for compliance with the requirements of this chapter.

Amended by R.1989 d.610, effective December 18, 1989.

See: 21 N.J.R. 2724(a), 21 N.J.R. 3939(a).

Added new (b) and (e), recodified (b) and (c) as (c) and (d).

### 13:20-49G.4 Responsibility for reports and records

(a) School bus owners shall retain all records of inspection and quarterly maintenance reports for the life of the vehicle. Such records shall be available for review by the Division of Motor Vehicles and the Department of Transportation.

(b) Inspection records shall include:

1. A daily vehicle condition report by a driver. These reports must be retained for not less than 13 months;

2. A record of vehicle inspection;
3. A systematic inspection and quarterly maintenance record signed by the person making repairs and inspection which shall be maintained for each vehicle;
4. For leased or otherwise contracted vehicles, an identification of the lessor or contractor furnishing the school bus shall also be included.

Amended by R.1989 d.610, effective December 18, 1989.  
 See: 21 N.J.R. 2724(a), 21 N.J.R. 3939(a).  
 Changed "must" to "shall".

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**SUBCHAPTER 49H. (RESERVED)**

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**SUBCHAPTERS 50 THROUGH 50C. (RESERVED)**

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**SUBCHAPTER 51. STANDARDS FOR TYPE S SCHOOL BUSES**

**Authority**

N.J.S.A. 39:3B-5, 39:3B-10, 39:3B-24, and  
 Reorganization Plan No. 005-1998.

**Source and Effective Date**

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

**13:20-51.1 Scope**

(a) This subchapter shall apply to any Type S school bus including, but not limited to, vans and passenger automobiles, which is used for the transportation of children to or from school or school-connected activities.

(b) This subchapter shall also apply to all Type S school buses, including limousines, omnibuses, taxicabs, motor vehicles for which a handicapped placard or registration plates have been issued in accordance with N.J.S.A. 39:4-206, and motor vehicles for which no fee registration plates have been issued in accordance with N.J.S.A. 39:3-27 that are used for two or more modes of transportation, one of which is for the transportation of children to or from school or school-connected activities.

(c) A Type S school bus shall be inspected twice each year by the Division's School Bus Inspection Unit to ensure that such vehicle is in safe and proper operating condition. The time and location of the inspection shall be established by the Director or his or her designee.

(d) A motor vehicle with a GVWR of less than 3,000 pounds shall not be used for the transportation of children to or from school or school-connected activities.

(e) A motor vehicle with a manufacturer's statement of origin that identifies the vehicle as a truck shall not be used

for the transportation of children to or from school or school-connected activities.

(f) Any modification to a Type S school bus for the purpose of transporting children with special needs shall comply with all applicable FMVSS and SAE standards governing the modifications.

**13:20-51.2 Definitions**

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

"Director" means the Director of the Division of Motor Vehicles in the Department of Transportation in the State of New Jersey.

"Division" means the Division of Motor Vehicles in the Department of Transportation in the State of New Jersey.

"Driver" means the authorized licensed operator of a Type S school bus.

"FMVSS" means the Federal Motor Vehicle Safety Standards as found in the Code of Federal Regulations (49 CFR Part 571). Copies of the Federal Motor Vehicle Safety Standards as found in the Code of Federal Regulations may be purchased from the Superintendent of Documents, United States Government Printing Office, Washington, DC 20402, (202) 783-3238.

"Gross vehicle weight rating" or "GVWR" means the value specified by the manufacturer as the maximum loaded weight of a single vehicle.

"Operator" means the owner or person responsible for the day-to-day operation and maintenance of a Type S school bus.

"Passenger" means any person riding in a Type S school bus other than the driver.

"SAE" means the Society of Automotive Engineers, Inc. Copies of the Standards and Recommended Practices of the Society of Automotive Engineers may be purchased from the Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096, (724) 776-4841.

"Type S school bus" means a motor vehicle with a GVWR of 3,000 pounds or more, originally designed by the manufacturer with a maximum seating capacity of nine passengers or less excluding the driver, operated by, or under contract with, a public or governmental agency, or religious or other charitable organization or corporation, or privately operated for compensation for the transportation of children to or from school for secular or religious education, school-connected activity, day camp, summer day camp, nursery school, child care center, preschool center, or other similar places of education.

“UL” means the Underwriters’ Laboratories, Inc.

### 13:20-51.3 Capacity

(a) The maximum number of passengers who may be transported in each Type S school bus shall be determined by the seat measurement. Fifteen inches of seat length shall be provided for each passenger.

(b) There shall be no standees.

### 13:20-51.4 Chains or snow tires

The drive wheels of Type S school buses shall be equipped with tire chains, all-weather tires, or snow tires for safe operation in areas of snow and/or ice.

### 13:20-51.5 Emergency equipment

(a) Emergency equipment shall be provided consisting of at least the following:

1. A seat belt cutter;
2. A spare tire;
3. A jack;
4. A lug wrench; and
5. Three red reflectorized triangular warning devices.

### 13:20-51.6 Fire extinguisher

(a) A fully-charged dry chemical fire extinguisher with a pressure gauge approved by the UL with the minimum UL rating of B2, C2, ½ BC, or 10BC shall be provided. The fire extinguisher shall be mounted in a bracket in a convenient location in the driver’s compartment and display an inspection tag.

(b) A Type S school bus shall not be equipped with a fire extinguisher system that uses the chemical Halon as the fire suppression agent.

### 13:20-51.7 First aid kit

(a) A removable first aid kit shall be provided. The first aid kit shall be a moistureproof and dustproof container without a lock, with the words “FIRST AID” printed on the cover. The contents shall be maintained as follows:

1. Six single unit sterile gauze pads, three inches by three inches;
2. Two gauze bandages, one inch by 10 yards;
3. One roll of adhesive tape, one inch by 2½ yards;
4. Twelve bandaid plastic strips;
5. One triangular bandage, approximately 40 inches by 54 inches, with a safety pin; and
6. One pair rounded-end scissors.

(b) If the first aid kit is stored in a storage compartment, the location of the kit shall be identified by the words “FIRST AID” or marked with the Red Cross symbol.

### 13:20-51.8 Floor covering

A securely attached nonskid material floor covering shall be provided.

### 13:20-51.9 Heater capacity

The heater shall be capable of bringing the interior temperature of the Type S school bus up to and **maintaining** a minimum temperature of 50 degrees Fahrenheit.

### 13:20-51.10 Lettering

A Type S school bus may display lettering that indicates the name of the operator and the name of the municipality in which the operator has his or her principal place of business, wording to indicate that the vehicle stops at railroad crossings, and wording to indicate that the vehicle is carrying children. A Type S school bus shall not display any advertising.

### 13:20-51.11 Rear view mirrors

Approved rear view mirrors shall be mounted inside and outside of a Type S school bus. Outside mirrors shall be mounted on both sides of the Type S school bus.

### 13:20-51.12 Rear window

The rear window shall be non-ventilating.

### 13:20-51.13 Seats and backrests

(a) Securely fastened seats and backrests shall be provided. Seats shall be forward facing and shall be spring or foam rubber upholstered.

(b) A “jump-type” or folding seat shall not be permitted.

(c) Each seat exit shall be clear of obstructions.

(d) A vehicle shall not be used as a Type S school bus if the seat in front of the seat to be exited from must be folded in order for a passenger to exit the vehicle.

(e) A seat belt shall be provided for the driver and for each passenger.

(f) A child passenger restraint system or booster seat, as described in FMVSS No. 213 (49 CFR § 571.213), incorporated herein by reference, as amended and supplemented, shall be provided for each passenger under the age of eight years and weighing less than 80 pounds.

### 13:20-51.14 Sun visor

An adjustable sun visor shall be provided.