

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.

Amended by R.2006 d.249, effective July 3, 2006.
See: 38 N.J.R. 386(b), 38 N.J.R. 2835(a).

Substituted "Motor Vehicle Commission" for "Division" and "Chief Administrator" for "Director" throughout; and in (g), substituted "Motor Vehicle Commission's" for "Division's".

Amended by R.2012 d.023, effective February 6, 2012.

See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

Rewrote (d); and in (f), inserted ", or a designee," "on a form prescribed by the Chief Administrator" and the last sentence.

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 Motor Vehicle Commission'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.

Amended by R.2006 d.249, effective July 3, 2006.

See: 38 N.J.R. 386(b), 38 N.J.R. 2835(a).

Substituted "Motor Vehicle Commission's" for "Division's" in (b).

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 or electronically 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. The "Driver Daily Report" form to be used for submitting the driver daily report is located at N.J.A.C. 13:20-30 Appendix B, incorporated herein by reference and can be found on the Motor Vehicle Commission's website at <http://www.state.nj.us/mvc/Inspections/SchoolBus.htm>.

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

1. The driver's name, printed and signed by the driver, date, time report was prepared and time the report was submitted to the owner, 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;

19. Special transportation equipment for special needs passengers; and

20. School bus warning 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.

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.

Amended by R.2005 d.24, effective January 18, 2005.

See: 35 N.J.R. 5483(a), 37 N.J.R. 321(a).

In (c), deleted the last sentence.

Amended by R.2012 d.023, effective February 6, 2012.

See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

In (a), inserted "or electronically", and the last sentence; rewrote (b) and (b)19; in (b)18, deleted "and" from the end; and added (b)20.

13:20-30.8 Required practices

(a) Specific equipment shall be inspected and maintained at least once every three months or as set forth in the manufacturer's recommended maintenance schedule, whichever occurs first; the "Quarterly Maintenance Inspection" form, on which to report the results of the required inspection is located at N.J.A.C. 13:20-30 Appendix C, incorporated herein by reference and can be found on the Motor Vehicle Com-

mission website at <http://www.state.nj.us/mvc/Inspections/SchoolBus.htm>. The specific equipment to be inspected and maintained is as follows:

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 Motor Vehicle Commission 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.

Amended by R.2006 d.249, effective July 3, 2006.

See: 38 N.J.R. 386(b), 38 N.J.R. 2835(a).

Substituted "Motor Vehicle Commission" for "Division" in (a)17.

Amended by R.2012 d.023, effective February 6, 2012.

See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

Rewrote the introductory paragraph of (a).

13:20-30.9 Standards

All equipment subject to inspection shall meet the standards, for the applicable model year, now or hereafter prescribed by Federal law or rule, New Jersey statute, or Motor Vehicle Commission rule. A vendor who sells or leases a school bus for the transportation of children shall issue a "Vendor Certification Statement" to the buyer or lessee, signed by an authorized agent or officer of the company, certifying that the school bus meets all Federal and State standards. The "Vendor Certification Statement" shall identify the school bus by make, model, year and vehicle identification number. The vendor shall also file a copy of the

"Vendor Certification Statement" with the Commission's Bus Inspection Unit at the time of inspection. It is the sole responsibility of the buyer or lessee to insure that the school bus meets all Federal and State standards.

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.

Amended by R.2006 d.249, effective July 3, 2006.

See: 38 N.J.R. 386(b), 38 N.J.R. 2835(a).

Substituted "Motor Vehicle Commission" for "Division".

Amended by R.2012 d.023, effective February 6, 2012.

See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

Inserted ", for the applicable model year," and the last four sentences.

13:20-30.10 (Reserved)

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".

Amended by R.2006 d.249, effective July 3, 2006.

See: 38 N.J.R. 386(b), 38 N.J.R. 2835(a).

Substituted "Chief Administrator" for "Director" two times in (a).

Repealed by R.2012 d.023, effective February 6, 2012.

See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

Section was "Certification".

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 and OBD inspection standards, equipment requirements and test procedures; periodic inspection; inspection and verification of closed crankcase ventilation system installation

(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 or OBD inspection 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, diesel test procedures set forth in N.J.A.C. 7:27B-4 and an inspection and verification of closed crankcase ventilation system installation in accordance with the procedures established by the Department of Environmental Protection at N.J.A.C. 7:27-14.5(f) and 32.6 and 7:27B-4.4(d).

(b) Diesel-powered school buses registered in New Jersey shall be subject to an annual diesel emission or OBD inspection, whichever is applicable, by the Motor Vehicle Commission's School Bus Inspection Unit in accordance with N.J.A.C. 13:20-30.5(a) at the premises or places of business

(b) There shall be one rub rail located approximately at floor line which shall cover same longitudinal area as upper rub rail, except at wheelhousing, and shall extend only to radii of right and left rear corners.

(c) Each rub rail shall be attached at each body post, and all other upright structural members.

(d) Each rub rail, in their finished form, shall be four inches or more in width. They shall be of 16 gauge steel or suitable material of equivalent strength, and shall be constructed in corrugated or ribbed fashion.

(e) Both rub rails shall be applied outside body or outside body posts. Pressed-in or snap-on rub rails do not satisfy this requirement.

(f) On Type A and B buses with a chassis manufacturer's body, or Type C and D buses with a rear luggage or a rear engine compartment, rub rails are not required to extend around rear corners.

13:20-49C.30 Sanders and traction device

(a) When used, sanders shall:

1. Be of hopper cartridge-valve type;
2. Have a metal hopper with all interior surfaces treated to prevent condensation of moisture;
3. Be of at least 100 pound (grit) capacity;
4. Have a cover on the filler opening of the hopper, which screws into place, sealing unit airtight;
5. Have discharge tubes extending to front of each rear wheel under fender;
6. Have no-clogging discharge tubes with slush-proof, non-freezing rubber nozzles;
7. Be operated by an electric switch with a telltale pilot light mounted on the instrument panel;
8. Be exclusively driver-controlled; and
9. Have a gauge to indicate that hoppers need refilling when they are down to one-quarter full.

(b) Automatic traction chains may be used.

13:20-49C.31 Seat belt for driver and students

(a) A type 2 lap belt/shoulder seat belt shall be provided for the driver. The assembly shall be equipped with an emergency locking retractor for the continuous belt system. The lap portion of the belt shall be guided or anchored where practical to prevent the driver from sliding sideways under it.

(b) The seat belt shall have a button type latch and the floor anchored belt section shall be booted to keep the buckle within driver's reach.

(c) Buses with a chassis manufacturer date of October, 1992 or thereafter shall be equipped with seat belts and 28 inch high back seats in accordance with P.L. 1992, c.92.

(d) Buses equipped with seat belts shall also contain a belt cutter for use in an emergency. The belt cutter shall be designed to prevent injury during use and secured in a safe location.

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

13:20-49C.32 Seats and crash barriers

(a) All seats shall have minimum depth of 15 inches.

(b) Seat backs shall be a minimum of 28 inches high and a minimum 24 inches above the seating reference point.

1. This requirement shall apply only to school buses and equipment for which a bid is submitted or an order for purchase placed on or after September 8, 1992.

(c) The seat, seat back cushion, and restraining barrier shall be completely encapsulated and shall meet the performance criteria in the School Bus Seat Upholstery Fire Block Test set forth in Appendix B of the NSTSP, 2010 Revised Edition (May 2010), incorporated herein by reference, as amended and supplemented.

1. Damaged or vandalized covers of seat cushions, seat backs, and crash barriers equipped with flame-retardant materials shall be repaired in a manner to maintain the original flame-retardant protection.

(d) All seats shall be forward facing.

(e) Each seat leg shall be secured to the floor by a minimum of two bolts, washers, and nuts; flange-head nuts may be used in lieu of nuts and washers.

(f) All seat frames attached to the seat rail shall be fastened with two bolts, washers and nuts or flange-headed nuts.

(g) The driver's seat shall be of the highback type with a minimum seat back adjustment of 15 degrees and with a head restraint to accommodate a 95 percentile adult male. The driver's seat shall be secured with nuts, bolts, and washers or flange-headed nuts.

1. The space between the back of the driver's seat, in the rearmost position, and the front surface of the restraining barrier located directly behind the driver shall comply with FMVSS for barrier deflection.

Amended by R.2012 d.023, effective February 6, 2012.
See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

Rewrote the introductory paragraph of (c); and in (e), inserted "; flange-head nuts may be used in lieu of nuts and washers".

13:20-49C.33 Spray suppressant and mud flaps

Spray suppressants or mud flaps are required when an angle found by a level road surface and a line projected from the point of contact of the rearmost tire with the ground and the bottom edge of the rear bumper exceeds an angle of 22½ degrees.

13:20-49C.34 Steps

(a) First step at the entrance door shall not be less than 10 inches and not more than 14 inches from the ground, based on standard chassis specifications.

1. Type D buses shall have the first step at the entrance door 12 to 16 inches from the ground.

(b) Step risers shall not exceed a height of 10 inches. When plywood is used on the steel floor or step, the riser height may be increased by thickness of the plywood used.

(c) Steps shall be enclosed to prevent accumulation of ice and snow.

(d) Steps shall not protrude beyond side body line.

(e) A grab handle not less than 20 inches in length shall be provided in unobstructed location inside the doorway.

13:20-49C.35 Step treads

(a) All steps, including floor line platform area, shall be covered with $\frac{3}{16}$ inch rubber floor covering or other materials equal in wear resistance and abrasion resistance to top grade rubber.

(b) The rubber step treads shall be permanently bonded to the step well metal, minimum 24 gauge cold roll steel, and the ribbed rubber grooved design shall run at 90-degree angles to long dimension of the step tread.

(c) Three-sixteenth inch ribbed step tread shall have a 1½ inch white nosing integral piece without any joint.

(d) The rubber portion of step treads shall have the following characteristics:

1. Special compounding for good abrasion resistance and high coefficient of friction;
2. Flexibility so that it can be bent around a one-half inch mandrel both at 130 degrees Fahrenheit and 20 degrees Fahrenheit without breaking, cracking, or crazing; and
3. Show a durometer hardness of 85 to 95.

13:20-49C.36 Stirrup steps

There shall be at least one folding stirrup step or recessed foothold and suitably located handles on each side of the front of the bus body for easy accessibility for cleaning the windshield and lamps except when windshield and lamps are

easily accessible from the ground. A step, in lieu of the stirrup steps, is permitted in or on the front bumper.

13:20-49C.37 Stop signal arm

A stop signal arm that meets the applicable requirements of FMVSS No. 131 (49 CFR 571.131), incorporated herein by reference, shall be provided on the left side of the body. The stop signal arm shall be an octagonal shape with white letters and border on a red background. The flashing lamps in the stop signal arm shall be connected to the alternately red flashing signal lamp circuits. Vacuum, electric or air operation of the stop signal arm is optional.

Amended by R.2012 d.023, effective February 6, 2012.

See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

Rewrote the section.

13:20-49C.38 Storage compartment

If tools, tire chains and/or tow chains are carried on the bus, a container of adequate strength and capacity may be provided. Such storage container may be located either inside or outside the passenger compartment but, if inside, it shall have a cover (seat cushion may not serve as this purpose) capable of being securely latched and be fastened to the floor convenient to either the entrance or emergency door.

13:20-49C.39 Sun shield

(a) Interior adjustable transparent sun shield not less than six inches by 30 inches with a finished edge shall be installed in a position convenient for use by driver.

1. A Type A bus may be equipped with a sun shield not less than six inches by 16 inches.

13:20-49C.40 Tailpipe

(a) The tailpipe diameter from muffler to the end shall comply with the chassis manufacturer's standard and shall be constructed of a corrosion resistant tubing material at least equal in strength and durability to 16-gauge steel tubing.

(b) The tailpipe shall terminate to the rear of all doors and windows designed to be opened for ventilation.

(c) The tailpipe shall not terminate immediately below an emergency exit, fuel tank, or fuel tank fill pipe.

(d) The tailpipe of a bus powered by a gasoline engine shall extend to the rear bumper or to the left or right perimeter sides of the bus body and discharge to the atmosphere either:

1. At or within six inches forward of the rearmost part of the bus on the left or right side; or

2. Beyond the rear bus bumper up to a maximum of two inches.

(e) The tailpipe of a bus using fuel other than gasoline shall extend to the rear bumper or to the left or right perimeter sides of the bus body and discharge to the atmosphere either:

2. Numbers and/or letters necessary for school bus identification shall be in prominent locations on the school bus below the window line. The numbers and/or letters shall be white, black, or National School Bus Yellow and shall be not more than six inches in height. Numbers and/or letters necessary for school bus identification may also be located on the bumpers and/or roof in an appropriate size for aerial viewing.

3. School buses having a GVWR of 26,001 or more pounds shall display the GVWR on each side of the school bus in black letters and numbers at least three inches but not more than six inches in height.

(e) Neither the interior nor exterior of a school bus shall exhibit advertising of any kind, except that the school bus manufacturer's and vendor's trade names may be displayed on the school bus and the area of the school bus adjacent to the fuel inlet may be labeled so as to identify the type of fuel required.

(f) A route destination sign may be affixed to the right side of a school bus inside the lower portion of the side window located directly behind the first seatback. The route destination sign shall be a maximum of eight and one half inches by 11 inches. A route destination sign shall not be displayed on any other window.

(g) If a route destination sign is affixed to the exterior of a school bus, it shall be affixed to the right side of the school bus to the left of the service door directly below the first window between the rub rails. The route destination sign shall be a maximum of eight and one half inches by 11 inches.

Amended by R.2012 d.023, effective February 6, 2012.
See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

In (a), inserted ", on a background marked with retro-reflective or illuminated National School Bus Yellow material"; in (d)2, deleted "front and rear of the side of the" preceding the second occurrence of "school", and inserted "and/or roof in an appropriate size for aerial viewing"; and in (f) and (g), inserted "and one half" and substituted "11" for "12".

13:20-50B.20 Inside height

The inside body height of a school bus shall be not less than 72 inches measured metal to metal, at any point on the longitudinal centerline from the front vertical bow to the rear vertical bow. The inside body height of a Type A school bus shall be not less than 62 inches measured from the ceiling to the nonskid floor surface at any point on the centerline from the front bulkhead to the rear bulkhead.

Amended by R.2012 d.023, effective February 6, 2012.
See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

Rewrote the section.

13:20-50B.21 Insulation

(a) The ceiling and walls of a school bus shall be insulated with fire-resistant material so as to reduce noise and minimize vibration.

(b) If floor insulation is used, it shall be five-ply nominal $\frac{5}{8}$ inch-thick plywood, and it shall equal or exceed properties of exterior-type softwood plywood, C-D grade, as set forth in the specifications of the Voluntary Product Standard PS 1-95, "Construction and Industrial Plywood," published by the United States Department of Commerce, Technology Administration, National Institute of Standards and Technology (March 1996), incorporated herein by reference. A copy of PS 1-95 may be obtained from the United States Department of Commerce, National Institute for Standards and Technology, Office of Product Standards, Gaithersburg, MD 20899. When plywood is used, all exposed edges shall be sealed. Type A school buses may be equipped with nominal $\frac{1}{2}$ inch-thick plywood or equivalent material. Equivalent material may be used to replace plywood, provided it has an equal or greater insulation R value, deterioration, sound abatement, and moisture-resistant properties. The insulation shall be securely fastened to the steel floor in the passenger compartment of the school bus.

13:20-50B.22 Interior

(a) The interior of a school bus shall be free of all projections including, but not limited to, luggage racks that may cause injury. An inner lining shall be installed on ceilings and walls. If the ceiling is constructed with lapped joints, the forward panel shall be lapped by the rear panel and the exposed edges shall be beaded, hemmed, flanged, or otherwise treated so as to minimize sharp edges.

(b) The driver's area in front of the forward most padded restraining barriers shall be of sufficient size so as to permit the mounting of all required safety equipment and vehicle operating equipment.

(c) Every school bus shall be constructed so that the noise level measured at the ear of the occupant nearest to the primary vehicle noise source shall not exceed 85 decibels when tested in accordance with the Noise Test Procedure set forth in Appendix B of the NSTSP, 2000 Revised Edition (May 2000) at page 198, incorporated herein by reference, as amended and supplemented.

13:20-50B.23 Lamps and signals

(a) Each lamp on the exterior of a school bus shall be marked with the SAE rating for its proper use and shall conform to FMVSS No. 108 (49 CFR § 571.108), incorporated herein by reference, as amended and supplemented.

1. Every school bus shall be equipped with clearance, marker, and identification lamps as set forth in FMVSS No. 108 (49 CFR § 571.108), incorporated herein by reference, as amended and supplemented. Each clearance, marker, or identification lamp shall automatically be activated whenever the headlights or parking lamps are activated in a steadily burning state.

2. Every school bus shall be equipped with two parking lamps installed on the front of the school bus.

3. Every school bus shall be equipped with two white rear back-up lamps that are at least four inches in diameter or, if a shape other than round, a minimum of 13 square inches of illuminated area in accordance with FMVSS No. 108 (49 CFR § 571.108), incorporated herein by reference, as amended and supplemented. If the back-up lamps are placed on the same horizontal line as the stoplamps and turn signal lamps, they shall be positioned to the inside of the stoplamps and turn signal lamps. The back-up lamps shall be illuminated when the shift control lever for the transmission is placed in reverse gear. The back-up lamps or a landing area light shall be illuminated when the rear emergency door is unlatched. The back-up lamps or a landing area light on a Type D school bus that is equipped with a rear engine shall be illuminated when a rear emergency window is unlatched. The landing area light shall be illuminated when the side emergency door is unlatched.

4. Every Type B, C, and D school bus shall be equipped with an armored marker-type amber lamp on each side of the school bus body immediately behind the service door on the right side and symmetrically opposite on the left side of the school bus. Armored marker-type amber lamps shall be connected to the turn signals. Type A school buses may be equipped with armored marker-type amber lamps.

(b) Every school bus shall be equipped with interior lamps that adequately illuminate the aisle, stepwell, and any step outside the stepwell area leading to the aisle. The stepwell light and any light for any step outside the stepwell area leading to the aisle shall be activated by the service door operating switch and shall be illuminated only when the headlights and clearance lights are on or the service door is open. The source of the stepwell illumination shall be located within the stepwell. Each step outside the stepwell area leading to the aisle shall be equipped with an independent light.

(c) (Reserved)

(d) A school bus may be equipped with a light to illuminate the area outside of the service door.

(e) Every school bus shall be equipped with a telltale light, plainly visible to the driver, to give a positive indication that the stoplights are operating.

(f) Alternately flashing signal warning lamps shall be provided as follows:

1. Every school bus shall be equipped with strobe, LED or incandescent signal warning lamps.

2. Red signal warning lamps are alternately flashing 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 school bus is stopped on the highway to take on or discharge school children.

i. Every school bus shall be equipped with two front and two rear red signal warning lamps located approximately six inches below the top of the school bus, as near to the sides as possible, and equidistant from the center.

ii. The red signal warning lamps shall be activated by an automatic switch on the service door opener. Opening the service door shall automatically cut off the amber signal warning lamps and activate the red signal warning lamps. Closing the service door shall automatically cut off the red signal warning lamps and recycle the signal warning lamp system for the next stop.

3. Amber signal warning lamps are alternately flashing 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 school bus is about to stop on the highway to take on or discharge school children.

i. In addition to the four red signal warning lamps described in (f)2 above, four amber signal warning lamps shall be installed with one amber signal warning lamp located near each red signal warning lamp, at the same level, but closer to the vertical centerline of the school bus.

ii. The amber signal warning lamps shall be activated, approximately 300 feet prior to each school bus stop, by either a foot switch located on the floorboard directly in front of the driver or by a hand switch that is easily accessible to the seat-belted driver.

4. The system of red and amber signal warning lamps shall be wired so that the amber signal warning lamps are energized manually, and the red signal warning lamps are automatically energized (with the amber signal warning lamps automatically deenergized) when the stop signal arm is extended and when the school bus service door is opened. An amber signal warning lamp cancel switch, easily accessible to the driver, shall be installed to allow the driver to cancel the amber signal warning lamps without using the master switch or opening the service door.

i. In addition to the above requirement, school buses equipped with an automatic service door shall be equipped with an emergency manual override switch to permit the driver to activate the red signal warning lamps prior to opening the door.

5. All flashers for alternately flashing red and amber signal warning lamps shall be enclosed in the school bus body in a readily accessible location.

6. Each school bus shall be equipped with indicator lights that monitor the proper operation and illumination of the front and rear alternately flashing signal warning lamps. The indicator lights shall be mounted in full view of the driver. If the full circuit current passes through the indicator lights, each circuit shall be protected by a fuse or circuit breaker.

7. The area around the lens of each alternately flashing signal warning lamp and extending outward from the edge of the lamp approximately three inches shall be black in color. In those installations where there is no flat vertical portion of the school bus body immediately surrounding the entire lens of the lamp, a black circular or square band approximately three inches wide shall be installed immediately below and to both sides of the lens on the body or roof area against which the signal warning lamp is seen from a distance of 500 feet along the axis of the school bus.

8. Visors or hoods, black in color, with a minimum depth of four inches shall be provided.

9. If strobe alternately flashing signal warning lamps are utilized, the front and rear signal warning lamps shall be equipped with eight five-inch sealed beam electronic strobe lamps, four red and four amber, working in an automatic integrated system. The exterior surface of the lens shall be smooth and shall meet the color specifications set forth in SAE Standard J578 (June 1995), incorporated herein by reference, as amended and supplemented.

i. 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 to 128 flashes per minute. The power supply shall be fully enclosed in a metal container, with a minimum metal wall thickness of .060 inch, and shall be mounted within the front or rear bulkheads.

(g) The school bus body shall be equipped with two rear turn signal lamps that conform to FMVSS No. 108 (49 CFR 571.108), incorporated herein by reference, as amended and supplemented. Each rear turn signal lamp shall have a diameter of at least seven inches, or shall have an illuminated lens area of at least 38 square inches if the turn signal lamp is of a shape other than round. Turn signal lamps shall be connected to the chassis hazard warning switch to cause simultaneous flashing of the turn signal lamps when needed as a vehicular traffic hazard warning. Turn signal lamps shall be placed as wide apart as practical and their centerline shall be approximately eight inches below the rear window.

(h) Every school bus shall be equipped with four combination red stoplamps/taillamps as follows:

1. Two combination lamps shall be mounted on the rear of the school bus body just inside the turn signal lamps. Each combination lamp shall have a diameter of at least seven inches, or shall have an illuminated lens area of at least 38 square inches if the combination lamp is of a shape other than round.

2. Two combination lamps shall be mounted on the rear of the school bus body between the belt line and floor line. Each combination lamp shall have a diameter of at least four inches, or shall have an illuminated lens area of at least 12 square inches if the combination lamp is of a

shape other than round. The rear license plate lamp may be combined with one lower taillamp. Stoplamps shall be activated by the service brakes and shall emit a steady light when illuminated.

(i) A white flashing strobe light may be installed on the roof of a school bus at a location not to exceed one-third the body length forward from the rear of the roof edge, or on the roof of a school bus in the area directly over the restraining barrier on the driver's side. The light shall have a single clear lens emitting light 360 degrees around its vertical axis. The light shall not extend above the roof so as to place the school bus in violation of the maximum height standard set forth in N.J.S.A. 39:3-84. A manual switch and a pilot light shall be included to indicate to the driver when the light is in operation. The light shall be wired to activate with the amber alternately flashing signal warning lamps, continuing through the full loading or unloading cycle, and shall be equipped with an override switch to allow activation of the light at any time for use in inclement weather.

(j) Taillamps, stoplamps, marker lamps, clearance lamps, identification lamps, and turn signal lamps may be equipped with LED-type lamps. Such lighting devices shall be marked with a SAE rating for location and intended use and shall operate in accordance with the manufacturer's specifications.

Amended by R.2012 d.023, effective February 6, 2012.
See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

Deleted (c); in (f)1, inserted ", LED"; in (f)4i, substituted "shall" for "may" and "an emergency" for "a"; in (f)6, inserted "and illumination"; in (g), deleted "§" following "CFR" and deleted the third sentence; deleted (h)3; and in (i), substituted "and shall" for "and may".

13:20-50B.24 Metal treatment

(a) All metal used in the construction of a school bus body, including items such as structural members, inside and outside panels, door panels, and floor sills, shall be zinc-coated or aluminum-coated or treated by an equivalent process before the school bus is constructed. This subsection shall not apply to items such as door handles, grab handles, interior decorative parts, and other interior plated parts.

(b) All metal parts that will be painted shall be chemically cleaned, etched, zinc phosphate-coated and zinc chromate or epoxy-primed, or the metal may be conditioned by an equivalent process.

(c) In complying with the requirements of this section, particular attention shall be given to lapped surfaces, welded connections of structural members, cut edges on punched or drilled hole areas in sheet metal, closed or boxed sections, unvented or undrained areas, and surfaces subject to abrasion during vehicle operation.

(d) As evidence that the requirements of this section have been met, samples of materials and sections used in the construction of the school bus body shall not lose more than 10 percent of material by weight when subjected to a 1,000-hour salt spray test in accordance with American Society for

Testing and Materials B117-73, "Standard Method of Salt Spray (Fog) Testing," incorporated herein by reference, as amended and supplemented, copies of which may be obtained from the American Society for Testing and Materials, 100 Barr Harbor Drive, West Conshohocken, PA 19428, (610) 832-9585.

13:20-50B.25 Mirrors

(a) An interior mirror shall be provided that is either clear view laminated glass or clear view glass bonded to a backing that retains the glass in the event of breakage. The mirror shall have rounded corners and protected edges. Except as otherwise provided for a Type B school bus constructed on a cutaway chassis, every Type B, C and D school bus shall be equipped with an interior mirror that is a minimum of six inches by 30 inches. Every Type A school bus and every Type B school bus constructed on a cutaway chassis shall be equipped with either an interior mirror that is a minimum of six inches by 16 inches or an interior mirror that is in accordance with the manufacturer's specifications.

(b) Every school bus shall be equipped with a system of exterior mirrors that conforms to FMVSS No. 111 (49 CFR § 571.111), incorporated herein by reference, as amended and supplemented, as follows:

1. A rear view mirror system that shall be capable of providing a view along the left and right sides of the school bus. The rear view mirror system shall provide the driver with a view of the rear tires at ground level, a view to the rear of the school bus a minimum distance of 200 feet, and a view at least 12 feet perpendicular to each side of the school bus at the rear axle line; and

2. A cross view mirror system that shall provide the driver with indirect vision of an area at ground level encompassing the entire width of the school bus from the front bumper forward to a point where the driver can see by direct vision. The cross view mirror system on every school bus shall also provide the driver with indirect vision of the area at ground level around the left and right front corners of the school bus, including the areas adjacent to the tires and service door, to a point where the cross view mirror system overlaps with the rear view mirror system. No portion of the cross view mirror assembly shall unduly obstruct either the light emitted from any required lamp or the driver's view of vehicular traffic.

(c) Stick-on convex mirrors shall not be attached to any mirror surface.

(d) Mounting brackets shall be affixed to the school bus so as to be securely fastened to the structural frame members of the school bus body, or shall be affixed to the existing exterior rear view mirror mounting brackets. Exterior mirror housing and support brackets shall be black and/or stainless steel in color. The mirror attachments such as clips, nuts, screws, rims, and rings may be black or stainless steel in color.

Amended by R.2012 d.023, effective February 6, 2012.

See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

In (d), inserted "and/or stainless steel in color", and in the last sentence, substituted "stainless steel in color" for "chrome".

13:20-50B.26 Mounting

(a) The chassis frame shall support the rear body cross member. The school bus body shall be attached to the chassis frame at each main floor sill, except where chassis components interfere with such attachment, in such a manner so as to prevent shifting or separation of the school bus body from the chassis under severe operating conditions.

(b) Body fasteners shall conform to the manufacturer's specifications. The distance between the fasteners that secure the body to the chassis shall not exceed 42 inches along the length of the chassis frame. The fasteners shall be located directly opposite each other along the length of the chassis frame. Type A school buses that utilize the original chassis manufacturers' floor plans shall conform to the manufacturers' mounting specifications.

(c) Isolators shall be placed at all contact points between the body and the chassis frame on each body-on-chassis-type school bus, and shall be attached to the chassis frame or body so that it will not move under severe operating conditions.

13:20-50B.27 Overall length

The maximum overall length of a school bus body shall not exceed 42 feet, excluding the bumpers. The maximum overhang of the body to the rear of the center of the rear axle shall not be in excess of one-third of the total length of the vehicle.

Amended by R.2012 d.023, effective February 6, 2012.

See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

Substituted "42" for "40".

13:20-50B.28 Overall width

The maximum overall width of a school bus shall not exceed 96 inches, excluding accessories.

13:20-50B.29 Reflectors

(a) Every school bus shall be equipped with reflectors that comply with FMVSS No. 108 (49 CFR § 571.108), incorporated herein by reference, as amended and supplemented, as follows:

1. On the rear: two red reflectors, equally spaced as far from the center as practical and at the same height;

2. On each side: two reflectors, one amber at or near the front, and one red at or near the rear; and

3. On school buses 30 feet or more in length: one amber reflector on each side of the school bus body as near to the center as practical.

(b) Reflectors shall be marked with the SAE rating for their proper use.

13:20-50B.30 Rub rails

(a) There shall be one rub rail located on each side of the school bus approximately at seat cushion level that shall extend from the rear side of the service door completely around the school bus body (except the emergency door, the service door, the service compartment, and, on a Type A school bus and a Type B school bus constructed on a cutaway chassis, the driver's entrance door) to the point of curvature near the outside cowl on the left side of the school bus.

(b) There shall be one additional rub rail located on each side approximately at the floor line that shall cover the same longitudinal area as the upper rub rail, except at the wheel-housing, and shall extend only to the radii of the right and left rear corners of the school bus.

(c) Each rub rail shall be attached at each body post and at all other upright structural members.

(d) Each rub rail, in its finished form, shall be four inches or more in width. Each rub rail shall be constructed of 16-gauge steel or suitable material of equivalent strength, and shall be constructed in corrugated or ribbed fashion.

(e) Both rub rails shall be applied outside the body or outside the body posts. Pressed-in or snap-on rub rails do not satisfy the requirements of this section.

(f) Rub rails are not required to extend around the rear corners on a Type A school bus or on a Type D school bus with a rear engine compartment.

(g) There shall be a rub rail or equivalent bracing located horizontally at the bottom edge of the body side skirts.

(h) Rub rails shall be black and/or National School Bus Yellow.

(i) Rub rails shall be attached on the full length of luggage compartment doors, in alignment with adjacent rub rails on the body of the vehicle.

Amended by R.2012 d.023, effective February 6, 2012.

See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

In (h), inserted "and/or National School Bus Yellow"; and added (i).

13:20-50B.31 Sanders and traction devices

(a) When used, a sander shall:

1. Be of a hopper cartridge valve-type;
2. Have a metal hopper with all interior surfaces treated to prevent condensation of moisture;
3. Be of at least 100 pound grit capacity;
4. Have a cover on the filler opening of the hopper that screws into place, sealing the unit airtight;
5. Have discharge tubes extending to the front of each rear wheel under the fender;

6. Have non-clogging discharge tubes with slushproof, nonfreezing rubber nozzles;

7. Be operated by an electric switch with a telltale pilot light mounted on the instrument panel;

8. Be exclusively driver-controlled; and

9. Have a gauge to indicate that the hopper(s) is down to one-quarter capacity.

(b) Automatic traction chains may be used.

13:20-50B.32 Seat belts for driver and passengers

(a) A Type 2 lap/shoulder belt shall be provided for the driver. The assembly shall be equipped with an emergency locking retractor for the continuous belt system. The lap portion of the belt system shall be guided or anchored where practical to prevent the driver from sliding sideways under the lap belt.

(b) The driver's seat belt shall have a button-type latch and the floor-anchored belt section shall be booted to keep the buckle within the driver's reach.

(c) Every school bus shall be equipped with passenger lap safety belts or lap and shoulder safety belts for each seat position that conform to FMVSS Nos. 208, 209, and 210 (49 CFR §§ 571.208, 571.209, and 571.210), incorporated herein by reference, as amended and supplemented. If safety belt floor installation is used, attachment hardware shall be designed to prevent attaching bolts and other parts from becoming inadvertently disengaged from the floor of the school bus.

(d) Every school bus shall be equipped with a seat belt cutter for use in an emergency. The seat belt cutter shall be designed to prevent injury during use. The seat belt cutter shall be sheathed and secured in a safe location in the driver's compartment.

13:20-50B.33 Seats and restraining barriers

(a) Every seat and restraining barrier shall conform to the requirements of FMVSS No. 222 (49 CFR § 571.222), incorporated herein by reference, as amended and supplemented.

(b) Every seat shall have a minimum cushion depth of 15 inches measured from the front of the seatback to the front edge of the seat.

(c) Seatback height shall be 28 inches, or 24 inches as measured from the seating reference point as that term is defined in 49 CFR § 571.3.

(d) The seat, seatback cushion, and restraining barrier shall be completely encapsulated and shall meet the performance criteria in the School Bus Seat Upholstery Fire Block Test set forth in Appendix B of the NSTSP, 2010 Revised Edition (May 2010), incorporated herein by reference, as amended and supplemented.

(e) Every seat shall face forward and shall not be of a type that flips or folds.

(f) The space between seats shall be not less than 27 inches nor more than 31 inches as measured from the center of each front seat leg.

(g) Each seat leg shall be secured to the floor by a minimum of two bolts, washers, and nuts.

(h) Every seat frame attached to the seat rail shall be fastened with two bolts, washers, and nuts or flange-headed nuts.

(i) The driver's seat shall be of the highback-type with a minimum seatback adjustment of 15 degrees and with a head restraint to accommodate a 5th percentile female and a 95th percentile adult male. The driver's seat shall meet the performance criteria in the School Bus Seat Upholstery Fire Block Test set forth in Appendix B of the NSTSP, 2010 Revised Edition (May 2010), incorporated herein by reference, as amended and supplemented, and shall be secured with nuts, bolts, and washers or flange-headed nuts. The space between the back of the driver's seat, in the rearmost position, and the front surface of the restraining barrier located directly behind the driver shall be in accordance with FMVSS No. 222 (49 CFR 571.222), incorporated herein by reference, for barrier deflection.

(j) Every school bus shall be equipped with a restraining barrier located behind the driver's seat. Every school bus shall also be equipped with a restraining barrier forward of any designated seating position, excluding wheelchair positions, that does not have the rear surface of another school bus passenger seat in front of that position. Restraining barriers shall be located within a minimum of 28 inches and a maximum of 32 inches measured from the front of the seatback of the seat for which they are required. Restraining barriers shall be the same height and width as the back of the passenger seat for which they are required.

Amended by R.2012 d.023, effective February 6, 2012.
See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

In (d), substituted "2010" for "2000" twice and deleted "at pages 199-201" preceding ", incorporated"; and rewrote (i).

13:20-50B.34 Spray suppressants and mud flaps

A school bus shall be equipped with spray suppressants or mud flaps when the angle formed by the intersection of a line on the level road surface projected rearward from the point where the rearmost tire contacts the ground and a line projected from the point where the rearmost tire contacts the ground to the bottom edge of the rear bumper exceeds 22½ degrees.

13:20-50B.35 Steps

(a) The first step at the service door of Type A, B, and C school buses shall be not less than 10 inches nor more than 14

inches from the ground, based on standard chassis specifications. The first step at the service door of Type D school buses shall be not less than 12 inches nor more than 16 inches from the ground.

(b) Step risers shall not exceed a height of 10 inches. If plywood has been installed on top of the steel floor or step, the maximum riser height may be increased by the thickness of the plywood used.

(c) Steps shall be enclosed to prevent the accumulation of ice or snow.

(d) Steps shall not protrude beyond the side body line of the school bus.

(e) A school bus shall be equipped with two grab handles, each not less than 20 inches in length. The grab handles shall be in unobstructed locations inside the doorway, one on the left side and one on the right side. The grab handle on the left side shall be adjacent to the passenger compartment. Grab handles shall be designed so as to prevent snagging.

(f) Type A and B school buses on a cutaway chassis may have a step for the driver's door, which step shall be black or stainless steel in color.

Amended by R.2012 d.023, effective February 6, 2012.
See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).
Added (f).

13:20-50B.36 Step treads

(a) Steps shall be covered with a nonskid material. Steps, including the aisle step and the floor line platform area, shall be covered with ¾ inch rubber floor covering or with other material equal in wear-resistance and abrasion-resistance to top grade rubber. Steps, including the floor line platform area, shall have a 1½ inch white or yellow nosing.

(b) The rubber step treads shall be permanently bonded to the stepwell metal. The stepwell metal shall be a minimum 24-gauge cold rolled steel or equivalent material. The ribbed/grooved design of the step treads shall run at a 90 degree angle to the long dimension of the step tread.

(c) The nonskid portion of the step treads shall have the following characteristics:

1. Special compounding for good abrasion-resistance and a coefficient of friction of at least 0.6 for the step surface, and 0.8 for the step nosing;
2. Flexibility so that it can be bent around a one-half inch mandrel both at 130 degrees Fahrenheit and 20 degrees Fahrenheit without breaking, cracking, or crazing; and
3. A durometer hardness of 85 to 95.

13:20-50B.37 Stirrup steps

If the windshield and/or lamps are not easily accessible from the ground, there shall be at least one folding stirrup step or recessed foothold and suitably located handles on each side of the front of the school bus body. Steps are permitted in or on the front bumper in lieu of stirrup steps if the windshield and lamps are easily accessible for cleaning from that position. Steps shall be black, stainless steel in color, and/or National School Bus Yellow.

Amended by R.2012 d.023, effective February 6, 2012.

See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

Inserted the last sentence.

13:20-50B.38 Stop signal arm

(a) Every school bus shall be equipped with a stop signal arm on the left side of the school bus body that meets the requirements of FMVSS No. 131 (49 CFR § 571.131), incorporated herein by reference, as amended and supplemented.

(b) A stop signal arm shall not be mounted below an emergency window.

(c) Vacuum, electric, or air operation of a stop signal arm is optional.

(d) When two stop signal arms are installed on a school bus, the rear stop signal arm shall be on the same horizontal plane as the front stop signal arm.

13:20-50B.39 Storage container

If tools, tire chains, and/or tow chains are carried on the school bus, a storage container of adequate strength and capacity shall be provided. Such storage container may be located either inside or outside of the passenger compartment. If such storage container is located inside the passenger compartment, it shall have a cover capable of being securely locked and shall be under the control of the driver. The storage container shall be fastened to the floor in close proximity to either the service door or the emergency door. The storage container shall not be deemed a passenger seat and shall not be covered by a seat cushion.

13:20-50B.40 Sun shield

Except as otherwise provided for a Type B school bus constructed on a cutaway chassis, every Type B, C, and D school bus shall be equipped with an interior adjustable, transparent sun shield not less than six inches by 30 inches with a finished edge. A Type A school bus and a Type B school bus constructed on a cutaway chassis shall be equipped with a sun shield that is not less than six inches by 16 inches; however, a Type A school bus and a Type B school bus constructed on a cutaway chassis may be equipped with a sun shield in accordance with the manufacturer's specifications. The sun shield shall be tinted and shall be installed in a position convenient for use by the driver.

Amended by R.2012 d.023, effective February 6, 2012.

See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

Substituted "however," for "provided, however, that".

13:20-50B.41 Tailpipe

(a) The tailpipe shall be constructed of a corrosion-resistant tubing material at least equal in strength and durability to 16-gauge steel tubing. The tailpipe diameter from the muffler to the end of the tailpipe shall comply with the chassis manufacturer's specifications.

(b) The exhaust system tailpipe shall terminate to the rear of all doors and windows designed to be opened for ventilation.

(c) The exhaust system shall not discharge to the atmosphere immediately below an emergency exit, fuel tank, or fuel tank fill pipe.

(d) The exhaust system tailpipe of a gasoline-powered engine shall extend to the rear bumper or to the left or right side of the school bus body and shall discharge to the atmosphere either:

1. At or within six inches forward of the rearmost part of the school bus on the left or right side; or
2. At or beyond the rear school bus bumper up to a maximum of two inches.

(e) The exhaust system tailpipe of an engine powered by a fuel other than gasoline shall extend to the rear bumper or to the left or right side of the school bus body and shall discharge to the atmosphere either:

1. At or within 15 inches forward of the rearmost part of the school bus on the left or right side; or
2. At or beyond the rear school bus bumper up to a maximum of two inches.

(f) A tailpipe that terminates at either the left or right side of the school bus shall extend to, but not beyond, the edge of the school bus body.

13:20-50B.42 Tow eyes or hooks

Tow eyes or hooks may be furnished on the rear of the school bus provided that they are attached so that they do not project beyond the rear bumper. Tow eyes or hooks attached to the chassis frame shall be furnished by either the chassis or body manufacturer. The installation shall be in accordance with the chassis manufacturer's specifications.

13:20-50B.43 Undercoating

(a) The entire underside of the school bus body, including floor sections, cross members, and side panels below the floor line, may be coated with a rustproofing compound for which the compound manufacturer has issued a notarized certification of compliance to the bus body builder that the compound meets or exceeds all performance and qualitative requirements of applicable Federal specifications.

(b) The undercoating compound shall be applied with suitable airless or conventional spray equipment to the recommended film thickness and shall show no evidence of voids in the cured film. The undercoating material shall be nonflammable, shall not peel, crack, chip, or melt, and shall be stable under both high and low temperatures.

Amended by R.2012 d.023, effective February 6, 2012.

See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

Rewrote (a).

13:20-50B.44 Ventilation

(a) The school bus body shall be equipped with a controlled ventilation system of sufficient capacity so as to provide the proper quantity of air under normal operating conditions without the opening of windows except in hot weather.

(b) A static-type nonclosable exhaust vent may be installed in the low-pressure area of the roof.

(c) Type B, C, and D school buses may be equipped with auxiliary fans. Except as otherwise provided for a Type B school bus constructed on a cutaway chassis, if auxiliary fans are used on a Type B, C, or D school bus, one six-inch diameter two-speed auxiliary fan with a protective cage shall be installed on each side of the driver position on such school buses. Each fan shall be controlled by a separate switch. If an auxiliary fan is used on a Type A school bus or on a Type B school bus constructed on a cutaway chassis, it shall be a nominal six-inch diameter fan with a protective cage. Each fan shall be controlled by a separate switch.

13:20-50B.45 Wheelhousing

(a) The wheelhousing opening shall allow for easy tire removal and service.

(b) The wheelhousing shall be attached to the floor sheets in such a manner so as to prevent any dust, water, or fumes from entering the school bus body. The wheelhousing shall be constructed of at least 16-gauge steel, or other material of equal strength.

(c) The inside height of the wheelhousing above the floor line shall not exceed 12 inches.

(d) The wheelhousing shall provide clearance for the installation and use of tire chains on single and dual-powered driving wheels.

(e) The wheelhousing shall not extend into the emergency door opening.

13:20-50B.46 Windows and windshields

(a) Each full side window shall provide an unobstructed emergency opening at least nine inches high and at least 22 inches wide, obtained by lowering the window.

1. When the body design does not accommodate the installation of a full side window, the window located directly in front of the side emergency door and the rearmost side windows may be in accordance with the manufacturer's standard and shall be operational.

2. Push-out-type, split sash emergency windows may be used.

(b) Push-out emergency windows shall be provided in accordance with N.J.A.C. 13:20-50B.14.

(c) Except as otherwise provided herein, glass in all side and rear windows shall be AS-2 or better grade. Approved tinted safety glass of AS-3 or better grade or approved tinted plastic of AS-4 or better grade may be installed in the side windows and rear windows of the school bus to the rear of the driver.

(d) Glass in the windshield shall be AS-1 grade. The windshield may have a horizontal gradient tinted band starting slightly above the line of the 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 heat-absorbent, laminated plate glass. The windshield shall be large enough to permit the driver to see the highway 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 highway.

(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 driver's view in any direction.

(f) All exposed edges of glass shall be finished to prevent injury.

(g) School buses shall be equipped with stationary windows to the upper right and upper left of the rear emergency door.

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

13:20-50B.47 Windshield washers

A windshield washer system shall be provided. The windshield washer system shall have a pumping mechanism with fluid for washing the windshield.

13:20-50B.48 Windshield wipers

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

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

13:20-50B.49 Wiring

(a) All wiring shall conform to SAE Recommended Practice J1292 (October 1981), incorporated herein by reference, as amended and supplemented. Multiplex wiring may be used.

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

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

<u>Function</u>	<u>Color</u>
Left Rear Turn Signal Light	Yellow
Right Rear Turn Signal Light	Dark Green
Stoplights	Red
Back-Up Lights	Blue
Taillights	Brown
Ground	White
Ignition Feed, Primary Feed	Black

2. The color of the cables shall conform to SAE Standard J1128 (May 2000), incorporated herein by reference, as amended and supplemented.

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 stepwell lamps (stepwell lamps shall be actuated when the service door is opened);
- iii. Dome lamp;
- iv. Ignition and emergency door signal;
- v. Turn signal lamps; and
- vi. Alternately flashing signal warning lamps.

4. Any of the 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 the circuit panel permits, 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 a readily accessible location.

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

(d) All wiring shall have an amperage capacity exceeding the designed load by at least 25 percent. All wiring splices shall be in an accessible location and shall be noted as splices on the wiring diagram.

(e) An easily readable body wiring diagram shall be furnished with each school 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 so that no connectors are exposed.

(i) A heavy-duty solenoid switch or electronic control system shall be installed in the main electrical power supply line to the body circuits on each Type A, B, C, and D school bus. The solenoid switch shall be energized by the school bus ignition switch. Hazard and turn signal lamp circuits shall operate independently of the ignition switch.

Amended by R.2012 d.023, effective February 6, 2012.
See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).
In (i), inserted "A,".

SUBCHAPTER 50C. STANDARDS FOR SPECIALLY EQUIPPED SCHOOL BUSES MANUFACTURED JANUARY 2006 AND THEREAFTER

13:20-50C.1 Scope

(a) The following standards address modifications to school buses designed for transporting students with special transportation needs. These standards are supplementary to the school bus chassis and body standards set forth in N.J.A.C. 13:20-50A and 50B.

(b) Specially equipped school buses shall continue to meet the school bus chassis and body standards set forth in N.J.A.C. 13:20-50A and 50B after modifications have been made.

13:20-50C.2 Aisle

(a) The aisle leading to the emergency door and the power lift door from each wheelchair position shall be a minimum width of 30 inches.

(b) A school bus designed for transporting students with special transportation needs may have a track system with a track in the aisle; provided however, the track and filler cap shall be flush with the floor or no more than $\frac{1}{8}$ inch above the floor line.

Amended by R.2012 d.023, effective February 6, 2012.

See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

Inserted designation (a); and added (b).

13:20-50C.3 Communications

Every school bus shall be equipped with an electronic voice communication system.

13:20-50C.4 Construction modifications

(a) A power lift door that has been modified by removing the power lift in order to accommodate passenger seating shall:

1. Be sealed;
2. Be equipped with an operable window that conforms to the requirements of N.J.A.C. 13:20-50B.46(a);
3. Handles, both inside and outside, removed and all holes sealed;
4. Existing rub rails replaced with continuous full-length rub rails; and
5. All existing hardware for wheelchair or lift securement removed and all openings sealed.

13:20-50C.5 Doors

(a) A school bus with a power lift shall be equipped with a special service door to accommodate the power lift.

1. The door shall be located on the right side of the school bus and designed so as not to obstruct the regular service 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 certified as meeting the manufacturer's specifications for structural strength.
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 school bus.
5. A single door or double doors shall be used.
6. The door(s) shall have a fastening device to hold it open. A fastening device(s) affixed to the outside shall not protrude more than $\frac{3}{4}$ inch from the school bus body or

door(s), nor be of a type that may cause injury when it is not securing the door(s) in an open position.

7. The door(s) shall be weathersealed.

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

9. The door and hinge mechanism strength shall be in compliance with the manufacturer's specifications. Hinges shall support the door and maintain the door in proper alignment for closing and latching.

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

11. The door(s) shall have glass set in a waterproof manner.

12. The door(s) shall be equipped with a device that will actuate an audible or flashing visible signal, located in the driver's compartment, when the door(s) is not securely closed and the ignition is in the "on" position.

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

14. The door(s) shall be equipped with padding at the top edge of the door opening. The padding shall be covered with fire block material and be at least three inches wide and one inch thick. The padding shall extend the full width of the door opening.

13:20-50C.6 Fire suppression systems

(a) Every school bus shall be equipped with an automatic fire suppression system for the engine compartment. The fire suppression system shall be installed in accordance with the fire suppression system manufacturer's specifications.

(b) School buses may be equipped with fire suppression systems in other locations in accordance with the fire suppression system manufacturer's installation specifications.

(c) An indicator light shall be provided in the driver's compartment that will indicate to the driver the existence of a fire in the engine compartment of the school bus. The indicator light shall remain lit until the system is serviced and the light reset. An indicator light shall be provided in the driver's compartment that will indicate a system discharge.

Amended by R.2012 d.023, effective February 6, 2012.

See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

Section was "Fire extinguisher systems". In (a) and (b), substituted "suppression" for "extinguisher" throughout.

13:20-50C.7 Identification

A school bus equipped with a power lift shall display at least one International Symbol of Accessibility on the back of the school bus below the window line. The International Symbol of Accessibility shall not exceed 12 inches by 12 inches in size, shall be white on a blue background, and shall be of a high-intensity reflectorized material.

Amended by R.2012 d.023, effective February 6, 2012.

See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

Substituted "12 inches by 12 inches" for "12 square inches".

13:20-50C.8 Lights

Lights shall be placed on the school bus to illuminate the power lift door, doorway, and landing area.

13:20-50C.9 Power lift

(a) A school bus used for the transportation of students who use wheelchairs or other mobile seating devices or who require life support equipment shall be equipped with a power lift in accordance with FMVSS Nos. 403 and 404 (49 CFR 571.403 and 571.404), which are incorporated herein by reference.

(b) The power lift, with a nonskid platform, shall be located on the right side of the school bus body and shall be confined within the school bus body when not extended.

(c) The lifting mechanism and platform shall be capable of lifting a minimum weight of 800 pounds. The power lift platform shall have a minimum width of 30 inches unobstructed by the required handrails. The minimum length of the platform between the outer edge barrier and the inner edge shall be 40 inches.

(d) When the power lift platform is stored, it shall be securely fastened.

(e) Controls shall be provided that enable the operator to activate the power lift mechanism from either inside or outside of the school bus.

(f) The power lift shall be designed to prevent the platform from dropping while in operation in the event of a single failure of any load-carrying component.

(g) The power lift shall be equipped with a manual backup system for use in the event of a power failure.

(h) The power lift shall be designed to allow the lift platform to rest securely on the ground.

(i) The outboard power lift platform edge and sides shall be designed to prevent a wheelchair or other mobile seating device from slipping or rolling off of the platform. The power lift platform outer edge barrier shall be designed to be automatically or manually lowered when the platform is at ground level, but shall not be equipped with any type of latch

that could result in the lowering of the outer edge barrier when the platform is above ground level.

(j) The power lift platform shall be equipped with a handrail on each side of the power lift platform. Each handrail shall be 25 to 34 inches in height above the platform and a minimum of 18 inches in length and shall be designed to fold when in a stored position. A handrail with a curved-end design shall be at least 24 inches in length.

(k) A self-adjusting, nonskid plate shall be installed on the outer edge of the power lift platform to minimize the incline from the power lift platform to ground level. This plate, if so designed, may also serve as the restraining device described in (i) above.

(l) A circuit breaker shall be installed between the power source and the power lift motor if electrical power is used.

(m) The power lift design shall prevent excessive pressure that may result in damage to the power lift system when the platform is fully lowered or raised.

(n) The power lift mechanism shall be designed to prevent the lift platform from being folded or stored when occupied.

(o) An interlock shall be provided to prevent the school bus from moving when the power lift or ramp is not in its fully stored and locked position.

Amended by R.2012 d.023, effective February 6, 2012.

See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

In (a), inserted "in accordance with FMVSS Nos. 403 and 404 (49 CFR 571.403 and 571.404), which are incorporated herein by reference".

13:20-50C.10 Ramp

(a) When a power lift system is not adequate to load and unload students with special needs, a ramp device may be used.

1. When a ramp is used, it shall be of sufficient strength and rigidity to support the wheelchair or other mobile seating device, occupant, and attendant(s). The ramp shall be equipped with a protective flange on each longitudinal side to keep the wheelchair or other mobile seating device on the ramp.

2. The floor of the ramp shall be constructed of nonskid material.

3. The ramp shall be equipped with handles and shall be of a weight and design that enables one person to lift or move the ramp.

4. The ramp shall have at least three feet of length for each foot of incline.

13:20-50C.11 Restraining devices

Seat frames may be equipped with attachments or devices to which belts, restraining harnesses, or other devices may be

attached. Attachment framework or anchorage devices, if installed, shall conform to FMVSS No. 210 (49 CFR § 571.210), incorporated herein by reference, as amended and supplemented.

13:20-50C.12 Seating arrangements

(a) Flexibility in seat spacing to accommodate special devices shall be permitted to meet passenger needs.

(b) School buses may be equipped with track seating.

1. The floor track shall be recessed into the floor with the top of the track level with the floor surface.

2. Track shall not be installed across the power lift door area.

3. Track shall be installed in a manner that maintains a 30-inch aisle leading to the emergency and power lift doors. This shall be determined by allowing for 30 inches by 48 inches for each wheelchair position.

4. Track shall provide for the installation of passenger seats in accordance with N.J.A.C. 13:20-50B.33(e).

(c) All seats and wheelchair positions shall face forward.

13:20-50C.13 Securement system for wheelchairs/mobile seating devices and occupants

(a) The school bus body shall be designed for the positioning and securement of wheelchairs/mobile seating devices and occupants in a forward-facing position. Securement system hardware and attachment points for the forward-facing system shall be provided. The wheelchair/mobile seating device securement system and the occupant restraint system shall comply with all applicable requirements of FMVSS No. 222 (49 CFR § 571.222), incorporated herein by reference, as amended and supplemented.

(b) The wheelchair/mobile seating device securement system shall have a minimum of four anchorage points, with a minimum of two body floor attachment points located at the rear and a minimum of two body floor attachment points located at the front of the space designated for the wheelchair/mobile seating device.

(c) A Type 2 lap/shoulder belt restraint system that meets all applicable requirements of FMVSS Nos. 209 and 210 (49 CFR §§ 571.209 and 571.210), incorporated herein by reference, as amended and supplemented, shall be provided for restraint of the occupant's pelvic lap area and upper torso area.

(d) The wheelchair/mobile seating device securement and occupant restraint system shall be designed to pass a dynamic sled test at a minimum impact speed/deceleration force of 30 miles per hour/20 gravities. The dynamic test shall be performed in accordance with the procedures set forth in Appen-

dix A of SAE Recommended Practice J2249 (January 1999), "(Normative) Frontal Impact Test," incorporated herein by reference, as amended and supplemented. When tested, the wheelchair/mobile seating device securement and occupant restraint system shall meet the performance requirements specified in section 6.2 of SAE Recommended Practice J2249 (January 1999), "Frontal Sled Impact Test," incorporated herein by reference, as amended and supplemented. The dynamic test shall be performed using system assemblies, components, and attaching hardware that are identical to the final installation in type, configuration, and positioning. The body structure at the anchorage points may be simulated for the purpose of the sled test, but the simulated structure shall not exceed the strength of the attachment structure to be used in the final body installation. The test dummy shall be retained within the securement system throughout the test and forward movement shall be such that no portion of the test dummy's head or knee pivot points passes through a vertical transverse plane intersecting the forward most point of the floor space designed for the mobile seating device. All hardware shall remain positively attached throughout the test and there shall be no failure of any component. Each mobile seating device belt assembly including attachments, hardware, and anchorages shall be capable of withstanding a force of not less than 2,500 pounds.

(e) The belt material at each space designated for the mobile seating device and the occupant restraint system shall be similar in size and fabric.

(f) If an anchorage unit is surface-mounted, the anchorage height above the floor surface shall not exceed $\frac{3}{4}$ inch and the anchorage unit shall be ramped on all sides.

(g) The wheelchair/mobile seating device securement system and occupant restraint system shall comply with all applicable requirements of FMVSS No. 222 (49 CFR § 571.222), incorporated herein by reference, as amended and supplemented.

(h) The occupant restraint system shall be designed to be attached to the school bus body, either directly or in combination with the wheelchair or mobile seating device securement system, by a method that prevents the transfer of weight or force from the wheelchair/mobile seating device to the occupant in the event of an impact.

(i) Securement system attachments or coupling hardware not permanently attached to the school bus body shall be designed to prevent such attachments or hardware from being accidentally disconnected.

1. The following fasteners shall not be used for any occupant restraint or equipment securement:

- i. T-bar or T-hook fasteners; or
- ii. Touch fasteners, vinyl lap or shoulder belts.

(j) All attachment or coupling devices shall be accessible and operable without the use of tools or other mechanical assistance.

(k) All securement and restraint system hardware and components shall be free of sharp or jagged areas and shall be of a noncorrosive material or shall be treated to resist corrosion in accordance with FMVSS No. 209 (49 CFR § 571.209), incorporated herein by reference, as amended and supplemented.

(l) The occupant restraint system shall be made of materials that do not stain, soil, or damage an occupant's clothing.

(m) The mobile seating device and all securement and restraint system hardware and components shall be located and installed such that when the mobile seating device is occupied and secured, access to the emergency door or the power lift door is not blocked.

(n) The school bus body floor and sidewall structures where the securement and restraint system anchorages are attached shall have equal or greater strength than the load requirements of the system(s) being installed.

(o) For each school bus equipped with a securement system, the following information shall be provided by the securement system manufacturer to either the school bus body manufacturer or the school bus operator:

1. Detailed instructions regarding the installation and use of the system, including a parts list; and
2. Detailed instructions, including a diagram, regarding the proper placement and positioning of the system, including correct belt angles.

13:20-50C.14 (Reserved)

Repealed by R.2012 d.023, effective February 6, 2012.
See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).
Section was "Steps".

13:20-50C.15 Support equipment and accessories

(a) Portable student support equipment or special accessory items including, but not limited to, crutches, walkers, canes, other ambulating devices, oxygen bottles, and ventilators, shall be securely fastened at a mounting location able to withstand a pulling force of five times the weight of the item, or shall be stored in an enclosed, latched compartment. If the school bus is equipped with a storage compartment, it shall be capable of withstanding forces applied to its interior equal to five times the weight of its contents without failure of the compartment's integrity and securement to the school bus. The storage compartment shall be securely fastened to the floor of the school bus in either the driver's compartment in front of the restraining barrier or the rearmost part of the school bus. The storage compartment shall not block access to the school bus emergency door, any other emergency exit,

the service door, or the power lift door. The storage compartment shall be equipped with a cover that can be securely fastened and with rounded corners that are padded so as to prevent injury.

(b) The school bus shall be equipped with an evacuation blanket that is fireproof or is made of flameproof material.

13:20-50C.16 Wheelchair or other mobile seating device requirements

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

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

(c) The area designed for a wheelchair or other mobile seating device position shall be 30 inches by 48 inches.

SUBCHAPTER 51. STANDARDS FOR TYPE S SCHOOL VEHICLES

13:20-51.1 Scope

(a) This subchapter shall apply to any Type S school vehicle 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 vehicles, 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 vehicle shall be inspected twice each year by the Motor Vehicle Commission's Inspection Services Bus 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 Chief Administrator or his or her designee.

(d) A motor vehicle with a GVWR of less than 3,000 pounds or more than 9,600 pounds GVWR shall not be used for the transportation of children to or from school or school-connected activities. A motor vehicle with a center aisle shall not be used as a Type S school vehicle.

(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 vehicle for the purpose of transporting children with special needs shall comply with all applicable FMVSS and SAE standards governing the modifications.

Amended by R.2006 d.249, effective July 3, 2006.
See: 38 N.J.R. 386(b), 38 N.J.R. 2835(a).

In (c), substituted "Motor Vehicle Commission's" for "Division's" and "Chief Administrator" for "Director".

Amended by R.2012 d.023, effective February 6, 2012.
See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

In (a), (c) and (f), substituted "vehicle" for "bus"; in (b), substituted "vehicles" for "buses"; in (c), substituted "Inspection Services Bus" for "School Bus Inspection"; and in (d), inserted "or more than 9,600 pounds GVWR" and the last sentence.

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.

"Accident" means:

1. A collision involving a school bus or vehicle that results in personal injury or death, or causes disabling damage to one or more motor vehicles requiring the vehicle(s) to be transported away by a tow truck or other vehicle;
2. A collision between a motor vehicle and a student at any time during the loading or unloading process of a school bus or school vehicle; or
3. An injury to a student inside a school bus or vehicle that results from negligent or unsafe acceleration, deceleration or other movement of a school bus.

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

"Driver" means the authorized licensed driver of a Type S school vehicle.

"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, or at <http://www.nhtsa.gov/cars/rules/import/FMVSS>.

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

"Motor Vehicle Commission" or "Commission" means the New Jersey Motor Vehicle Commission established by section 4 of P.L. 2003, c. 13 (N.J.S.A. 39:2A-4).

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

"Passenger" means any person riding in a Type S school vehicle 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 vehicle" 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 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.

Amended by R.2006 d.249, effective July 3, 2006.
See: 38 N.J.R. 386(b), 38 N.J.R. 2835(a).

Added definitions "Chief Administrator" and "Motor Vehicle Commission"; and deleted definitions "Director" and "Division".

Amended by R.2012 d.023, effective February 6, 2012.
See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).

Added definition "Accident"; in definitions "Driver", "Operator" and "Passenger", substituted "vehicle" for "bus"; in definition "Driver", substituted "driver" for "operator"; in definition "FMVSS", inserted ", or at <http://www.nhtsa.gov/cars/rules/import/FMVSS>"; substituted definition "Type S school vehicle" for definition "Type S school bus"; and in definition "Type S school vehicle", deleted "for compensation" following "privately operated".

13:20-51.3 Capacity

(a) No more than nine passengers excluding the driver, may be transported in each Type S school vehicle. Fifteen inches of seat length shall be provided for each passenger.

(b) There shall be no standees.

Amended by R.2012 d.023, effective February 6, 2012.
See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).
Rewrote (a).

13:20-51.4 Chains or snow tires

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

Amended by R.2012 d.023, effective February 6, 2012.
See: 43 N.J.R. 1831(a), 44 N.J.R. 287(b).
Substituted "vehicles" for "buses".