

(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.
See: 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.
See: 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.
See: 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	4 $\frac{1}{2}$	1 $\frac{1}{4}$
9	5 $\frac{1}{4}$	1 $\frac{3}{8}$
12	5 $\frac{1}{16}$	1 $\frac{3}{8}$
16	6 $\frac{3}{8}$	1 $\frac{3}{4}$
20	6 $\frac{25}{32}$	1 $\frac{3}{4}$
24	7 $\frac{7}{32}$	1 $\frac{3}{4}$
30	8 $\frac{3}{32}$	2
36	9	2 $\frac{1}{4}$

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	6 $\frac{3}{8}$	2.0
20	6 $\frac{25}{32}$	2.0
24	7 $\frac{7}{32}$	2.0
24*	7 $\frac{7}{32}$	2.5
30	8 $\frac{3}{32}$	2.5

*For 3-inch maximum stroke type 24 chambers

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

TIE ROD STYLE PISTON BRAKE CHAMBER DATA

Type	Outside Diameter	Brake Adjustment Limit
30	6 $\frac{1}{2}$ (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 $\frac{15}{16}$	1 $\frac{3}{8}$
B	9 $\frac{3}{16}$	1 $\frac{3}{4}$
C	8 $\frac{1}{16}$	1 $\frac{3}{4}$
D	5 $\frac{1}{4}$	1 $\frac{1}{4}$
E	6 $\frac{7}{16}$	1 $\frac{3}{8}$
F	11	1 $\frac{1}{4}$
G	9 $\frac{5}{8}$	2

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

ROTOCHAMBER DATA

Type	Outside Diameter	Brake Adjustment Limit
9	4 $\frac{9}{32}$	1 $\frac{1}{2}$
12	4 $\frac{13}{16}$	1 $\frac{1}{2}$
16	5 $\frac{13}{32}$	2
20	5 $\frac{15}{16}$	2
24	6 $\frac{13}{32}$	2
30	7 $\frac{1}{16}$	2 $\frac{1}{4}$
36	7 $\frac{5}{8}$	2 $\frac{3}{4}$
50	8 $\frac{5}{8}$	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	8 $\frac{5}{8}$	2 $\frac{1}{4}$

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 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 $\frac{1}{4}$ inch or to the wear indicator, if the lining is so marked, measured at the shoe center for drum brakes or less than $\frac{1}{8}$ inch for disc brakes.

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

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

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

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

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

(1) Air chamber sizes; or

(2) Slack adjuster length; or

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

(1) Cracked, loose, or missing lining.

(A) Lining cracks or voids $\frac{1}{16}$ inch in width are observable on the edge of the lining.

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

(C) Cracks that exceed 1 $\frac{1}{2}$ 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 30 inches (76.2 cm)	Power System Movement 45 degrees or 45 inches (114.3 cm)
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: