



WASHINGTON

School Bus and Traffic Safety Education Vehicle Inspection Manual 2009



Revised May 2010

FOREWORD

An inspection program for any vehicle should attempt to delineate the items to be inspected and to set minimal conditions for each beyond which the vehicle is considered unsafe to transport students and shall not be operated for that purpose.

Considering the very nature of the school bus cargo, the following items would be of prime interest when evaluating the condition of the vehicle:

1. The braking efficiency and the total braking system.
2. Suspension and steering components.
3. The exhaust system.
4. Tires.
5. Lights.

Other items found in this manual will enter into the overall picture when considered in total. The final determination to allow the continued use of the vehicle for the transportation of common school students to and from school and school-related activities, or the determination to place a vehicle out of service, must rest with the school bus inspector.

ACKNOWLEDGEMENT

This *School Bus Inspection Manual* is a cooperative effort between the Office of Superintendent of Public Instruction (OSPI), Pupil Transportation Section, the Chief of the Washington State Patrol, and representatives of the Washington State Patrol (WSP) Commercial Vehicle Division (CVD).

The information and requirements contained in this manual are not to be misconstrued as guidelines, but are mandatory when conducting an inspection of a vehicle used for the transportation of common school students.

We, the members of the committee, have found the information contained herein to be required by:

- Revised Code of Washington (RCW)
- Washington Administrative Code (WAC)
- Code of Federal Regulations (CFR)
- National Highway Traffic Safety Administration
- National Fire Protection Association
- Washington State Patrol Policy

Manual revised by committee, April 2009

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The School Bus Inspection Committee wishes to gratefully acknowledge the many hours of work that previous committees have labored to provide the basis for the current version.

WASHINGTON STATE PATROL SCHOOL BUS INSPECTION MANUAL

Purpose

The purpose of an inspection manual is to provide every inspector, regional transportation coordinator, and pupil transportation administrator throughout the state of Washington with a guide to the inspection program.

Goal

The goal of this procedure is to ensure that all inspections are conducted the same, that all transportation administrators are aware of what items on the vehicle are to be inspected and how they are to be inspected, and that as a result of the inspections, what items are to be considered out-of-service items.

Through this manual and with the cooperation of all inspectors, coordinators, and transportation administrators, the total number of out-of-service vehicles will be drastically reduced, thus assuring the parents of children being transported on these school buses, that they have passed a very rigid and high quality inspection—one that has been conducted by specialists who take pride in their work.

Objective

The objective of this manual is to improve the integrity of the school bus inspection through standardization.

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SECTION I

POLICIES

SECTION I

POLICIES

Chapter 296-24 WAC—General Safety & Health Standards PART A-2 PERSONAL PROTECTIVE EQUIPMENT

Sections

- [296-800-160](#) Summary.
- [296-800-16002](#) Compliance duties owed to each employee.
- [296-800-16005](#) Do a hazard assessment for PPE.
- [296-800-16010](#) Document your hazard assessment for PPE.
- [296-800-16015](#) Select appropriate PPE for your employees.
- [296-800-16020](#) Provide PPE to your employees.
- [296-800-16025](#) Train your employees to use PPE.
- [296-800-16030](#) Retrain employees to use PPE, if necessary.
- [296-800-16035](#) Document PPE training.
- [296-800-16040](#) Require your employees to use necessary PPE on the job.
- [296-800-16045](#) Keep PPE in safe and good condition.
- [296-800-16050](#) Make sure your employees use appropriate eye and face protection.
- [296-800-16055](#) Make sure your employees use appropriate head protection.
- [296-800-16060](#) Make sure your employees use appropriate foot protection.
- [296-800-16065](#) Make sure your employees use appropriate hand protection.
- [296-800-16070](#) Make sure your employees are protected from drowning.

WAC 296-800-160 Summary. Your responsibility: To make sure that your employees have, use, and care for the appropriate personal protective equipment (PPE).

PPE is an item or items used to protect the eyes, face, head, body, arms, hands, legs, and feet such as goggles, helmets, head covers, gloves, rubber slickers, disposable coveralls, safety shoes, protective shields, and barriers.

You must:

WAC 296-800-16005 Do a hazard assessment for PPE.

WAC 296-800-16005 Document your hazard assessment for PPE

WAC 296-800-16010 Select appropriate PPE for your employees

WAC 296-800-16015 Provide PPE to your employees.

WAC 296-800-16020 Train your employees to use PPE

WAC 296-800-16025 Retrain employees to use PPE, if necessary.

WAC 296-800-16030 Document PPE training.

WAC 296-800-16035 Require your employees to use necessary PPE on the job.

WAC 296-800-16040 Keep your PPE safe and in good condition.

WAC 296-800-16045 Make sure your employees use appropriate face and eye protection.

WAC 296-800-16050 Make sure your employees use appropriate head protection.

WAC 296-800-16055 Make sure your employees use appropriate foot protection.

WAC 296-800-16060 Make sure your employees use appropriate hand protection.

WAC 296-800-16065 Make sure your employees are protected from drowning.

WAC 296-800-16070

Exemption: • WAC 296-800-16015, 296-800-16025, 296-800-16030, and 296-800-16035 do not apply to electrical protective equipment or respiratory protection. See chapters 296-24 WAC, Part L and chapter 296-842 WAC, for rules about these types of protective equipment.

POLICY—SAFETY

The department requires the wearing of protective equipment while performing inspections of trucks and buses and while at the scene of an accident/incident involving hazardous materials, in accordance with WAC 296-800-160.

POLICIES—GENERAL

Officers may leave their protective vest and weapons locked in their vehicle when inspecting school buses and driver education vehicles on school district property.

School bus inspections, other than INITIAL, REPOWER, REBUILT, ANNUAL, and 25 PERCENT, will not be conducted by Washington State Patrol personnel, unless directed to do so by the Commercial Vehicle Divisions (CVD) school bus inspection coordinator and the director of pupil transportation at OSPI.

Vehicles Placed Out of Service

When it has been determined that a vehicle fails to meet the criteria as outlined in this manual, that vehicle shall be placed out of service. An out-of-service decal shall be placed on the driver's side windshield as nearly as practicable to the center.

When the noted defects have been corrected, the inspector will remove the out-of-service decal.

School Bus Collisions

- A. To provide uniformity in the School Bus Inspection Program, the following criteria should be used when a school bus is involved in a collision—CVD officers trained in school bus inspections shall inspect a bus involved in a collision if one or more of the following circumstances exist:
1. The collision involves injuries to occupants of the school bus and/or other vehicles involved.
 2. Major structural damage to the school bus (**major structural damage** is defined as any damage or condition that would render the bus unsafe to transport children).
 3. The investigating officer suspect's defective equipment on the school bus may have contributed to the collision.
 4. The school district or contractor involved requests an officer to inspect the bus. A CVD supervisor must approve the request.
- B. **Supervisor Notification:** Responding personnel shall ensure that his/her supervisor has been notified when responding to a collision. If overtime is imminent, approval

from a supervisor shall be obtained.

- C. School buses placed out of service from collision damage shall receive an inspection prior to putting the bus back in service.

POLICIES FOR INITIAL INSPECTIONS

1. The district supervisor will handle requests for inspections.
2. A certified initial inspector shall conduct school bus inspections. (This inspector will have completed the certification program provided by the department.)
3. The school bus inspector will be responsible for ensuring that all school buses designated for use in the common school system used for transportation of students to and from school and school-related activities will meet the requirements as identified in the minimum specifications for school buses. Inspectors shall, at all times, follow and use the procedures in this manual, utilizing the minimum specifications for school buses as a reference.
4. Vendor shall remove any spare tire present in the interior of a new bus prior to initial inspection being conducted if it interferes with the inspection.
5. The inspector shall explain the reasons for noncompliance with the specifications to the dealer, contractor and/or school district.
6. Upon completion of the inspection, the inspector shall:
 - a. Complete the inspection form in its entirety, making sure that all boxes are checked and that any and all notations relating to the condition of the bus are properly noted.
 - b. If any item is found to be unsatisfactory, the inspector will mark the appropriate box with either a check (√) or an (X).
 - c. When it has been determined by the inspector that those items marked unsatisfactory have been corrected to meet specifications, the inspector will:
 - (1) Circle the check mark (√) or (X), and
 - (2) Place his/her badge number alongside the appropriate box, along with the date the unsatisfactory item has been approved. This will serve as an indicator that the item has been re-inspected and approved. Those check marks (√) or (X)'s, that have not been circled and dated will be cause for non-acceptance of the inspection form by the Pupil Transportation Office, OSPI, Olympia.
 - d. The inspector will THEN sign the inspection form. This will be an indicator to all receiving it that the vehicle recorded thereon has complied with the minimum

specifications.

- e. Distribution of the initial inspection forms shall be the responsibility of the inspector. This is to be done in the following manner:

- (1) Original School District.
(If the dealer/contractor delivers school district copy, it shall be noted on the inspection form and initialed by the dealer.)

- Copy 1 Inspecting officer.

- Copy 2 Dealer.

- f. These inspection reports must be delivered/mailed immediately upon completion of the inspection.

POLICIES FOR ROUTINE AND 25 PERCENT SCHOOL BUS INSPECTIONS

Supervisor's Responsibilities

1. Ensure that each and every inspection is conducted within the guidelines.
2. Responsible for the conduct of the team members while on this assignment.
3. Responsible for 60-day pre-notification to the schools for the annual inspection.
4. Responsible for the scheduling of the 25% unannounced school bus inspection.
5. Hold a district meeting, involving those personnel assigned to the inspection team.
6. Assure that all inspection assignments are clear.
7. Assure that all safety precautions are known and understood by the assigned members.
8. Each district supervisor will send to Olympia CVD Headquarters a summer inspection schedule by March 15 of each year.
9. A qualified person designated by the supervisor may conduct reinspections.

Inspector's Responsibilities

1. The team should consist of at least two inspectors.
2. Responsible for the selection of the school buses to be inspected when conducting the 25% inspection. Random bus selection for inspection shall occur one at a time. Team Member shall not offer the school district a list of buses to be inspected in advance. When 50% or more of the vehicles inspected are placed out of service, an additional 25% of the fleet will be inspected. If 50% or more of the second 25% are placed out of service, the entire fleet shall be inspected.
3. Conduct, with the transportation supervisor or designee, a critique of the inspection during, or at the completion of, the inspection.
4. Shall present Electronic Inspection Retrieval Instructions to the district representative at the end of the inspection (see page ?, Section VI—Appendix)
5. It shall be the responsibility of each member of the inspection team to:
 - a. Know and prepare himself/herself for the assignment.
 - b. Conduct that assignment with expediency and professionalism.
 - c. Maintain the high degree of integrity expected of all school bus team members.

- d. Conduct themselves in a manner at all times that will reflect the image of the State Patrol.
- e. Inspectors shall be trained and remain proficient in the use of the Electronic Inspection Program equipment (EIP).

Office of Superintendent of Public Instruction (OSPI), Pupil Transportation Responsibilities

1. OSPI will assist WSP in the administration of the EIP.
2. OSPI will supply a school bus inventory list for each district to the supervisors by March 15 of each year.
3. Upon request, regional transportation coordinators will assist inspectors in resolving any problems that may arise during school bus inspections.
4. Regional transportation coordinators may act as a liaison between inspectors and the school district administration on matters related to school bus inspections.

SECTION II

- A. INITIAL SCHOOL BUS INSPECTION PROCEDURES**
- B. ROUTINE AND 25% INSPECTION PROCEDURES**
- C. AIR SYSTEM INSPECTION PROCEDURES**
- D. BRAKE SYSTEM INSPECTION PROCEDURES**
- E. SPECIALLY EQUIPPED BUSES**

SECTION II-A

**INITIAL SCHOOL BUS
INSPECTION PROCEDURES**

SECTION II–A

INITIAL INSPECTION PROCEDURE GUIDE

To the right of each item below is a reference number to the corresponding page in the *School Bus Specifications (Minimum) Manual* or appropriate document.

(M=specifications manual; MSO=Manufacturer’s Statement of Origin; S=special needs section of specifications manual).

REFERENCE:

1. Record the school district receiving the vehicle.
2. Record the district number.
3. Contractor information, if applicable.
4. Record bus type. M-v
5. Record VIN as shown on body manufacturer data plate.
6. Model year as indicated on body manufacturer data plate. MSO
7. Body manufacturer. Spec plate
8. Chassis manufacturer. Spec plate
9. Record the maximum design capacity, as shown on manufacturer plate.
10. Record the capacity, as this vehicle is equipped.
11. Alternator capacity.
Check spec plate on alternator/vendor paperwork. M-1, M-46-S
12. Record engine make.
13. Record engine model.
14. Indicate engine placement.
15. Record gross vehicle weight rating as shown on spec plate. M-1, 2
16. Check front axle weight rating as shown on spec plate and verify combined tire load rating for compatibility. M-1, 2
17. Check rear axle weight rating as shown on spec plate and verify combined tire load rating for compatibility. M-1, 2
18. Indicate fuel type: diesel, gas, propane, etc. WAC 212-50
19. Indicate transmission type and record model number as shown on transmission or line setting ticket.
20. Indicate type of brake system. M-2

Interior Measurements

21. Record interior length in inches. M-63
22. Interior height in inches. M-30
23. Aisle widths in inches. M-15, M-46-S
24. Record seat width in inches. M-38, M-50-S
25. Record side window dimensions in inches. M-43
26. Record sun visor dimensions. M-41

Emergency Exit Measurements

27. Record right door/window dimensions in inches. M-21
28. Record left door/window dimensions in inches. M-21
29. Record rear exit/window dimensions in inches. M-21

Service Door

- | | |
|--|----------|
| 30. Record service door dimensions in inches | M-19 |
| 31. Record distances in inches, verify glass type. | M-19 |
| 32. 1 st step measurement in inches. | M-39, 40 |
| 33. 2 nd step measurement in inches. | M-39, 40 |
| 34. Top step measurement in inches. | M-39, 40 |

Emergency Equipment-

* If emergency contents are in a cabinet, check for securement of contents and labeling of cabinet.

- | | |
|---|----------|
| 35. Verify presence and contents of warning kit. | M-21 |
| 36. Verify presence and operation of door release. | M-20 |
| 37. Verify capacity and mounting of fire extinguisher. | M-21 |
| 38. Verify presence and location of belt cutter. | M-15 |
| 39. Verify location and contents of first aid kit. | M-21, 58 |
| 40. Check contents of body fluid cleanup kit. | M-20 |
| 41. Record other items checked (equipment cabinet, etc.). | M-21 |

Driver Area

- | | |
|--|----------|
| 42. Check windshield wipers/washers operation. | M-44 |
| 43. Verify presence of permit holders. | M-31 |
| 44. Indicate horn type(s). | M-8 |
| 45. Check mirrors for mounting, size and adjustment. | M-33, 34 |
| 46. Check for required instruments and panel controls. | M-9 |
| 47. Check driver's seat for type of bus. | M-37 |
| 48. Check driver's seat belt (Type 2-lap/shoulder). | M-37 |
| 49. Check noise suppression switch operation. | M-35 |

Emergency Exits

- | | |
|---|-------------|
| 50. Interior markings/arrows, left door. | M-22 |
| 51. Handle guards. | M-22 |
| 52. Padding. | M-22 |
| 53. Vandal locks. | M-23 (j) |
| 54. Ease of opening (check with "off" hand). | |
| 55. Hold-open devices. | M-22 (b, c) |
| 56. Warning buzzers. | M-22 (g) |
| 57. Indicate number of hatches. | M-25 |
| 58. Check aisle width for all exits (flip-up seats, etc.). | M-24 (t) |
| 59. Indicate any other items (door handle size/color, etc). | |

Passenger Area

- | | |
|-----------------------------|-------------|
| 60. Interior lighting. | M-31, M-33 |
| 61. Step well light. | M-31 |
| 62. Seats. | M-37, 38 |
| 63. Heaters/defrosters. | M-18, 26-29 |
| 64. Flooring/wheel housing. | M-26, 43 |
| 65. Sharp edges. | M-30 |
| 66. Handrails. | M-39 |
| 67. Storage compartment. | M-41 |

EXTERIOR/CHASSIS

Exterior Measurements

1. Measure and record body width in inches (check mirrors for width).
2. Measure and record body length in inches.
3. Measure and record wheelbase in inches.
4. Verify and record tire size.

Exterior

5. Check body, frame, wheels, and hood for proper color. M-15, 16, 65
6. Check roof, sides, caps for proper color. M-15, 16
7. Verify required reflective markings are present. M-16, 64, 65
8. Verify size, color of lettering. Check for prohibited signage. M-29
9. Verify safety grade of all glass. M-43
10. Verify size, mounting, adjustment on all mirrors. M-33, 34
11. Crossing Arm. Check color, size, and wiring. Verify quick disconnect for electric models. (**Over-ride switch prohibited.**) M-18
12. Verify capacity, mounting, wiring protection. M-2
13. Check size and location of rub rails. M-36, 37
14. Check front bumper tow hooks. M-11
15. Verify presence of stirrup step. M-40
16. Verify size and rating for GVWR. M-11
17. Wheels. Check type, securement and color M-13
18. Verify presence of anti-hitch bumper shield. M-15
19. Verify exhaust exit location, diffuser and measurements. M-6
20. Check fuel tank cap for leaks and securement. M-7, 8
21. Verify size and content of signage (do not pass, etc.). M-29
22. Verify presence of license plate holder and light. M-32
23. Check rear bumper and tow hooks. M-41
24. Check sanders, if present, for capacity, wiring, mounting. M-37
25. Verify storage compartment location and securement. M-41
26. Verify undercoating for bus type. M-42
27. Check all wiring for proper protection, number of circuits. M-44, 45
28. Other items (sharp edges, snagging hazards, etc.)

Lights

29. Headlights/Tail lamps. M-31, 32, 33
30. Turn Signals. M-31, 32, 33
31. Stop Lights. M-31, 32, 33
32. Hazard lights. M-31, 32, 33
33. ID/Clearance. M-31, 32, 33
34. Strobe. M-32
35. 8-Way System. M-69
36. Stop Paddle. M-40
37. Other.

Fluid Leaks

Check the following for leaks.

- 38. Coolant.
- 39. Engine Oil.
- 40. Power Steering.
- 41. Transmission.
- 42. Differential.
- 43. Other.

Chassis

- 44. Check for holes, cracks, welds. M-7
- 45. Check for loose/missing bolts/clamps. M-35
- 46. Check exhaust for leaks, required shielding and defuser. M-6
- 47. Verify location and number of drive-line loops. M-5
- 48. Check shock absorbers/air bags for leaks and securement. M-10
- 49. Check suspension for cracks and securement. M-10
- 50. Check lash, steering wheel clearance, hose routing. M-11
- 51. Check radius for appropriate wheelbase (42.5' or 44.5'). M-12
- 52. Verify presence of wiring diagram and shielding. M13
- 53. Check fuel tank for capacity, access panel, tank location/shielding. M-7
- 54. Record other items checked not in compliance.

Engine Compartment

- 55. Check belts for cracks/tension.
- 56. Check for chaffing/leaks.
- 57. Check for chaffing, protection (grommets, sealed firewall). M-13, 44
- 58. Verify fast idle/throttle lock operation. M-8
- 59. Verify presence of air cleaner. M-1
- 60. Verify presence of water shut-off valves. M-27

Brakes

- 61. Verify presence of air dryer on air brake systems. M-3
- 62. Verify compressor rating (12 CFM minimum). M-3
- 63. With engine at fast idle (1500 rpm) record the buildup time from 60 psi to 90 psi. If in excess of one minute, check build up time from 50 psi to 100 psi (Shall not exceed three minutes).
- 64. Check for any air loss, indicate type if detected.
- 65. Check slack adjuster angle (80 degrees to 105 degrees).
- 66. Measure and record slack adjuster travel.
- 67. Verify presence of wet tank drain and location.
- 68. Perform 121 air system check (see Inspection Manual, Section II-C).
- 69. Check for leaks (hydraulic systems).
- 70. Check hoses/lines for kinks, rubbing, chaffing.
- 71. Perform service brake test (see Inspection Manual, Section II-D).
- 72. Perform park brake test (see Inspection Manual, Section II-D).
- 73. Check operation of low vacuum buzzer, if so equipped. M-4
- 74. Other brake components (air tank marking, etc.).

Special Needs Equipment

75. Verify presence of emblem.	M-46
76. Check operation of lift.	M-46, 47
77. Check operation, verify door switch.	M-47, 48
78. Verify platform dimensions, barriers, pad, etc.	M-48
79. Verify dimension, presence of "drip molding," etc.	M-54, 55
80. Verify handrail dimensions and location.	M-48
81. Verify padding presence and coverage.	M-49
82. Check warning light operation.	M-49
83. Check securement and restraint systems.	M-50–54
Other items (aisle width, ramps, support equipment, etc.).	

SECTION II-B

**ROUTINE AND 25%
SCHOOL BUS INSPECTION PROCEDURES**

SECTION II–B

ROUTINE AND 25% INSPECTION PROCEDURES

INSPECTION PROCESS

1. Routine and 25% inspections are to be conducted using the electronic inspection handheld device.
2. Cross-reference the state bus number and asset tag number with the operating permit and pre-printed inventory list, supplied by OSPI. Report any discrepancies to the appropriate OSPI representative.

USING ELECTRONIC INSPECTION FOR THE ROUTINE BUS INSPECTION

Step 1: Press the power button to turn on the handheld.

Step 2: Log in by pressing and releasing the Read/Enter button and scan/read the signature card. Handheld must be within 2 inches from card.

Step 3: Press any button to continue.

Step 4: Press and release the Read/Enter button and scan/read the asset tag on the bulkhead of the bus.

Step 5: Enter the bus mileage by using the right cursor to increase the mileage 10's or the up cursor to increase by 1's and the left cursor to decrease the mileage by 10's or the down cursor to decrease by 1's. (Holding the buttons down makes it go faster.)

Step 6: Press the Read/Enter button once you have entered the correct mileage.

Step 7: Press the left cursor button twice OR press the "i" button and scroll down to Manual Inspection and press the right cursor button. Note: Pressing the left cursor button once after entering in the mileage automatically puts you in the "Manual Selection" screen in which you can continue with step 8.

Step 8: You should now be in the "Manual Selection" screen. "Zones" will be highlighted. Press right cursor button. You should now be in the "Zones" screen with 9 bus zones listed and a question mark to the left of each zone.

Step 9: Scroll up and down to select the zone to inspect. Press the right cursor button to enter the particular zone and view the components. If all of the components are satisfactory, press the green "Y" (Yes) button. If there is an unsatisfactory component, press the red "N" (No) button and highlight the defective component.

Step 10: Press the right cursor button to get to the “conditions” screen and select the appropriate condition.

Step 11: Press the right cursor button to the “Safe to Proceed?” screen. Press the green “Y” button if the condition is safe to proceed (Unsatisfactory). Press the red “N” button if the condition is NOT safe to proceed (Out-of-Service).

Step 12: Pressing the “Y” or “N” buttons returns the screen back to the Component screen. If no further defective conditions are found under this screen, press the left cursor button to return back to the “Zones” screen.

Step 13: Select the next zone and repeat Steps 9 thru 12 until all zones, EXCEPT the “Special Needs” zone, have been completed.

Step 14: From the “Zones” screen, press the left cursor button and scroll down to ADC (Additional Data Collection). Press the right cursor button to enter the ADC screen.

Step 15: At “Slack Adj” (if applicable), press the right cursor button to “Slack Adjustor” screen. Scroll down to RF (right front) and enter the slack adjuster measurement in 1/8th inch increments up to the number desired.

Example #1: Measurement was 1 inch...press the right cursor button and enter 8, because 8/8th = 1 inch.

Example #2: Measurement was 1 5/8 ths...press the right cursor button and enter 13 because 13/8ths = 1 5/8ths.

Enter the measurements for the remaining brakes: RR, LR and LF. When complete, scroll up to “Previous Screen”. Press the left cursor button back to the “ADC” screen.

Step 16: Scroll down to “Air Comp” (Air Compressor) and press the right cursor button to get to the “Air Comp” screen. Scroll down to “Build Up” and press the right cursor button to enter the air compressor build-up time in seconds. Scroll up to “Previous Screen” and press the left cursor button to get back to the “ADC” screen.

Step 17: Scroll down to “VC 2000” and press the right cursor button. At the “VC 2000” screen, scroll down to “Brake %” and press the right cursor button to enter the VC 2000 results. Scroll up to “Previous Screen” and press the left cursor button to get back to the “ADC” screen.

Step 18: “ADC” is now complete. Press the left cursor button to return to “Manual Selection” screen. With “Zones” highlighted, press the right cursor button to return to the “Zones” screen.

Step 19: Scroll down to “Special Needs” zone and press the right cursor button to get to the “Special Needs” components. Select “Y” green button if no defects are found. Select “N” red button if an unsatisfactory or out-of-service defects are found. Refer to Steps 9 thru 12 to complete this zone.

NOTE: If the bus is not a “Special Needs” bus, this zone must still be completed. Press the green “Y” button at the “Special Needs” component screen to complete this zone.

Step 20: After inspecting all zones and completing the ADC screen, the “Store Report/ Report Complete” screen appears.

NOTE: If the bus is going to be put out-of-service at this time, be ABSOLUTELY CERTAIN that there is total agreement with the district regarding the condition causing the bus to be out-of-service.

- Press the green “Y” button to “Certify” the inspection and store report.
- Press the red “N” button to return to the “Zones” screen. This will allow you to make any necessary changes if needed.

CONDUCTING THE INSPECTION

Zones 1–3—School bus interior. Check the interior of the bus for any prohibited items; i.e., flammables, spare tire, tire chains. For equipment items required, check to see if they are present, meet appropriate Washington State Specifications for School Buses, and are operating properly. Flammables such as aerosol cans and cleaners may be in a storage container outside the occupant compartment. Fuel shall not be transported in the luggage compartment.

ZONE 1: DRIVER AREA

Components:

- **AUX HEATER**

Conditions:

- inop
- other
- **TRANS TEMP (Check Interlock)**
 - inop
 - other
- **SPEED/TACH**
 - tach inop
 - speed inop
 - other
- **GAUGES**
 - amp inop
 - volt inop
 - air inop
 - vac inop
 - other
- **MIRRORS**
 - missing
 - broken
 - loose

Noise Suppression Switch.

If defective, text item in “other.” Inoperable = UNSAT.

ABS Brake Failure Warning Lights. If the ABS warning light is on, it does not indicate complete brake failure, it only indicates the ABS part of the system is not working = UNSAT. Text item in “other.”

- **MIRRORS** (continued)
- elec mirror adj
- other
- **HEATERS FRONT F&C**
 - aux fans
 - front switch
 - center switch
 - front noisy
 - front inop
 - defrost
 - center noisy
 - center inop
 - booster pump
 - other
- **HEATERS REAR**
 - lr switch
 - rr switch
 - lr noisy
 - rr noisy
 - lr inop
 - rr inop
 - other
- **HEATER HOSE**
 - shielded
 - leaking
 - other
- **LIGHTS**
 - driver dome
 - stepwell
 - pass dome
 - rear dome
 - other
- **THROTTLE**
 - inop

ZONE 2: INSIDE FRONT

Components:

- **FIRE EXTINGUISHER**

Conditions:

 - missing
 - loose
 - discharged (needle in red)
 - damaged/inop
 - covered
 - other
- **FIRST AID**
 - missing
 - pre 96

- **FIRST AID** (continued)
 - incomplete
 - prohibited item
 - other
- **HIGHWAY WARN KIT**
 - missing
 - loose
 - incomplete
 - other
- **BODY FLUID KIT**
 - missing
 - loose
 - incomplete
 - leaking
 - other
- **DRIVER SEAT**
 - belt
 - mounting
 - damaged/inop
 - other
- **BELT CUTTER**
 - out of reach
 - missing/hidden
 - other
- **SERVICE DOOR**
 - glass (AS3)
 - hinges
 - padding
 - emergency release
 - close properly
 - air leak
 - other
- **HANDRAIL**
 - snagging item
 - loose
 - missing
 - other
- **WINDSHIELD**
 - damaged/inop
 - improper repair
 - sunvisor
 - other

Handrail Testing Device:

1. (1) 36-inch piece of 1/8" cotton drawstring.
 2. 1/2" hex nut (3/4" across the flats).
 3. Attach Items 1. and 2. in such a manner as required in excess of 10 pounds of force to initiate separation.
1. **Procedure:** While standing at ground level outside the step well area of the service entrance, the inspector shall drop the weighted end (hex nut) of the test device into and below the crevice formed by the intersection of the handrail and its lower mount. The test device shall then be pulled through the crevice area and toward the outside of the bus.
 2. **Evaluation:** The test device should pull completely free through the crevice area.

- **MARKINGS**
 - permit holder
 - missing
 - damaged/inop
 - route sign
 - prohibited
 - other

ZONE 3: INSIDE REAR

Components:

- **SEATS**

Conditions:

- seat bottoms
- seat belt (A-1)
- holes
- flip seat inop
- padding
- other (Broken or unsecured seat frames)

Seats:

1. If a single hole in the seat is larger than a pencil hole, or multiple holes, it shall be noted as UNSAT.
Example: One hole will not likely be an UNSAT, but several holes may be.
2. Text broken or unsecured seat frames under "other."

- **TOOL BOX**

- loose metal
- loose
- other

- **TRACK SEATING**

- seat spacing
- aisle width
- other

- **STEPS/FLOORS**

- loose metal
- holes
- deterioration
- trim
- other

- **EMER EXIT/DOOR**

- handle/guard
- unable to open
- weather strip
- padding
- ease of opening
- locked/Lockable
- markings
- interlock
- hinges
- buzzer
- other (Record hold open device in Zone 5)

Seat Spacing:

1. The only time the inspector is required to measure seating is during an initial inspection, in the case of a track seating system, or if there is an obvious relocation of seats (e.g., new bolt holes). When measuring seating systems for an initial inspection, there are four (4) measurements required in the school bus inspection manual to assure the seats meet minimum specifications. Those measurements are seat width, aisle width, seat depth, and seat back height. Seat spacing (front-to-back, center-to-center) is only a concern for track seating and the inspector should follow the placard which is required on any bus equipped with track seating for the correct measurements. (See Appendix, page 74)
2. In the case of track seating or an obvious relocation of seats, maximum knee room could be a consideration. This measurement is of the distance from the front surface of the seat back to the rear surface of the barrier or seat back immediately in front of the seat at the seat cushion level. In the case of most manufacturers, this will be no more than 30 inches.

- **ROOF HATCH (After 9-1-91)**

- unable to open
- ease of opening
- buzzer
- handle
- markings
- weather strip
- other

- **GLASS/WINDOWS**

- damaged/inop
- hardware
- route sign
- other

- **PROHIBITED ITEM**

- unsecured items
- flammables
- tire chains
- other

Hammers (Tools). Tools must be in a compartment; i.e., toolbox, outside storage. No heavy tools may be placed in the overhead storage.

ZONE 4: FRONT

Components:

- **BUMPER/TOW ATTACH**

Conditions:

- missing
- loose
- hand/foot hold
- damaged/inop
- license plate
- other

- **MIRRORS (Rear and Cross view)**

- cross-v heat
- cross-v missing
- cross-v broken
- cross-v loose
- rear-v heat
- rear-v missing
- rear-v broken
- rear-v loose
- other

- **MARKINGS**

- permit holder
- missing
- damaged/inop
- route sign
- prohibited
- other

- **ENGINE COMPARTMENT**

- air comp leak
- wiring
- oil leak
- belt loose/worn
- hoses
- fuel leak
- firewall hole
- coolant leak
- brake cyl level
- booster pump
- other

- **EXHAUST**

- turbo
- manifold
- header
- crossover
- leak
- other

- **SUSPENSION**

- u-bolts
- shocks
- bolts
- frame cracked
- springs broken
- hangers broken
- cross member
- other

Belt Inspection:

Transverse (across the belt width) cracks that do not affect the integrity of the backing are acceptable. Longitudinal (direction of belt length) cracks that intersect with transverse cracks or transverse cracks that continue into the belt backing are out of service, only if they drive the power steering or air compressor. (See Appendix, page 73)

Leaks:

In checking for leaks in power steering, fuel, and hydraulic brakes, the following procedures shall apply and cause the bus to be placed out of service:

1. Power Steering:
 - a. If wetness is noted, wipe it clean.
 - b. With engine running, turn steering wheel all the way to the left and then all the way to the right.
 - c. If wetness reappears immediately, *that* constitutes a leak.
2. Fuel:
 - a. If wetness is noted, wipe it clean.
 - b. If it reappears before inspectors leave the site, *that* constitutes a leak.
3. Hydraulic Brakes:

Any obvious wetness of brake fluid constitutes a leak.

Shock absorbers. All buses shall be equipped with front and rear double-acting shock absorbers. Check for loose, cracked or broken mountings, missing grommets, and leaking shock absorbers.

Front springs. Check spring hangers, spring leaves, and shackles for wear, looseness, extruded or missing grommets, loose U-bolts, broken leaves.

Spring stack alignment. Leaves should not extend beyond a horizontal line parallel to the centerline of the stack, which is measured from the outside edge of U-bolts.

- **STEERING**
 - pump leak
 - tie rod
 - pitman arm
 - turn stops
 - drag link
 - king pin
 - ball joint
 - wheel bearing
 - box leak/loose
 - brake dragging
 - other

Zones 4—6--Front end assembly, inspect the following and record in appropriate Zone:
 (Vehicle must be jacked up with wheels straight forward. Extra care and caution must be exercised when using bumper jacks.)

1. **King pins.** Check for excessive play by use of a pry bar placed at the bottom of the wheel; place your free hand at the top of the tire. One-quarter inch in/out movement at tire circumference is maximum.
2. Spin tires to check for rough bearings, excessive drag, and lateral and radial run-out not to exceed 1/8 inch. Apply brakes to differentiate between king pin and wheel bearing movement.
3. **A-frame ball joints.** Check by lifting each side with the jack placed under the spring seat. Place pry bar between the spindle and the lower A-frame and lift. Vertical movement should be less than 1/4 inch.
4. Inspect the following items with weight on wheels, and engine running.
5. Tie rod ends and drag links. Rock the steering wheel back and forth sharply, so as to move the steering components. Free play in the linkage shall not exceed 1/8 inch at any one location for any one component.
6. Turn stops. Look for shiny spots and/or signs of wear on the side of the tires, drag links, shocks, brake lines.
7. Check for loose steering box where it is bolted to the frame while rocking the steering wheel back and forth, and you are performing #1 above. Check for excessive play in the steering box (sector shaft movement as compared to pitman arm movement).
8. Measure the steering wheel lash:

<u>Steering Wheel Diameter</u>	<u>Manual Steering Maximum Lash</u>	<u>Power Steering Maximum Lash</u>
16" wheel or less	2"	4 1/2"
18" wheel	2 1/4"	4 3/4"
20" wheel	2 1/2"	5 1/4"
22" wheel	2 3/4"	5 3/4"

- **FRONT TIRES/WHEELS**
 - 1 flat tire
 - 1 worn/damaged
 - 1 tread
 - 1 lugs loose/miss
 - 1 wheel cracked
 - r worn/damaged
 - r tread
 - r lugs loose/miss
 - r flat tire
 - r wheel cracked
 - other

ZONE 5: EXTERIOR

Components:
MARKINGS OUTSIDE
Conditions:

- reflective tape
- dist #
- school bus
- route sign
- do not pass
- other
- **BODY CONDITION**
 - damaged/inop
 - storage compt
 - snagging item
 - loose/miss rivets
 - loose metal
 - sharp edges
 - rub rails
 - anti spray
 - roof bows
 - other
- **BATTERY BOX**
 - tray secured
 - hold down
 - door
 - damaged/inop
 - corrosion
 - elect acc door
 - cables
 - other
- **EMER EXITS SIDE**
 - weather strip
 - markings
 - hinges

- Tires, wheels, lug nuts, and axle flange nuts** for the following conditions:
1. Front tire(s) of less than 4/32 inch tread depth (recapped tires are not allowed on front axle).
 2. Rear tires worn so less than 2/32 inch tread depth remains in any two adjacent major grooves measured at three locations spaced approximately equal around the outside of the tire.
 3. Tire(s) worn so the tread wear indicators contact the roadway in any two adjacent major grooves measured at three locations spaced approximately equal around the outside of the tire.
 4. Any tire with a worn spot, exposing the cord through the tread.
 5. Any tire regrooved or recut.
 6. Any tire sidewall for damaged body cords.
 7. Any tire for visible bumps, bulges, or knots indicating partial failure or separation of the tire structure.
 8. Any tire marked for other than "highway use".
 9. Valve stem(s) for cracks, damage, or evidence of wearing.
 10. Flat tires.
 11. Cracked wheels.
 12. Loose lug nuts or axle flange nuts. Lug nuts and/or wheel covers are not permitted.

- Tires (Load Rating)**
1. Inspectors should look at the weight ratings listed on the tire either as "single" or "dual" weight and compare the total tire rating with the GAWR front, GAWR rear, and GVWR on the label to check if it is adequate.
 2. When checking tires for under inflation use, the bus manufacturer's recommendation found on the placard on the bulkhead of the bus not the maximum pressure indicated on the tire.

- **EMER EXITS SIDE (continued)**
 - hold open device (after 9-1-91)
 - ease of opening
 - other
- **EMER EXITS REAR**
 - weather strip
 - markings
 - hinges
 - hold open device (after 9-1-91)
 - ease of opening
 - other
- **REAR TIRES/WHEELS**
 - l flat tire
 - l worn/damaged
 - l tread
 - l lugs loose/miss
 - l wheel cracked
 - r worn/damaged
 - r tread
 - r lugs loose/miss
 - r flat tire
 - r wheel cracked
 - other
- **EXHAUST OUTSIDE**
 - loose
 - location
 - more than 1/2
 - other
- **BUMPER/TOW ATTACH**
 - missing
 - loose
 - hand/foot hold
 - damaged/inop
 - license plate
 - other
- **FUEL FILLER CAP**
 - cap missing
 - door damaged
 - other

ZONE 6: UNDER BUS

Components:

- **CROSS MEMBER**
Conditions:
 - loose
 - cracked
 - other
- **BODY CLIPS/J-BOLTS**
 - missing
 - loose
- **SUSPENSION UNDER**
 - air bags
 - cross member
 - u-bolts
 - f-shocks
 - f-springs broken
 - f-hanger broken
 - r-hanger broken
 - r-springs broken
 - r-shocks
 - other
- **FLUID LEAKS**
 - steering fluid
 - r-brake
 - f-brake
 - r-wheel seal
 - f-wheel seal
 - pinion seal
 - transmission
 - engine oil
 - coolant
 - fuel
 - other
- **FRAME**
 - undercoating
 - bolts
 - engine mounts
 - cracked
 - other
- **FUEL TANK**
 - leaking
 - hose wear
 - cage damaged
 - loose
 - other

Air-Bags

1. Inspect air-bags, air lines, and valving for damage or deterioration. (Comment Only)
2. Leaking or deflated air-bag = O/S

Fuel tank. Check for secure mounting, leaks, fuel lines, filler cap, and proper mounting. In addition, if the vehicle is powered by CNG, check the tank certification tag for compliance.

- **AIR LINES (also Hydraulic Brake Lines)**

- rubbing
- leak
- other

- **EXHAUST UNDER**

- mounting
- shielding
- tail pipe
- head pipe

- **EXHAUST UNDER (continued)**

- muffler
- location
- leak
- other

- **DRIVE LINE**

- u joint
- loops
- carrier bearing
- other

- **BODY**

- undercoating
- body supports
- skirt supports
- other

Exhaust system:

1. Check entire system from engine to end of the tail pipe for leaks and damage (if necessary: with engine at idle and exhaust system unrestricted). Even though leaks do not meet out of service criteria, they shall be marked as unsatisfactory.
2. Check to see that entire system is properly supported.
3. Tail pipe must extend to, but not more than 1/2 inch beyond the rear bumper, or more than 1/2 inch below the rear bumper; not more than 1/2 inch beyond body if left side exhaust.
4. The exhaust system on gas-powered buses shall be properly insulated from the fuel tank and fuel tank connections by a securely attached metal shield at any point where it is 12 inches or less from the tank or fuel tank connections.

Emergency brake guard. If equipped with a parking brake attached to the drive shaft, the bus must be equipped with a guard for the parking brake drum of at least 3/16-inch steel wide enough to completely cover the drum.

Driveline loops. The drive shaft, or each portion if segmented, shall be equipped with a protective metal guard or guards of sufficient strength to prevent the front of the driveline from dropping to the ground if broken.

U-joints. Check for looseness by moving the driveline up and down; also by twisting the driveline from both sides of the U-joint.

ZONE 7: LIGHTS

Components:

- **CLEARANCE**

Conditions:

- right side
- rear
- left side
- front
- other

- **TAIL (4 lights after 9-1-87)**

- right side
- left side
- other

- **HEADLIGHTS**

- inop
- low out right
- low out left
- high out right
- high out left
- other

- **TURN**
 - right rear
 - left rear
 - right side
 - right front
 - left front
 - left side
 - other
- **HAZARD**
 - right front
 - right side
 - right rear
- **HAZARD (continued)**
 - left rear
 - left side
 - left front
 - other
- **BRAKE (4 lights after 9-1-87)**
 - right side
 - left side
 - other
- **EIGHTWAY**
 - crossing arm
 - sequence off
 - red out rear
 - amber out rear
 - red out front
 - amber out front
 - paddle
 - other
- **HORN**
 - unable to locate
 - not audible @ 200 ft.
 - inop
 - loose
 - damaged/inop
 - other
- **BACK-UP IND**
 - left lights
 - right lights
 - warning alarm
 - other
- **WIPER/WASHER**
 - fluid
 - blades
 - wiper inop
 - washer inop
 - other

Eight-light warning system. When checking the eight-light warning system, proceed as follows and record in Zone 7.

General Requirements:

1. Commence inspection with engine running, service door closed, and all control switches off.
2. The crossing control arm must extend at any time the red lights flash.
3. Stop paddle. Check condition of lights and for faded color. Must be strobe lights after 9-1-87.
4. Red and amber indicator lights shall flash in the driver's compartment at any time the respective lights flash on the outside of the bus.
5. 1987 or newer—strobe lighted octagonal sign.

Procedures:

1. For power and manually operated systems.
 - a. Turn master switch off, if so equipped.
 - b. Extend stop signal arm; red lights should flash.
 - c. Open and close service door; red lights should continue to flash, and stop signal arm should remain extended.
 - d. Retract stop signal arm; red lights should cancel.
2. For power and manually operated systems.
 - a. Turn master switch on, if so equipped.
 - b. Turn sequencing switch on; amber lights should flash.
 - c. Extend stop signal arm; amber lights should cancel, and red lights should flash.
 - d. Open and close service door; stop signal arm should remain extended, and red lights should continue to flash.
 - e. Retract stop signal arm; red lights should cancel.
3. Power operated systems only.
 - a. Turn master switch on, if so equipped.
 - b. Turn sequencing switch on; amber lights should flash.

- c. Open service door; amber lights should cancel, stop arm should extend, and red lights should flash.
 - d. During operation, both amber and red lights must flash at a rate between 60 and 120 times per minute, and reach full brilliance during each cycle.
 - e. Open service door. If stop arm extends, and red lights flash, turn master switch off.
4. Manually operated systems only.
- a. Turn master switch on, if so equipped.
 - b. Turn sequencing switch on; amber lights should flash.
 - c. Open service door; amber lights should cancel and red lights should flash.
 - d. Close service door; red lights should cancel.
 - e. Open service door. If red lights flash, turn master switch off.

SECTION II-C

AIR SYSTEM INSPECTION PROCEDURES

SECTION II–C

AIR SYSTEM INSPECTION PROCEDURES Record the findings in Zone 8

Advise the driver that you are about to start the mechanical part of the inspection and request the following:

1. Ask the driver to set the parking brake on the vehicle.
2. Ask the driver to start the engine and fully charge the air system.
3. Open drain valves on all air tanks to check for contaminants.
4. Check for wet tank drain release on outside of bus or driver's compartment. (Automatic ejection valves do not meet this specification.)
5. Check for presence of air dryer (1984 specifications or desiccant type (September 1, 2001, or newer).

Checking the FMVSS 121 System

Depending on the manufacturer, there may be one low air pressure sensor in the wet tank; or there may be two sensors, one in the primary system (rear axle system) and one in the secondary system (front axle system).

Determine the location of low air pressure sensors.

Determine which tanks are the service reservoirs.

If the system is equipped with a single low air sensor in the wet tank, start the inspection with Item 1. If not, proceed to Item 2.

1. With the engine off, key on, drain wet tank with the treadle valve until the low air-warning device is activated (either audible and/or visual). Observe the gauge, when the low air-warning device is activated, the gauge shall indicate at least 50% of the air compressor cutout pressure. Rebuild system pressure to governor cutout.
2. With the wet tank petcock valve, drain the tank and check the tank for contaminants. If check valves are working properly, service tanks should remain fully charged and the gauges should reflect this.
3. With the engine off, key on, and the parking brake in the release position, rapidly drain one of the service tanks with the tank petcock valve until the low air warning device (if so equipped) is activated (either audible and/or visual).
4. Observe the gauge, when the low air-warning device is activated, the gauge shall indicate at least 50% of the air compressor cutout pressure.

5. At this time, check the integrity of the other service tank to make sure the check valve is holding system pressure.

NOTE: Some buses have come into the state with a Bendix System Purge Air Dryer. The air dryer automatically purges contaminants at the compressor cutout. The dryer uses a small portion of air from the secondary (front axle) service reservoir to perform the purge and regenerative function. When you completely drain the wet tank during the test, the secondary service reservoir pressure will drop, but must not drop below 90 psi.

6. Drain the first service tank of all remaining pressure.
7. Spring brakes should not apply.
8. Make a brake application with the treadle valve. **NOTE:** With the pressure in one service tank depleted, either the rear brakes only will apply or the front and rear brakes will apply. In either case, whichever occurs in Item 8., the opposite shall occur in Item 16. When the treadle valve is released, brakes should release.
9. Rebuild the air pressure in the system.
10. Drain the wet tank of all pressure using the wet tank petcock valve.
11. With the engine off, key on, and the parking brake in the release position, rapidly drain the second service tank with the tank petcock valve until the low air warning device (if so equipped) is activated (either audible and/or visual).
12. Observe the gauge, when the low air-warning device is activated, the gauge shall indicate at least 50% of the air compressor cutout pressure.
13. At this time, check the integrity of the first service system to make sure the check valve is holding system pressure.
14. Drain the second tank of all remaining pressure.
15. The spring brakes should not apply.
16. Make a brake application with the treadle valve. **NOTE:** With the pressure in the second service tank depleted, the opposite application noted in Item 8 shall occur. When the treadle valve is released, the brakes should release.
17. Spring brakes shall apply when the air pressure in both systems is depleted to a fixed pressure, which shall not be more than 45 psi or lower than 20 psi. Drain the first service tank with the tank petcock valve until the spring brakes automatically apply or the system pressure is depleted to 20 psi. If there has not been an indication that the spring brakes have applied at 20 psi, a manual check shall be made to determine if the brakes are set. This may be done by performing a pull ahead test or by measuring the push-rod travel on the rear brakes.

18. Deplete the air system until the air gauge(s) read ZERO (0). The parking brake control shall have moved to the park position. When performing this test, some gauge systems may not read absolute zero (0). Should this occur, the inspector shall ensure the air tank is empty by opening the petcock.

Rebuild the air pressure and time the air pressure buildup between 60 psi and 90 psi, engine at fast idle, (1500 rpm.) Buildup time should not exceed one minute. (If in excess of one minute, proceed to Item 20.)

19. Pump down service air pressure using service brake pedal until gauge reads 50 psi. Time air pressure buildup between 50 psi and 100 psi, engine at fast idle, not to exceed 1500 rpm. Buildup time should not exceed three minutes. (Perform this test only if vehicle fails Item 19.)

ZONE 8: BRAKES

Components:

- **PRIMARY/SECONDARY**

Conditions:

- p-leaks
- p-tank loose
- p-contam
- p-drain
- p-check valve
- s-leaks
- s-tank loose
- s-contam
- s-drain
- s-check valve
- other
- **WET TANK**
 - leaking
 - tank loose
 - contam
 - drain
- **HUMID/AIR DRYER**
 - tank loose
 - contam
 - other
- **LOW AIR IND**
 - press below limit
 - inop
 - other
- **BRAKE CANS (record Brake Line issues in Zone 6)**
 - loose
 - leak
 - inop
 - other

- **BUILD UP TIME**
 - slow
 - other
- **SLACK ADJ**
 - lf over limit
 - rf over limit
 - lr over limit
 - rr over limit
 - other
- **SPRING/EMER BRAKE**
 - pp-1 valve marking
 - #< set pressure emer brake test
 - equalization
 - broken spring
 - 50 ft test
 - other
- **VC2000**
 - brake effic
 - equalization
 - other
- **FOUNDATION**
 - lining
 - s-cams
 - bushings
 - backing plate
 - drums
 - other

Brake/air chambers. Check all visible air and hydraulic brake lines and hoses for leaks, rubbing, loose connections, bulges, and cracks. Have the driver apply the brakes and check while under pressure. Check the operation of air brakes, diaphragm leaks, and condition of the linkage. Check for service air leaks with the spring brake off. Flex rubber lines for evidence of breaks or cracks. Check to make sure that brake hoses are not mounted so as to contact the vehicle body or chassis.

Slack adjusters/push rod travel. Check the slack adjusters when service brake is applied to ensure that the slack angle is not less than 80 degrees or more than 105 degrees, and the push rod travel does not exceed manufacturer's specifications (See Appendix, pages 70 & 71). Automatic Slack Adjusters should not have to be manually adjusted except when performing maintenance on the brakes and during installation. The manual adjustment of an automatic slack adjuster to bring the push rod stroke within legal limits is generally masking a mechanical problem and is not fixing it.

Lining. Check to see the thickness of the lining is not less than 1/4 inch or to wear indicator, if lining is so marked. Check to see the lining is not cracked, broken, or contaminated and these cracks/breaks do not extend into the rivet holes. Linings shall be securely attached to the brake shoes.

Long Stroke Brake Cans. Long stroke brake cans are becoming standard equipment. You should not fit an axle back to conventional chambers from long stroke chambers. Never mix and match brakes/chambers/slack adjusters on the same axle! The brakes may work fine when new, but as time goes on, the bus will pull to one side due to uneven wear and operating characteristics.

SECTION II-D

**BRAKE SYSTEM
INSPECTION PROCEDURES**

SECTION II-D

BRAKE SYSTEM INSPECTION PROCEDURES

RECORD BRAKE DATA IN HANDHELD 2010 "ADC" SECTION

NOTE: REGARDLESS OF THE BRAKING SYSTEM USED ON THE VEHICLE, IT MUST BE ABLE TO PRODUCE A BRAKING EFFICIENCY OF AT LEAST 60 PERCENT UNLOADED (DRIVER AND INSPECTOR FIGURED INTO THE TEST).

Testing with the Varicom VC2000 / VC 3000

Preparing the Unit for Testing

1. Unit shall be attached to the provided aluminum mount, and placed over a seatback or barrier.
2. Turn unit on, a short message will appear on the screen then it will ask you to select a mode.
3. Select braking mode.
4. Using the keys, select auto start. The screen will tell you braking ready. At this point you are ready to perform the brake test.
5. The testing area should be as level as possible, however, the VC2000 / VC3000 will calibrate for a certain amount of unlevelled surface.

Testing Procedures (Inspector shall be seated in the bus during the performance of this test.)

1. Have the driver accelerate to 20 mph and make a hard brake application. It may not be necessary to lock up the brakes to get a good reading.
2. After the vehicle has stopped, the unit will ask you to select an option. You may then press key # 8 twice to obtain the average G reading.
3. From the chart in Appendix, page 76 using either the wet or dry conversions, as appropriate, convert average G to braking efficiency and record on inspection form.

Parking Brake Test—Air Brakes Only

Accelerate the vehicle to 15 mph; apply the spring brake. It must stop the vehicle within 50 feet from the time the valve is activated. Bus must stop in a straight line.

WARNING: BRAKE LIGHTS MAY NOT BE ACTIVATED! USE HAZARD LIGHTS.

Hydraulic Brake Systems—Straight Hydraulic Systems

1. Check the pedal clearance while pressing the foot pedal. (On the first application there must be a minimum of two inches reserved.)
2. Hold pedal down for one minute with firm pressure to determine if there is a loss of pedal reserve.
3. Check for fluid leaks at master cylinder and wheel cylinders.
4. Check for fluid leaks at master cylinder; fluid must be a minimum of 50% of the master cylinder capacity in any reservoir.
5. Adjustment of all brakes shall comply with the manufacturer's recommended specifications.
6. Brake drums, rotors, and calipers shall not be cracked or broken to the extent that such crack or break appears on the outside of the drum, rotor, or caliper.

Hydraulic Brake Systems—Vacuum/Hydraulic Booster Systems

NOTE: Brakes shall function with the engine off and the vacuum reserve exhausted. It will take considerably more force to operate the system under these conditions.

1. Exhaust all vacuum reserve, and then check the pedal clearance without further pumping the brake pedal.
2. Hold firm pressure on the pedal with the engine off and all vacuum reserve exhausted. While still holding the pressure on the pedal, start the engine; pedal should fall slightly. (IF THIS DOES NOT OCCUR, IT INDICATES A MALFUNCTION.)
3. Start the engine and build up the vacuum reserve supply to its maximum. Turn the engine off and check for vacuum loss.
4. Make a full brake application. This application should not deplete the reserve supply by more than 40%.
5. Check the reserve capacity or vacuum reservoir. This must be equipped with a check valve or equivalent device. In the event of failure or leakage in its connection to the source of vacuum, the stored vacuum shall not be depleted by leak failure.
6. Check the low vacuum warning device at the same time you check the above. This device will alert the driver there is less than eight inches of mercury. Pumping the foot pedal performs this check. When you observe you have reached eight inches of vacuum, the warning system should activate.
7. Check the accuracy of the gauge by depleting all of the vacuum.

Parking Brake(s)—Hydraulic or Hand Brake

1. If the vehicle is equipped with a hand parking brake or hydraulic spring brake system, instruct the driver to set the brake and then attempt to move the vehicle forward in second gear. The vehicle should not move during moderate acceleration.
NOTE: CAUTION SHOULD BE EXERCISED WHEN ATTEMPTING TO MOVE THE VEHICLE.

ADDITIONAL DATA COLLECTED

ADC GROUP:

- **SLACK ADJUSTER**

Right Front 1/8 inch Increments

- Minimum: 0
- Maximum: 24

Right Rear 1/8 inch increments

- Minimum: 0
- Maximum: 24

Left Rear 1/8 inch increments

- Minimum: 0
- Maximum: 24

Left Front 1/8 inch increments

- Minimum: 0
- Maximum: 24

ADC GROUP:

- **AIR COMPRESSOR**

Enter Build-Up Time

- Minimum: 0
- Maximum: 120

ADC GROUP:

- **VC2000**

Brake Efficiency Percentage (%)

- Minimum: 0
- Maximum: 100

SECTION II-E

SPECIALLY EQUIPPED BUSES

SECTION II-E

SPECIALLY EQUIPPED BUSES

In addition to those items covered in the initial and routine inspections, the following items found on buses constructed or modified for transportation of students with special needs, shall be included: **RECORD INSPECTION ISSUES IN ZONE 9.**

ZONE 9: SPECIAL NEEDS

Components:

- **TRACK SEATING**

Conditions:

- seat spacing
- aisle width
- other
- **LIFT-PRE 06**
 - warning light
 - padding
 - leak
 - inboard threshold
 - floor mount
 - emer operation
 - stow
 - out board threshold
 - controller
 - batt cycle
 - other
- **LIFT-POST 06**
 - threshold warning
 - low
 - interlock
 - deck lights
 - other
- **TIE-DOWN**
 - mounting
 - damaged/inop
 - other
- **MARKINGS**
 - permit holder
 - missing
 - damaged/inop
 - route sign
 - prohibited
 - other

Aisle

1. Buses September 1, 2004, and later, equipped with a lift must have a 30" aisle.
2. Buses 1984–2004, equipped with a lift must have a 30" aisle to all emergency doors.
3. Buses 1977—1984, equipped with a lift must have a 30" aisle to at least one door.

Lift Inspection (Mfg. before 9-1-05)

1. Open the lift door, locate lift control, stand clear of lift, depress door switch and attempt to lower. Lift should not operate.
2. Check for light over door on inside of bus.
3. Check that doors latch back properly.
4. Check for audible or visible warning device in driver's compartment.
5. Lower lift, check for proper operation. Inspect lift for broken, cracked or loose components. Check for fluid leaks.
6. Check condition of non-skid material on ramp. Check self-adjusting front ramp for proper operation.
7. Lifts are required to be padded, but not necessarily with a blanket. Unpadded lifts = UNSAT. If a blanket cover is being used, it must remain in place at all times when lift is not in use.

Mobile seating device/occupant securement system

1. Check that attachments or track are not cracked or broken, and are securely fastened.
2. 1987 and later—Forward facing, occupant securement system only.

Wheelchair symbol on lift-equipped buses, after 9-1-92.

Special support equipment and accessories

Check that all special equipment is properly secured, or maintained in a latched storage.

Lift Inspection (Mfg after 9-1-05)

1. Interlock.
 - a. Vehicle interlock must not allow the vehicle to move when the lift is deployed.

- **OTHER (TEXT IN COMPONENT)**

- rubbing
- missing
- low
- inprop repair
- defective
- needs attn
- loose
- leaking
- intermittent
- prohibited
- other

Lift Inspection (Mfg after 9-1-05) (continued)

2. Lift Operations.

- a. With the lift platform deployed at floor level: Put a minimum of 25 lbs. on the inboard roll stop. The lift must not operate; and lift lights must be illuminated.
- b. With the lift platform at least one inch (1") below floor level: Put a minimum of 25 lbs. on the threshold, or break the laser beam, depending on which manufacturer supplied the lift. The warning buzzer and warning light must activate. Lift may still operate.
- c. With the lift platform deployed and on the ground: Put a minimum of 25 lbs. on the outboard roll stop. The lift platform must not raise more than three inches (3").
- d. With the lift platform raised to floor level: Place a minimum of fifty lbs. (50) on the platform. Lift platform must not stow.

SECTION III

**SCHOOL BUS
OUT-OF-SERVICE CRITERIA**

SECTION III
SCHOOL BUS
OUT-OF-SERVICE CRITERIA

When one (1) or more of the following items do not meet the requirements in this manual, or the *School Bus Specification Manual*, it will be cause for placing that vehicle out of service.

Brakes

1. General Brakes.

- a. Braking efficiency found to be less than 60%.
- b. Spring brake will not stop vehicle in 50 feet with vehicle traveling at 15 mph [49 CFR 393.52(b)].
- c. Parking brake on hydraulic units will not hold if attempt is made to move the vehicle in second gear. Inspector should use discretion when bus has an automatic transmission that will always be in first gear.
- d. Equalization. If vehicle fails to stop within a 12-foot lane. (If the vehicle veers to one side or the other during the test.)
- e. FMVSS 121. If the dual air system fails to maintain integrity when either tank is drained rapidly.
- f. One or more brakes which exceed the brake chamber manufacturer's recommended pushrod travel.
- g. One or more brakes on air system in which the slack adjuster angle is less than 80 degrees or more than 105 degrees.
- h. One or more brakes on air system that is equipped with wedge brakes, which exceed .060 clearances measured between the center of the bottom lining and the drum when service brakes are unapplied.
- i. No more than one quart of contaminants will be allowed in the entire air system. (Water and oil will be considered contaminants.)
- j. Air loss, which exceeds three pounds per minute or ten pounds in three minutes with the engine off, brakes applied or unapplied, and air system at maximum pressure.
- k. On hydraulic/vacuum systems, no more than three inches drop in vacuum in one minute after turning the engine off (brakes applied).

- I. A hydro-vacuum system, which will not hold pressure with the engine shut off, and brakes applied. (Up to 40% depletion on a single brake application is allowed.)
2. Compressor Build-Up Time.
 - a. 50 to 100 psi, in excess of three minutes at 1500 rpm's.
 - b. Compressor cut in at less than 85 pounds or cut out at more than 130 pounds.
3. Brake Warning Devices.
 - a. Both audio and visual low air warning device fails to activate, in either primary or secondary tanks, at 55 psi or 50% of compressor governor cutout, whichever is less.
 - b. If low vacuum warning does not activate with less than eight inches of vacuum.
4. Hydraulic Brakes.
 - a. If the brake pedal, upon first application, travels more than 80% of the distance to the floor (this must be measured).
 - b. Fluid lines or connections restricted, crimped, cracked, broken or have bulges. Seeping or swelling brake line(s) under application of pressure.
 - c. Any obvious leaking of brake fluid.
 - d. Hydraulic fluid level in any reservoir less than half full.
 - e. A hydraulic system, which will not hold pressure with the engine off and brakes, applied.
5. Brake Linings/Pads.
 - a. Cracked, loose, or missing lining.
 - (1) Lining cracks or voids of 1/16" (1.6mm) in width observable on the edge of the lining.
 - (2) Portions of a lining segment missing such that a fastening device (rivet or bolt) is exposed when viewing the lining from the edge.
 - (3) Cracks that exceed 1 1/2" (38mm) in length.
 - (4) Loose lining segments. (Approximately 1/16" (1.6mm) or more movement.)
 - (5) Complete lining segment missing.
 - b. The friction surface of the brake drum or rotor, and the brake friction material are contaminated by oil, grease, or brake fluid.

- c. Air Brakes: Lining with a thickness less than 1/4" (6mm) or to wear indicator if lining is so marked, measured at the shoe center for drum brakes. Pads less than 1/8" (3mm) for disc brakes. Steering Axle with a continuous strip of lining with a thickness less than 3/16" (5mm).
 - d. Hydraulic: Lining with a thickness 1/16" (1.6mm) or less at the shoe center for disc or drum brakes.
6. Braking System Components (Drums, Air Chambers, Brake Hoses, Air Compressors, etc.)
- a. Brake drums or rotors that are cracked or broken to the extent that such crack or break extend through to the outside of the drum, or extending from side to side and through the rotor/pad contact surface.
 - b. Different size brake chambers appearing on the same axle.
 - c. Mismatched slack adjuster length.
 - d. Damaged or broken foundation brake component.
 - e. Any damage extending through the outer reinforcement ply of brake hoses/tubing.
 - f. Bulge/swelling brake hoses/tubing when air pressure is applied.
 - g. Improperly joined brake hoses/tubing such as a splice made by sliding the hose ends over a piece of tubing and clamping the hose to the tube.
 - h. Damage to hoses/tubing by heat, broken, or crimped in such a manner as to restrict airflow.
 - i. Loose compressor mounting bolts.
 - j. Cracked, broken or loose pulley.
 - k. Cracked or broken mounting brackets, braces or adapters.

Exhaust System

1. Any exhaust leak at a seam, joint, or deteriorated component that allows the escape of exhaust that can be felt with the bare hand six inches from the point of the leak, in any direction, with the engine at idle, and without restriction to the exhaust system.
2. Gas buses with missing fuel tank heat shields.

Steering Components

Measured steering wheel lash that exceeds the maximum lash stated in the initial and routine inspection procedures.

Power steering inoperative, if so equipped.

Power steering fluid leaks (See Routine Inspection–Zone 4)

1. Steering Column.
 - a. Any absence or looseness of U-bolt(s) or positioning part(s).
 - b. Repair-welded universal joint(s).
 - c. Steering wheel not properly secured.
2. Steering Gear Box
 - a. Any mounting bolt(s) loose or missing.
 - b. Any crack(s) in gearbox or mounting brackets.
 - c. Any obvious welded repair(s).
 - d. Any looseness of the yoke coupling to the steering gear input shaft.
3. Pitman Arm.
 - a. Any looseness of the pitman arm on the steering gear output shaft.
 - b. Any obvious welded repair(s).
4. Ball and Socket Joints.
 - a. Any movement under steering load of a stud nut.
 - b. Any motion, other than rotational, between any linkage member and its attachment point of more than 1/8" (3mm) measured with hand pressure only.
 - c. Any obvious welded repair(s).
5. Tie Rods and Drag Links.
 - a. Loose clamp(s) or clamp bolt(s) on tie rods or drag links.
 - b. Any looseness in any threaded joint.
6. Nuts.
 - a. Loose or missing on tie rods, pitman arm, drag link, steering arm, or tie rod arm.

Wheels and Lugs

1. Tire rims and wheel discs with visible cracks, elongated bolt holes, or any indication of repair by welding.
2. One or more lug nuts loose or missing on five and six lug wheels.
3. Two or more lug nuts loose or missing on eight and ten lug wheels.

Tires

1. Tires with exposed ply or cord due to cuts or wear.
2. Tires with visible bumps, bulges, or knots indicating partial failure or separation of tire structure.
3. Flat tires (less than half the bus manufacturer's recommended inflation).
4. Rear tires with tread less than 2/32-inch depth when measured in two adjacent major grooves at three locations spaced equally around the outside of the tire.
5. Front tires with tread less than 4/32-inch depth when measured in two adjacent major grooves at three locations spaced equally around the outside of the tire.
6. Recapped or re-grooved tires on the steering axle of any vehicle.
7. Tires worn so as to expose wear bar indicators, contacting the roadway surface in any two major tread groups, at three locations spaced equally around the tire.

Glass

1. Any side or rear glass cracked, broken, or shattered to such an extent that splinters are exposed or that an opening is visible.
2. Any damaged windshield area, above the top of the steering wheel, below a 2-inch border at the top and inside a 1-inch border on each side of the windshield, or vision to any rear view mirror, which cannot be covered by a disc 3/4-inch in diameter.
3. Any windshield repair that obstructs vision in the area described in #2 above.

Body

1. Damaged, loose, or modified molding, panels, or other parts, which are at student level, and are likely to catch or tear skin or clothing, or likely to cause bodily harm.
2. If 25% of the body-tie downs are loose and/or missing.
3. If lift door fails to latch securely in the closed position.

Interior

1. No fire extinguisher.
2. Fire extinguisher not fully charged.
3. No first aid kit.
4. First aid kit less than 2/3 full (Refer to Washington State School Bus Specifications Manual regarding pre-1996 vs. post-1996 first-aid-kit contents).
5. No body fluid cleanup kit.
6. Flooring so deteriorated it fails to support any occupant of the vehicle or which might cause the occupant to trip and/or fall.
7. Speedometer not working properly. A speedometer is required for performing the brake test.
8. Air gauge or vacuum gauge not present or working properly. (These gauges are required and must be functional in order to perform testing).
9. Horn inoperative, missing, or unable to locate the horn button. Horn button must be visible and readily accessible to the driver.
10. Horn not audible for 200 feet to the front.
11. Handrail. The handrail test device procedure as outlined on page 34 becomes caught, separates, or breaks.
12. Presence of prohibited items (i.e., loose tire chains, extra fuel, prohibited flammables, aerosol cans.)

Lights/Exterior

NOTE: Light bulbs that burn out during the inspection process shall not constitute an out-of-service condition if repaired before inspections conclude for the day.

1. The alternately flashing school bus warning light system that fails to meet any one phase of the inspection criteria as outlined in the inspection procedure.
2. Both stop paddle lights inoperative.
3. All stop lights on one side inoperative.
4. All tail lights on one side inoperative.
5. All front turn signal lights on one side inoperative.

6. All rear turn signal lights on one side inoperative.
7. Both low beam headlights inoperative (two and four light systems).

Crossing Control Arm

1. Fails to extend at any time red lights flash.

Windshield Wipers

1. Windshield wiper mechanism fails to operate.
2. Any wiper blade missing.

Suspension Components

1. Wheel bearing excess of 1/4" play, measured at outer circumference of the tire.
2. King pin and/or ball joints excess of 1/4" play, measured according to inspection criteria.
3. Springs, broken, front or rear.
4. Broken, cracked, or loose spring hangers.
5. Spring(s) misaligned beyond a straight line extending front and rear, along the outside edge of the U-bolts, when checked using a straight edge.
6. Broken center bolts on springs.
7. Broken or loose U-bolts that allow movement or shifting of springs.
8. Cracked or broken cross members or frame rails.
9. Leaking or deflated air bag(s).

Seats

1. Broken or unsecured seat frames.
2. All seat securement hardware missing from any seat.

Fuel System

1. Fuel leaks that result in dripping of fuel. (See Leaks Note Box–Zone 4)
2. Inadequate or missing fuel tank cap.
3. Loose or inadequately secured fuel tank(s).

4. Any CNG fuel tanks that are not properly certified.

Drive Line Loops

1. Any missing, cracked, or broken loops.

Emergency Exits

1. Emergency exits that cannot be opened or:
 - a. Stuck in the closed position.
 - b. Fastened shut by a strap, band, padlock, or other device, either inside or out, which prohibits the door from being opened.
 - c. Emergency door opens accidentally or too easily (indicating the door latch is loose).

NOTE: The inspector must be able to open the door using his/her "off" hand.

2. Buzzer or visual exit warning device inoperative (except roof hatch).
3. Presence of ignition bypass in vandal lock system.
4. Inoperative vandal lock system that would permit the vehicle to be started with any emergency exit or door locked.

Engine Compartment

1. Drive belts missing, chafed, cracked, or frayed.
 - a. Power steering unit.
 - b. Air compressor.
2. Wiring bare, shorted, hot, or sparking.
3. Broken or missing motor mounts or motor mount bolts.

Other Unsafe Conditions

The bus shall be placed out of service if the inspector identifies any other condition not listed that renders the bus unsafe for transporting students. Items listed in WAC 392-145-021-General Operating Requirements, should be taken into consideration but will not necessarily always be an out-of-service item. The appropriate Washington State Patrol CVD supervisor must approve the action, along with the regional transportation coordinator, unless the district transportation administrator concurs with the action.

Out-of-Service Sticker

See Appendix, page 75.

Refer to Policy Section I (page 3) for placement and removal.

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Revised ~~2-28-92~~
Revised ~~4-16-92~~
Revised ~~4-1-97~~
Revised ~~3/28/02~~
Revised 09/01/09

SECTION IV

**TRAFFIC SAFETY EDUCATION
VEHICLE INSPECTION PROCEDURES**

SECTION IV

TRAFFIC SAFETY EDUCATION VEHICLE INSPECTION PROCEDURES

Vehicles used for traffic safety education must be inspected annually to conform to WAC 392-143-070 and WAC 392-153-025. Any vehicles used for the transportation of students on a regular basis, whether donated to, leased by or owned by a school district, must carry safety equipment, pass an inspection of vehicle components, and be equipped for on-street instruction. The purpose of the inspection is to ensure mechanically safe vehicles are being used in traffic safety education programs. (Traffic safety education vehicles used exclusively on a multiple car off-street area do not have to be equipped with a dual control brake, sign, or rear view mirror for the instructor; however, they do have to comply with other equipment components as required in WAC 392-143-070.)

Procedures

Vehicle inspections are conducted by Washington State Patrol (WSP) Officers. A completed WSP inspection form is provided to the district for each vehicle inspected. The WSP Officers will annually schedule an inspection of the traffic safety education vehicles. Approved vehicles will be assigned a sticker to be placed in the lower left-hand corner of the windshield. Vehicles not passing the inspection will be placed out of service. Vehicles placed out of service will remain out of service until needed repairs are made. The district's traffic safety education coordinator shall sign the inspection form certifying the defect(s) have been repaired and return the appropriate copy to the inspecting officer.

Annual Inspections

Once a year, inspections are to be conducted using the traffic safety education vehicle inspection form provided by the Washington State Patrol.

Item #1—Vehicle Interior

In the vehicle interior, check that the following items are present, operating properly, and meet the appropriate minimum specifications for traffic safety education vehicles:

1. Fire Extinguisher. Vehicles shall be equipped with at least one dry chemical-type fire extinguisher of at least 5-pound capacity, fully charged and having a minimum rating of 2A-10BC with flexible discharge hose.
2. First Aid Kit. Vehicles shall be equipped with a 24-unit first aid kit as required for school buses.

3. Highway Warning Kit. Vehicles shall be equipped with a highway warning kit containing a minimum of three reflective triangles approved by the Washington State Department of Transportation.
4. Horn. Vehicles shall be equipped with a horn.
5. Seat Belts. Vehicles shall be equipped with one seat belt for each occupant.
6. Mirrors. Driver and instructor (reference WAC 392-153-025).
7. Instructor Brake (reference WAC 392-153-025).
8. Brake system failure indicator lamp. Lamp should operate for a short time when the key is first turned to the start position.

Item #2—Vehicle Exterior

The following items will be checked to see if they are present, operating properly, and meet the appropriate minimum specifications for traffic safety education vehicles.

1. Glass. Inspect all glass for cracks and splintering.
2. Windshield (no cracks).
3. Proper signing in accordance with WAC 392-153-025.
4. Fuel filler cap.
5. Tires in compliance with RCW 46.37.425.
6. License plate front and rear (lighted on rear).
7. Body and body hardware (RCW 46.37.517).
8. Wheels and lugs in compliance with RCW 46.37.369.
9. Bumpers front and rear (RCW 46.37.513).

Item #3—Take up a position in front of the vehicle making sure you have visual contact with the driver at all times, and inspect the following:

1. Headlights (high and low beam).
2. Turn signals.
3. Four-way flashers.
4. Marker lights.

5. Windshield wipers and washers for operation.

Item #4—Engine Compartment

With the engine off, inspect for the following:

1. Fuel leaks (reference RCW 46.37.465).
2. Oil leaks.
3. Coolant leaks.
4. Loose or worn belts.
5. Damaged wiring.
6. Brake fluid level.
7. Power steering fluid leaks and reservoir level.

Item #5—Undercarriage

Inspect the following items:

1. Steering for compliance with RCW 46.37.375 (checked with weight on the wheels and engine running).
2. Shock absorbers (reference RCW 46.37.375).
3. Brakes for leaks, lines rubbing, loose connections, missing or broken parts and proper lining when possible.
4. Suspension (reference RCW 46.37.375).
5. Exhaust system (reference RCW 46.37.390).
6. Fuel system (reference RCW 46.37.465).

SECTION V

**TRAFFIC SAFETY EDUCATION VEHICLE
OUT-OF SERVICE CRITERIA**

SECTION V

TRAFFIC SAFETY EDUCATION VEHICLE OUT-OF-SERVICE CRITERIA

The following vehicle items shall be inspected by the Washington State Patrol, and if found to be substandard, will be classified as out of service. The district will need to have the item(s) repaired. The school district's traffic safety education coordinator shall sign the inspection form, certifying the defect(s) have been repaired and return the appropriate copy to the inspecting officer

Brakes

1. Braking efficiency less than required (driver or instructor brake) (43.5%).
2. Instructor brake not installed or inoperable.
3. Parking brake will not hold if attempt is made to move the vehicle in second gear.
4. Equalization. If vehicle veers to one side or the other during brake test and fails to stay within a 12-foot lane.
5. If the brake pedal travels more than 80% of the distance to the floor upon first application.
6. Any brake lines that are kinked, cracked, or have bulges.
7. Any obvious leaking of brake fluid.
8. Brake fluid level at 50% or less of the master cylinder capacity in any reservoir.
9. Brake lining less than 1/32-inch thick.
10. Broken or missing brake lining.
11. Brake drums or rotors that are cracked or broken to the extent that such crack or break extends through to the outside of the drum or extends from side to side and through the rotor/pad contact surface.
12. Damaged or broken foundation brake components that adversely affect the braking system.
13. Brake failure indicator lamp inoperable.

Exhaust System

1. Any exhaust component that has deteriorated to the point of allowing the escape of exhaust gases without restriction to the exhaust system while the vehicle's engine is at idle.

Steering Components

1. Fails to meet the requirements of RCW 46.37.375.
2. Power steering, if so equipped, is inoperative.

Wheels and Lugs

1. Fails to meet the requirements of RCW 46.37.369
2. One or more lugs missing or loose.

Tires

1. Fails to meet the requirements of RCW 46.37.425.

Glass

1. Any glass that is cracked, broken or shattered to such extent that splinters are exposed or an opening is visible.

Body

1. Fails to meet the requirements of RCW 46.37.517.

Lights

1. Stoplights inoperative.
2. Taillights inoperative.
3. Front or rear turn signals inoperative.
4. Low beam headlights inoperative.

Interior

1. No fire extinguisher.
2. Fire extinguisher not fully charged.
3. No first aid kit or one that is less than two-thirds full.

4. Horn fails to meet the requirements of RCW 46.37.380.
5. Seat belts missing or inoperative.

Windshield Wipers

1. Windshield wiper mechanism inoperative.
2. Any wiper blade missing.

Suspension Components

1. Fails to meet the requirements of RCW 46.37.375 (except leaking shock absorbers will not be considered an out-of-service item).

Fuel System

1. Fuel leaks that result in pooling or dripping of fuel from lines or tank.
2. Inadequate or missing fuel tank cap.
3. Loose or inadequately secured fuel tank.

Engine Compartment

1. Drive belts missing, chafed, cracked or frayed on the power steering unit.
2. Wiring bare, shorted, hot, or sparking.
3. Broken or missing motor mounts or motor mounts bolts.
4. Power steering fluid leaks that result in pooling or dripping.

Other Unsafe Conditions

The vehicle shall be placed out of service if the inspector identifies any other condition not listed that renders the vehicle unsafe. The appropriate Washington State Patrol CVD district supervisor must approve the action, along with the regional transportation coordinator, unless the district's traffic safety education coordinator concurs with the action.

Revised ~~2-10-96~~
Revised ~~4-1-97~~
Revised ~~3/28/02~~
Revised 09/01/09

SECTION VI

APPENDIX

*REFERENCE
MATERIAL*



State of Washington
Superintendent of Public Instruction

**PUPIL TRANSPORTATION
OPERATIONS AND SUPPORT
ROUTINE SCHOOL BUS INSPECTION**

By
Washington State Patrol

Annual 100% Fleet

Annual 25% Fleet

BUS NUMBER		INITIAL INSPECTION DATE		LAST INSPECTION DATE		CURRENT INSPECTION DATE	
SCHOOL DISTRICT NAME			DISTRICT NO.	COUNTY NO.	ODOMETER/HUB	CONTRACTOR	
LICENSE	YEAR	BUS TYPE		CHASSIS	BODY	CAPACITY	FUEL TYPE
VEHICLE IDENTIFICATION NUMBER				LOCAL BUS NUMBER		W.S.P. STICKER NUMBER	
DEFECTS				DEFECTS			
				Unsat	O/S	Rein	
1. BRAKE ADJUSTMENT							18. ENGINE COMPONENTS
RIGHT							19. FLUID LEAKS
LEFT							20. FUEL SYSTEM
2. BRAKE EFFICIENCY							21. ENGINE MOUNTS
3. EMERG/PARKING BRAKES							22. DRIVE LINE LOOPS
4. LOW AIR/VACUUM WARNING							23. BODY BOLTS/CLIPS
5. COMP BUILD UP							24. EXHAUST
6. AIR LOSS APPLIED/UNAPPLIED							25. SUSPENSION COMPONENTS
7. BRAKE COMPONENTS							26. BODY INTERIOR
8. DUAL AIR/EMERGENCY RELEASE							27. OPERATING PERMIT
9. AIR SYSTEM/COMPONENTS							28. SEATS
10. BODY EXTERIOR							29. GLASS
11. LIGHTS							30. EMERGENCY EXITS
12. 8/4 LIGHT WARNING SYSTEM							31. EMERGENCY EQUIPMENT
13. MIRRORS							32. INSTRUMENTS
14. TIRES							33. HORN
15. WHEELS							34. WIPERS
16. KING PINS/WHEEL BEARINGS							35. NOT PRESENTED
17. STEERING COMPONENTS							

COMMENTS:

INSPECTION BY:	REINSP DATE	1	2	3
BADGE NUMBER:				

DISTRIBUTION: Original - School District or Contractor
Copy 1 - Regional Coordinator, Pupil Transportation
Copy 2 - Superintendent of Public Instruction
Copy 3 - Inspecting Officer

ORIGINAL

WSP Electronic School Bus Inspection Recap Retrieval Instructions

1. Go to the following Web address: <https://was3000.zonarsystems.net>

DO NOT CHANGE THE "CUSTOMER" FIELD!

2. Your username is *your* district name (all lowercase, no spaces).
Examples: medicallake, cheney, stanwoodcamano, peell, olympia, etc.
For districts that include the county: columbia(stevens), eastvalley(spokane), etc.
3. Click "Login and Agree."
4. In the next screen you will see "Location Filter: All Locations" in light gray and blue text on the left side of the page; you will need to click the blue text: "All Locations." *If the Location Filter displays your district name, skip to step 7.*
5. Another window will open. Choose your district's name from the drop down menu with the blue arrow.
6. Click "Set Location and wait a moment." You'll then need to click "Close Window."
7. Hold your mouse over "Inspections" (found in the yellow bar at the top of the page). A drop down menu will appear, click "View."
8. At the top of the box listing inspections, within the grey bar, is a date filter. You will need to set this filter for the appropriate inspection period. In the top drop down menu in the grey bar, select "Use Date Range." Then in the "from" and "to" boxes, set the year, month, and date to the appropriate range to capture your winter inspections, summer inspections, or both. Then click the "Go" box in the lower right corner of the grey bar.
9. The screen you see will show your inspection recap for the date range selected. You will see a green circle with a check mark (✓) for buses with no problems, a yellow triangle with an exclamation point (!) for buses with any "unsats," and a red circle with an exclamation point (!) for buses "out-of-service."
10. If you want a traditional inspection "recap," you will need to use your computer's "print screen" function. If you are unsure how to do this, contact your IT department for guidance.
11. To print your school bus inspection reports, use your mouse to check the boxes on the right side of the screen. To print a basic report, choose "Shop Copy." To print a more detailed report, choose "Standard."
12. Click "Print Selected." This will open a window where you can open and print the inspection report or save it as a .pdf document.

13. When you are finished, be sure to click “Logout” in the yellow bar at the top of the page.

PLEASE READ THE FOLLOWING NOTES:


- A. There may be a delay in the upload of inspection reports from the inspectors’ handheld machines to the Web site. You *will* be able to access your inspection recap by the end of the day of inspection.

- B. A bus placed “out-of-service” and then placed back into service during the same inspection will appear twice on the recap (once with a red circle, once with a green circle). If the “out-of-service” bus also had “unsats” those “unsats” may not appear on the re-inspect and will still need to be addressed by the district.



If you have any questions or problems, please contact your Regional Transportation Coordinator’s office.

School Bus Inspection Recap Form

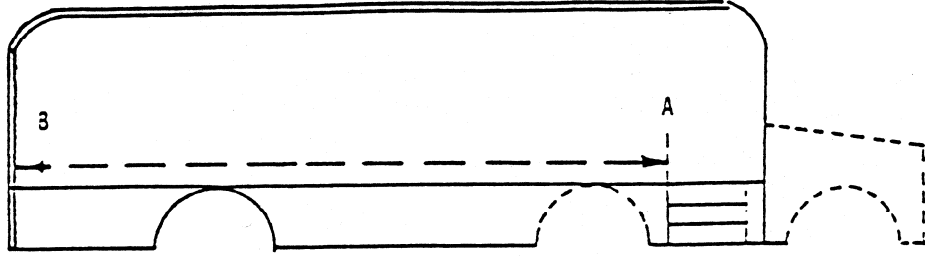
		WASHINGTON STATE PATROL School Bus Inspection Recap		100% Fleet <input type="checkbox"/>	
Annual 100% <input type="checkbox"/>				Initial <input type="checkbox"/>	
Annual 25% <input type="checkbox"/>				25% Fleet <input type="checkbox"/>	
SCHOOL DISTRICT		DISTRICT NO.	CO. NO.	DATE	
ADDRESS		CITY	STATE	ZIP	
TRANSPORTATION SUPERVISOR					
TOTAL VEHICLES INSPECTED			TOTAL INSPECTED VEHICLES O/S		
TOTAL VEHICLES IN FLEET			PERCENTAGE OF VEHICLES O/S		
TOTAL VEHICLES NOT PRESENTED					
	UNSAT	O/S		UNSAT	O/S
1. Brake Adjustment			19. Fluid Leaks		
2. Brake Efficiency			20. Fuel System		
3. Emergency/Parking Brakes			21. Engine Mounts		
4. Low Air Vacuum Warning			22. Drive Line Loops		
5. Comp. Build Up			23. Body Bolts/Clips		
6. Air Loss Applied/Unapplied			24. Exhaust		
7. Brake Components			25. Suspension Components		
8. Dual Air/Emergency Release			26. Body Interior		
9. Air System Components			27. Operating Permit		
10. Body Exterior			28. Seats		
11. Lights			29. Glass		
12. 8/4 Light Warning System			30. Emergency Exits		
13. Mirrors			31. Emergency Equipment		
14. Tires			32. Instruments		
15. Wheels			33. Horn		
16. King Pins/Wheel Bearings			34. Wipers		
17. Steering Components			35. Not Presented		
18. Engine Components			36. Other		
Comments:					
TEAM LEADER			DISTRICT		

DISTRIBUTION: White – School District Chief Administrator
 Pink – CVE Olympia
 Yellow – Regional SPI Coordinator
 Goldenrod – School Bus Inspection Team Leader

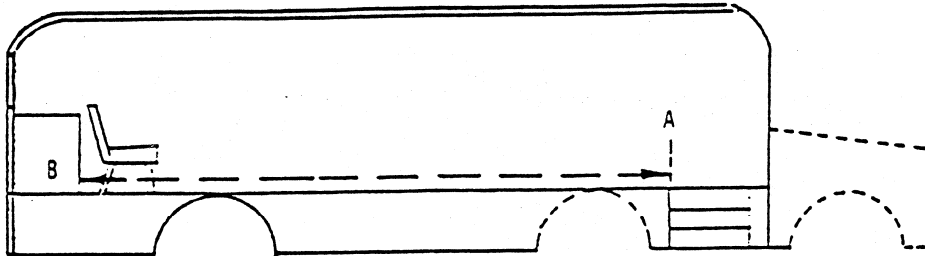
3000-150-105 (R 3/02)

Interior Body Length

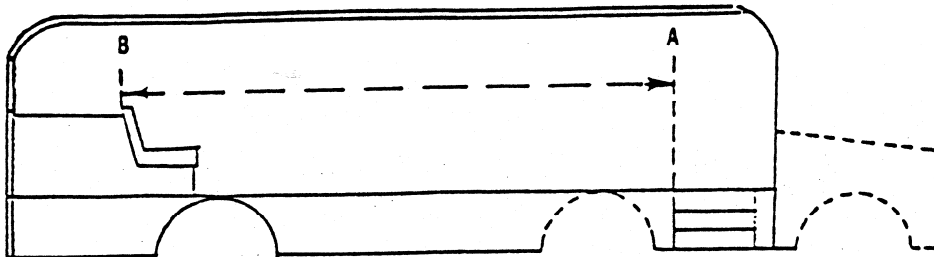
Forward engine transit or conventional with rear emergency door.
Measure from rear of step well to inside of emergency door at floor level.



Forward engine transit or conventional with rear luggage compartment and standard rear seat.
Measure from rear of step well to inside face of luggage compartment at floor level.

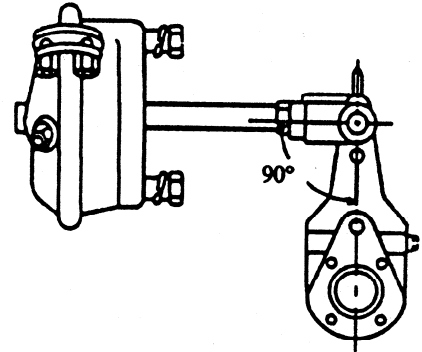


Rear engine transit or conventional with rear luggage compartment and davenport seat.
Measure from rear of step well to top rear most point of davenport seat back.



SLACK ADJUSTER ANGLE/PUSH ROD TRAVEL

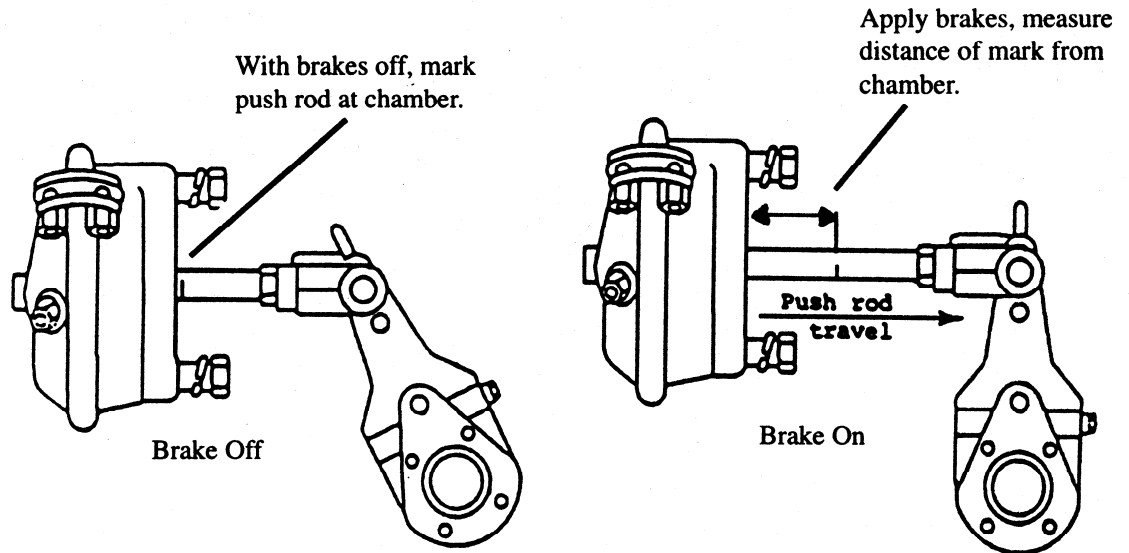
Note: When brakes are properly adjusted and fully applied, the slack adjuster should be at an angle of 90 degrees or greater, measured from the center line of the push rod.



Inspection Procedure for Push Rod Travel

Measuring push rod travel: Brake chamber push rod travel shall not exceed those specifications relating to maximum stroke at which brakes should be readjusted. Performance of the brake push rod travel inspection should be done with the brake application air pressure in the range of 80 to 90 p.s.i., when measuring total stroke to determine proper brake adjustment. This criteria also applies to all vehicles equipped with S-Cam Air Brakes.

CAUTION: Chock wheels before commencing this inspection, as vehicle emergency brake(s) must be off.



Refer to following chart on page 71 for maximum push rod travel (before adjustment) specifications.

Brake Chamber Push Rod Travel Chart

The following charts show the proper brake adjustment for various size brake chambers:

CLAMP TYPE BRAKE CHAMBER DATA (Dimensions in Inches)		
Type	Outside Diameter	Maximum Stroke at Which Brakes Must be Readjusted
6	4 1/2	1 1/4
9	5 1/4	1 3/8
12	5 11/16	1 3/8
16	6 3/8	1 3/4
20	6 25/32	1 3/4
24	7 7/32	1 3/4
30	8 3/32	2
36	9	2 1/4

"LONG STROKE" CLAMP TYPE BRAKE CHAMBER DATA (Dimensions in Inches)		
Type	Outside Diameter	Maximum Stroke at Which Brakes Must be Readjusted
16	6 3/8	2.0
20	6 25/32	2.0
24	7 7/32	2.0
*24	7 7/32	2.5
30	8 3/32	2.5

- For 3" maximum stroke type 24 chambers

Revised 3-24-97
 Revised ~~3/28/02~~
 Revised 09/01/09

Driveline Loops

September 6, 1977, through June 30, 1984:

The drive shaft, or each portion if the drive shaft is segmented, shall be equipped with a protective metal guard of sufficient strength to prevent it, if broken, from whipping through the floor or dropping to the ground.

July 1, 1984 to present:

The drive shaft, or each portion if segmented, shall be equipped with a protective metal guard or guards of sufficient strength to prevent it, if broken, from whipping through the floor or dropping to the ground.

~~3-12-86~~

Revised ~~7-14-86~~

Revised ~~1-5-90~~

Revised ~~4-22-97~~

Revised ~~3/28/02~~

Revised 09/01/09

Belt Inspection

TO: Dedicated School Bus Inspectors

FROM: CVEO 4 Robert K. Petersen

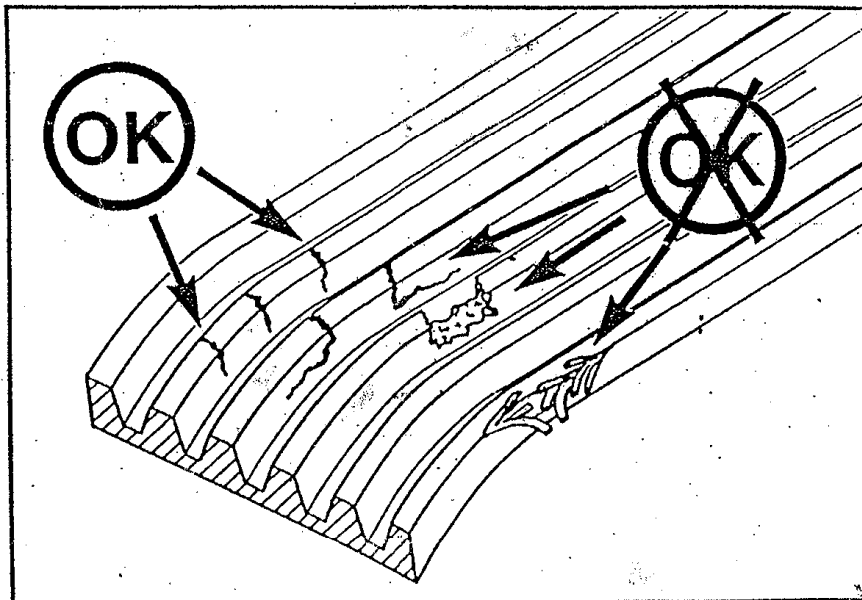
SUBJECT: School Bus Engine Belts

DATE: February 7, 2003

MEMO

The policy for inspecting engine serpentine belts that drive power steering or air compressors on school buses will be as follows:

Visually inspect the belt. Check the belt for intersecting cracks. Transverse (across the belt width) cracks are acceptable. Longitudinal (direction of belt length) cracks that intersect with transverse cracks are **not** acceptable and are out of service. ~~Any belt with more than 3 cracks (transverse or longitudinal) per inch is out of service.~~



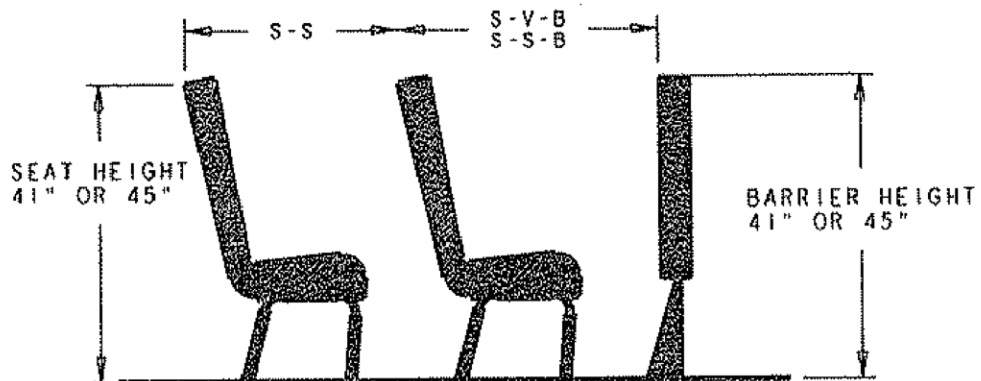
Seat Spacing

NOTICE

FOR COMPLIANCE WITH FMVSS-222 AND PASSENGER CRASH PROTECTION FOR MINIMUM AND MAXIMUM KNEEROOM:

1. ALL SEATS MUST FACE FORWARD.
2. EACH SEAT MUST BE PLACED BEHIND ANOTHER SEAT OR A BARRIER OF MATCHING OR GREATER WIDTH.
3. SEAT SPACING MUST BE LIMITED AS FOLLOWS:

SEAT-TO-SEAT	MINIMUM	MAXIMUM
41" HIGH SEAT-TO-WALL MOUNT VERTICAL BARRIER	26"	29"
45" HIGH SEAT-TO-WALL MOUNT VERTICAL BARRIER	29"	33"
41" HIGH SEAT-TO-41" HIGH WALL MOUNT SLANTED BARRIER	29.8"	33.8"
41" HIGH SEAT-TO-45" HIGH WALL MOUNT SLANTED BARRIER	28.1"	32.1"
45" HIGH SEAT-TO-41" HIGH WALL MOUNT SLANTED BARRIER	27.6"	31.6"
45" HIGH SEAT-TO-45" HIGH WALL MOUNT SLANTED BARRIER	28.9"	32.9"
41" HIGH SEAT-TO-41" HIGH TRACK MOUNT VERTICAL BARRIER	28.4"	32.4"
41" HIGH SEAT-TO-45" HIGH TRACK MOUNT VERTICAL BARRIER	32.3"	36.3"
41" HIGH SEAT-TO-45" HIGH TRACK MOUNT VERTICAL BARRIER	33.1"	37.1"



4. TORQUE MOUNTING FASTENERS TO 20-25 FT.LB.

150197

WASHINGTON STATE PATROL

VEHICLE SAFETY INSPECTION

OUT OF SERVICE



THIS VEHICLE WAS INSPECTED AND PLACED OUT OF SERVICE BECAUSE OF ITS UNSAFE CONDITION. VEHICLE IS NOT TO BE OPERATED ON THE ROADWAY UNTIL ALL NOTED DEFECTS ARE REPAIRED.

IT IS UNLAWFUL FOR ANY PERSON TO MUTILATE, DESTROY, REMOVE, OR INTERFERE WITH THE DISPLAY OF THIS STICKER UNTIL STANDARDS OF "RCW" 46.37 ARE MET.

REMOVAL OF THIS STICKER FROM A SCHOOL BUS IS PROHIBITED, UNLESS DONE SO BY THE CHIEF OF THE WASHINGTON STATE PATROL OR HIS DESIGNEE.

OFFICER _____ PER # _____
DATE _____
Odemeter Reading at Time of Inspection _____

(MOTOR VEHICLE LAWS OF THE STATE OF WASHINGTON RCW 46.32)
3000-150-133 8/94

Brake Efficiency

<i>EFFICIENCY DIVIDED BY 700</i>		<i>EFFICIENCY DIVIDED BY 650</i>	
<i>Dry Pavement</i>	<i>Percent</i>	<i>Wet Pavement</i>	<i>Percent</i>
417-423	60	388-393	60
424-430	61	394-399	61
431-437	62	400-406	62
438-444	63	407-412	63
445-451	64	413-419	64
452-458	65	420-425	65
459-465	66	426-432	66
466-472	67	433-438	67
473-479	68	439-445	68
480-486	69	446-451	69
487-493	70	452-458	70
494-500	71	459-464	71
501-507	72	465-471	72
508-514	73	472-477	73
515-521	74	478-484	74
522-528	75	485-490	75
529-535	76	491-497	76
536-542	77	498-503	77
543-549	78	504-510	78
550-556	79	511-516	79
557-563	80	517-523	80
564-570	81	524-529	81
571-577	82	530-536	82
578-584	83	537-542	83
585-591	84	543-549	84
592-598	85	550-555	85
599-605	86	556-562	86
606-612	87	563-568	87
613-619	88	569-575	88
620-626	89	576-581	89
627-633	90	582-588	90
634-640	91	589-594	91
641-647	92	595-601	92
648-654	93	602-608	93
655-661	94	609-614	94
662-668	95	615-620	95
669-675	96	621-627	96
676-682	97	628-633	97
683-689	98	634-639	98
690-698	99	640-646	99
699-704	100	647-653	100

*REVISED CODE
OF
WASHINGTON*

Publicly owned vehicles to be marked—Exceptions

- (1) It is unlawful for any public officer having charge of any vehicle owned or controlled by any county, city, town, or public body in this state other than the state of Washington and used in public business to operate the same upon the public highways of this state unless and until there shall be displayed upon such automobile or other motor vehicle in letters of contrasting color not less than one and one-quarter inches in height in a conspicuous place on the right and left sides thereof, the name of such county, city, town, or other public body, together with the name of the department or office upon the business of which the said vehicle is used. This section shall not apply to vehicles of a sheriff's office, local police department, or any vehicles used by local peace officers under public authority for special undercover or confidential investigative purposes. This subsection shall not apply to: (a) Any municipal transit vehicle operated for purposes of providing public mass transportation; (b) any vehicle governed by the requirements of subsection (4) of this section; nor to (c) any motor vehicle on loan to a school district for driver training purposes. It shall be lawful and constitute compliance with the provisions of this section, however, for the governing body of the appropriate county, city, town, or public body other than the state of Washington or its agencies to adopt and use a distinctive insignia which shall be not less than six inches in diameter across its smallest dimension and which shall be displayed conspicuously on the right and left sides of the vehicle. Such insignia shall be in a color or colors contrasting with the vehicle to which applied for maximum visibility. The name of the public body owning or operating the vehicle shall also be included as part of or displayed above such approved insignia in colors contrasting with the vehicle in letters not less than one and one-quarter inches in height. Immediately below the lettering identifying the public entity and agency operating the vehicle or below an approved insignia shall appear the words "for official use only" in letters at least one inch high in a color contrasting with the color of the vehicle. The appropriate governing body may provide by rule or ordinance for marking of passenger motor vehicles as prescribed in subsection (2) of this section or for exceptions to the marking requirements for local governmental agencies for the same purposes and under the same circumstances as permitted for state agencies under subsection (3) of this section.

Chapter 46.32 RCW

VEHICLE INSPECTION

Sections

46.32.005	Definitions.
46.32.010	Types of inspection authorized -- Duties of state patrol -- Penalties.
46.32.020	Rules -- Supplies -- Assistants -- Prioritization of higher risk motor carriers.
46.32.040	Frequency of inspection -- High-risk carrier compliance review fee.
46.32.050	Prohibited practices -- Penalty.
46.32.060	Moving defective vehicle unlawful -- Impounding authorized.
46.32.070	Inspection of damaged vehicle.
46.32.080	Commercial motor vehicle safety enforcement -- Application for department of transportation number.
46.32.085	Rules to regulate commercial motor vehicle safety requirements.
46.32.090	Fees.
46.32.100	Violations -- Penalties -- Out-of-service orders.
46.32.110	Controlled substances, alcohol.

RCW 46.32.005 Definitions. For the purpose of this chapter "commercial motor vehicle" means a self-propelled or towed vehicle used on a highway in interstate or intrastate commerce to transport passengers or property, when the vehicle:

- (1) Has a gross vehicle weight rating or gross combination weight rating or gross weight or gross combination weight of 4,536 kilograms or more (10,001 pounds or more); or
- (2) Is designed or used to transport more than eight passengers, including the driver, for compensation; or
- (3) Is designed or used to transport more than fifteen passengers, including the driver, and is not used to transport passengers for compensation; or
- (4) Is used in transporting materials found by the secretary of transportation to be hazardous under 49 U.S.C. Sec. 5103 and transported in a quantity requiring placarding under regulations prescribed by the secretary under 49 C.F.R., subtitle B, Chapter I, subchapter C.

A recreational vehicle used for noncommercial purposes is not considered a commercial motor vehicle. "Recreational vehicle" includes a vehicle towing a horse trailer for a noncommercial purpose.

[2006 c 50 § 2; 1993 c 403 § 1.]

RCW 46.32.010 Types of inspection authorized — Duties of state patrol — Penalties.

- (1) The chief of the Washington state patrol may operate, maintain, or designate, throughout the state of Washington, stations for the inspection of commercial motor vehicles, school buses, and private carrier buses, with respect to vehicle equipment, drivers' qualifications, and hours of service and to set reasonable times when inspection of vehicles shall be performed.
- (2) The state patrol may inspect a commercial motor vehicle while the vehicle is operating on the public highways of this state with respect to vehicle equipment, hours of service, and driver qualifications.
- (3) It is unlawful for any vehicle required to be inspected to be operated over the public highways of this state unless and until it has been approved periodically as to equipment.
- (4) Inspections shall be performed by a responsible employee of the chief of the Washington state patrol, who shall be duly authorized and who shall have authority to secure and withhold, with written notice to the director of licensing, the certificate of license registration and license plates of any vehicle found to be defective in equipment so as to be unsafe or

unfit to be operated upon the highways of this state, and it shall be unlawful for any person to operate a vehicle placed out of service by an officer unless and until it has been placed in a condition satisfactory to pass a subsequent equipment inspection. The officer in charge of such vehicle equipment inspection shall grant to the operator of such defective vehicle the privilege to move such vehicle to a place for repair under such restrictions as may be reasonably necessary.

- (5) In the event any insignia, sticker, or other marker is adopted to be displayed upon vehicles in connection with the inspection of vehicle equipment, it shall be displayed as required by the rules of the chief of the Washington state patrol, and it is a traffic infraction for any person to mutilate, destroy, remove, or otherwise interfere with the display thereof.
- (6) It is a traffic infraction for any person to refuse to have his motor vehicle examined as required by the chief of the Washington state patrol, or, after having had it examined, to refuse to place an insignia, sticker, or other marker, if issued, upon the vehicle, or fraudulently to obtain any such insignia, sticker, or other marker, or to refuse to place his motor vehicle in proper condition after having had it examined, or in any manner, to fail to conform to the provisions of this chapter.
- (7) It is a traffic infraction for any person to perform false or improvised repairs, or repairs in any manner not in accordance with acceptable and customary repair practices, upon a motor vehicle.

[2007 c 419 § 7; 1993 c 403 § 2; 1986 c 123 § 1; 1979 ex.s. c 136 § 67; 1979 c 158 § 156; 1967 c 32 § 48; 1961 c 12 § 46.32.010. Prior: 1947 c 267 § 1; 1945 c 44 § 1; 1937 c 189 § 7; Rem. Supp. 1947 § 6360-7.]

RCW 46.32.020 Rules — Supplies — Assistants — Prioritization of higher risk motor carriers.

- (1) (a) The chief of the Washington state patrol may adopt reasonable rules regarding types of vehicles to be inspected, inspection criteria, times for the inspection of vehicle equipment, drivers' qualifications, hours of service, and all other matters with respect to the conduct of vehicle equipment and driver inspections.
(b) The chief of the Washington state patrol shall prepare and furnish such stickers, tags, record and report forms, stationery, and other supplies as shall be deemed necessary. The chief of the Washington state patrol is empowered to appoint and employ such assistants as he may consider necessary and to fix hours of employment and compensation.
- (2) The chief of the Washington state patrol shall use data-driven analysis to prioritize for inspections and compliance reviews those motor carriers whose relative safety fitness identify them as higher risk motor carriers.

[2007 c 419 § 8; 1993 c 403 § 3; 1986 c 123 § 2; 1961 c 12 § 46.32.020. Prior: 1945 c 44 § 2; 1937 c 189 § 8; Rem. Supp. 1945 § 6360-8.]

RCW 46.32.040 Frequency of inspection — High-risk carrier compliance review fee.

- (1) Except as provided in subsection (2) of this section, vehicle equipment inspection shall be at such intervals as required by the chief of the Washington state patrol and shall be made without charge.
- (2) When a motor carrier is identified as a high-risk carrier through a data-driven analysis due to formerly or recently identified deficiencies or violations, the fee for each motor carrier compliance review follow-up to ensure those deficiencies or violations have been corrected is two hundred fifty dollars. The fee shall be collected by the Washington state patrol and shall be deposited into the state patrol highway account. This fee applies to motor carriers already identified as a high-risk carrier or a motor carrier that has been reclassified as a high-risk carrier due to recently identified deficiencies or violations.

[2007 c 419 § 9; 1986 c 123 § 3; 1961 c 12 § 46.32.040. Prior: 1945 c 44 § 4; 1937 c 189 § 10; Rem. Supp. 1945 § 6360-10.]

RCW 46.32.050 Prohibited practices — Penalty. It shall be unlawful for any person employed by the chief of the Washington state patrol at any vehicle equipment inspection station, to order, direct, recommend, or influence the correction of vehicle equipment defects by any person or persons whomsoever.

It shall be unlawful for any person employed by the chief of the Washington state patrol while in or about any vehicle equipment inspection station, to perform any repair or adjustment upon any vehicle or any equipment or appliance of any vehicle whatsoever.

It shall be unlawful for any person to solicit in any manner the repair to any vehicle or the adjustment of any equipment or appliance of any vehicle, upon the property of any vehicle equipment inspection station or upon any public highway adjacent thereto.

Violation of the provisions of this section is a traffic infraction.

[1986 c 123 § 4; 1979 ex.s. c 136 § 68; 1961 c 12 § 46.32.050. Prior: 1945 c 44 § 5; 1937 c 189 § 11; Rem. Supp. 1945 § 6360-11.]

RCW 46.32.060 Moving defective vehicle unlawful — Impounding authorized. It shall be unlawful for any person to operate or move, or for any owner to cause or permit to be operated or moved upon any public highway, any vehicle or combination of vehicles, which is not at all times equipped in the manner required by this title, or the equipment of which is not in a proper condition and adjustment as required by this title or rules adopted by the chief of the Washington state patrol.

Any vehicle operating upon the public highways of this state and at any time found to be defective in equipment in such a manner that it may be considered unsafe shall be an unlawful vehicle and may be prevented from further operation until such equipment defect is corrected and any peace officer is empowered to impound such vehicle until the same has been placed in a condition satisfactory to vehicle inspection. The necessary cost of impounding any such unlawful vehicle and any cost for the storage and keeping thereof shall be paid by the owner thereof. The impounding of any such vehicle shall be in addition to any penalties for such unlawful operation.

The provisions of this section shall not be construed to prevent the operation of any such defective vehicle to a place for correction of equipment defect in the manner directed by any peace officer or representative of the state patrol.

[1987 c 330 § 705; 1986 c 123 § 5; 1961 c 12 § 46.32.060. Prior: 1937 c 189 § 12; RRS § 6360-12.]

RCW 46.32.070 Inspection of damaged vehicle. If a vehicle required to be inspected becomes damaged or deteriorated in such a manner that such vehicle has become unsafe for operation upon the public highways of this state, it is unlawful for the owner or operator thereof to cause such vehicle to be operated upon a public highway upon its return to service unless such owner or operator presents such vehicle for inspection of equipment within twenty-four hours after its return to service.

[1986 c 123 § 6; 1961 c 12 § 46.32.070. Prior: 1937 c 189 § 13; RRS § 6360-13.]c 12 § 46.32.070. Prior: 1937 c 189 § 13; RRS § 6360-13.]

RCW 46.32.080 Commercial motor vehicle safety enforcement — Application for department of transportation number.

- (1) The Washington state patrol is responsible for enforcement of safety requirements for commercial motor vehicles including, but not limited to, safety audits and compliance reviews. Those motor carriers that have operations in this state are subject to the patrol's safety audits and compliance review programs. Compliance reviews may result in the initiation of an enforcement action, which may include monetary penalties.
- (2) Motor vehicles owned and operated by farmers in the transportation of their own farm, orchard, or dairy products, including livestock and plant or animal wastes, from point of production to market or disposal, or supplies or commodities to be used on the farm, orchard, or dairy, must have a department of transportation number, as defined in RCW 46.16.004, but are exempt from safety audits and compliance reviews.

- (3) All records and documents required of motor carriers with operations in this state must be available for review and inspection during normal business hours. Duly authorized agents of the state patrol conducting safety audits and compliance reviews may enter the motor carrier's place of business, or any location where records or equipment are located, at reasonable times and without advanced notice. Motor carriers who do not permit duly authorized agents to enter their place of business, or any location where records or equipment are located, for safety audits and compliance reviews are subject to enforcement action, including a monetary penalty.
- (4) (a) All motor carriers with a commercial motor vehicle, as defined in RCW 46.16.004, that operate in this state must apply for a department of transportation number, as defined in RCW 46.16.004, by January 1, 2008.
- (b) All motor carriers operating in this state who (i) have not applied under (a) of this subsection for a department of transportation number, as defined in RCW 46.16.004, and (ii) have a commercial motor vehicle that has a gross vehicle weight rating of 7,258 kilograms (16,001 pounds) or more, must apply for a department of transportation number by January 1, 2011.
- (c) The state patrol may deny an application if the motor carrier does not meet the requirements and standards under this chapter. The state patrol shall not issue a department of transportation number to a motor carrier who at the time of application has been placed out of service by the federal motor carrier safety administration. Commercial motor vehicles must be marked as prescribed by the state patrol. Those motor carriers with a current United States department of transportation number are exempt from applying for a department of transportation number.
- (d) The state patrol may (i) place a motor carrier out of service or (ii) refuse to issue or recognize as valid a department of transportation number to a motor carrier who: (A) Formerly held a department of transportation number that was placed out of service for cause, and where cause has not been removed; (B) is a subterfuge for the real party in interest whose department of transportation number was placed out of service for cause, and where cause has not been removed; (C) as an individual licensee, or officer, director, owner, or managing employee of a nonindividual licensee, had a department of transportation number and was placed out of service for cause, and where cause has not been removed; or (D) has an unsatisfied debt to the state assessed under this chapter.
- (e) Upon a finding by the chief of the state patrol or the chief's designee that a motor carrier is an imminent hazard or danger to the public health, safety, or welfare, the state patrol shall notify the department, and the department shall revoke the registrations for all commercial motor vehicles that are owned by the motor carrier subject to RCW 46.32.080. In determining whether a motor carrier is an imminent hazard or danger to the public health, safety, or welfare, the chief or the chief's designee shall consider safety factors.

[2007 c 419 § 10; 1995 c 272 § 1.]

RCW 46.32.085 Rules to regulate commercial motor vehicle safety requirements. The Washington state patrol, in consultation with the department of licensing, shall adopt rules consistent with this chapter to regulate vehicle safety requirements for motor carriers who own, control, manage, or operate a commercial motor vehicle within this state. Except as otherwise provided in this chapter, the rules adopted by the state patrol under this section must be as rigorous as federal regulations governing certain interstate motor carriers at 49 C.F.R. Parts 40 and 380 through 397, which cover the areas of commercial motor carrier driver training, controlled substance and alcohol use and testing, compliance with the federal driver's license requirements and penalties, vehicle equipment and safety standards, hazardous material practices, financial responsibility, driver qualifications, hours of service, vehicle inspection and corrective actions, and assessed penalties for noncompliance. The state patrol shall amend

these rules periodically to maintain, to the extent permissible under this chapter, standards as rigorous as the federal regulations governing certain interstate motor carriers. The state patrol shall submit a report to the legislature by December 31st of each year that outlines new rules or rule changes and explains how the state rules compare to the federal regulations.
[2007 c 419 § 14.]

RCW 46.32.090 Fees. The department shall collect a fee of sixteen dollars, in addition to all other fees and taxes, for each motor vehicle base plated in the state of Washington that is subject to highway inspections and compliance reviews under RCW 46.32.080, at the time of registration and renewal of registration under chapter 46.16 or 46.87 RCW, or the international registration plan if base plated in a foreign jurisdiction. The fee must be apportioned for those vehicles operating interstate and registered under the international registration plan. This fee does not apply to nonmotor-powered vehicles, including trailers. Refunds will not be provided for fees paid under this section when the vehicle is no longer subject to RCW 46.32.080. The department may deduct an amount equal to the cost of administering the program. All remaining fees shall be deposited with the state treasurer and credited to the state patrol highway account of the motor vehicle fund.
[2007 c 419 § 11; 1996 c 86 § 1; 1995 c 272 § 2.]

RCW 46.32.100 Violations — Penalties — Out-of-service orders. (1)(a) In addition to all other penalties provided by law, a commercial motor vehicle that is subject to compliance reviews under this chapter and an officer, agent, or employee of a company operating a commercial motor vehicle who violates or who procures, aids, or abets in the violation of this title or any order or rule of the state patrol is liable for a penalty of one hundred dollars for each violation, except for each violation of 49 C.F.R. Pt. 382, controlled substances and alcohol use and testing, 49 C.F.R. Sec. 391.15, disqualification of drivers, and 49 C.F.R. Sec. 396.9(c)(2), moving a vehicle placed out of service before the out of service defects have been satisfactorily repaired, for which the person is liable for a penalty of five hundred dollars. The driver of a commercial motor vehicle who violates an out-of-service order is liable for a penalty of at least one thousand one hundred dollars but not more than two thousand seven hundred fifty dollars. An employer who allows a driver to operate a commercial motor vehicle when there is an out-of-service order is liable for a penalty of at least two thousand seven hundred fifty dollars but not more than eleven thousand dollars. Each violation is a separate and distinct offense, and in case of a continuing violation every day's continuance is a separate and distinct violation.

(b) In addition to all other penalties provided by law, any motor carrier, company, or any officer or agent of a motor carrier or company operating a commercial motor vehicle subject to compliance reviews under this chapter who refuses entry or to make the required records, documents, and vehicles available to a duly authorized agent of the state patrol is liable for a penalty of at least five thousand dollars as well as an out-of-service order being placed on the department of transportation number, as defined in RCW 46.16.004, and vehicle registration to operate. Each violation is a separate and distinct offense, and in case of a continuing violation every day's continuance is a separate and distinct violation.

(c) A motor carrier operating a commercial motor vehicle after receiving a final unsatisfactory rating or being placed out of service is liable for a penalty of not more than eleven thousand dollars. Each violation is a separate and distinct offense, and in case of a continuing violation every day's continuance is a separate and distinct violation.

(2) The Washington state patrol may place an out-of-service order on a department of transportation number, as defined in RCW 46.16.004, for violations of this chapter or for nonpayment of any monetary penalties assessed by the state patrol or the utilities and transportation commission, as a result of compliance reviews, or for violations of cease and desist orders issued by the utilities and transportation commission. The state patrol shall notify the department of licensing when an out-of-service order has been placed on a motor

carrier's department of transportation number. The state patrol shall notify the motor carrier when there has been an out-of-service order placed on the motor carrier's department of transportation number and the vehicle registrations have been revoked by sending a notice by first-class mail using the last known address for the registered or legal owner or owners, and recording the transmittal on an affidavit of first-class mail. Notices under this section fulfill the requirements of RCW 46.12.160. Motor carriers may not be eligible for a new department of transportation number, vehicle registration, or temporary permits to operate unless the violations that resulted in the out-of-service order have been corrected.

- (3) Any penalty provided in this section is due and payable when the person incurring it receives a notice in writing from the state patrol describing the violation and advising the person that the penalty is due. If the amount of the penalty is not paid to the state patrol within twenty days after the later of (a) receipt of the notice imposing the penalty, or (b) disposition of an adjudicative proceeding regarding the penalty, the state patrol may commence an adjudicative proceeding under chapter 34.05 RCW in the name of the state of Washington to confirm the violation and recover the penalty. In all such proceedings the procedure and rules of evidence are as specified in chapter 34.05 RCW except as otherwise provided in this chapter. All penalties recovered under this section shall be paid into the state treasury and credited to the state patrol highway account of the motor vehicle fund.

[2007 c 419 § 12; 2005 c 444 § 1; 1998 c 172 § 1; 1995 c 272 § 3.]

RCW 46.32.110 Controlled substances, alcohol. A person or employer operating as a motor carrier shall comply with the requirements of the United States department of transportation federal motor carrier safety regulations as contained in Title 49 C.F.R. Part 382, controlled substances and alcohol use and testing. A person or employer who begins or conducts commercial motor vehicle operations without having a controlled substance and alcohol testing program that is in compliance with the requirements of Title 49 C.F.R. Part 382 is subject to a penalty, under the process set forth in RCW 46.32.100, of up to one thousand five hundred dollars and up to an additional five hundred dollars for each motor vehicle driver employed by the person or employer who is not in compliance with the motor vehicle driver testing requirements. A person or employer having actual knowledge that a driver has tested positive for controlled substances or alcohol who allows a positively tested person to continue to perform a safety-sensitive function is subject to a penalty, under the process set forth in RCW 46.32.100, of one thousand five hundred dollars.

[1999 c 351 § 5.]

Chapter 46.37

VEHICLE LIGHTING AND OTHER EQUIPMENT

46.37.190(2) Warning devices on vehicles — Other drivers yield and stop.

(2) Every school bus and private carrier bus shall, in addition to any other equipment and distinctive markings required by this chapter, be equipped with a "stop" signal upon a background not less than fourteen by eighteen inches displaying the word "stop" in letters of distinctly contrasting colors not less than eight inches high, and shall further be equipped with signal lamps mounted as high and as widely spaced laterally as practicable, which shall be capable of displaying to the front two alternately flashing red lights located at the same level and to the rear two alternately flashing red lights located at the same level and these lights shall have sufficient intensity to be visible at five hundred feet in normal sunlight.

46.37.193 Signs on buses

Every school bus and private carrier bus, in addition to any other equipment or distinctive markings required by this chapter, shall bear upon the front and rear thereof, above the windows thereof, plainly visible signs containing only the words "school bus" on a school bus and only the words "private carrier bus" on a private carrier bus in letters not less than eight inches in height, and in addition shall be equipped with visual signals meeting the requirements of RCW [46.37.190](#). School districts may affix signs designed according to RCW [46.61.380](#) informing motorists of the monetary penalty for failure to stop for a school bus when the visual signals are activated.

However, a private carrier bus that regularly transports children to and from a private school or in connection with school activities may display the words "school bus" in a manner provided in this section and need not comply with the requirements set forth in the most recent edition of "Specifications for School Buses" published by the superintendent of public instruction.

[1997 c 80 § 3; 1995 c 141 § 2; 1990 c 241 § 10.]

46.37.369 Wheels and front suspension.

(1) No vehicle shall be equipped with wheel nuts, hub caps, or wheel discs extending outside the body of the vehicle when viewed from directly above which:

- (a) Incorporate winged projections; or
- (b) Constitute a hazard to pedestrians and cyclists.

For the purposes of this section, a wheel nut is defined as an exposed nut which is mounted at the center or hub of a wheel, and is not one of the ordinary hexagonal nuts which secure a wheel to an axle and are normally covered by a hub cap or wheel disc.

(2) Tire rims and wheel discs shall have no visible cracks, elongated bolt holes, or indications of repair by welding. In addition, the lateral and radial runout of each rim bead area shall not exceed one-eighth of an inch of total indicated runout.

(3) King pins or ball joints shall not be worn to the extent that front wheels tip in or out more than one-quarter of an inch at the lower edge of the tire.

[1977 ex.s. c 355 § 30.]

46.37.375 Steering and suspension systems.

(1) Construction of steering control system. The steering control system shall be constructed and maintained so that no components or attachments, including horn activating mechanism and trim hardware, can catch the driver's clothing or jewelry during normal driving maneuvers.

(2) Maintenance of steering control system. System play, lash, or free play in the steering system shall not exceed the values tabulated herein

Steering wheel diameter (inches)	Lash (inches)
16 or less.....	2
18	2-1/4
20	2-1/2
22	2-3/4

- (3) Linkage play. Free play in the steering linkage shall not exceed one-quarter of an inch.
- (4) Other components of the steering system such as the power steering belt, tie rods, or idler arms or Pitman arms shall not be broken, worn out, or show signs of breakage.
- (5) Suspension condition. Ball joint seals shall not be cut or cracked. Structural parts shall not be bent or damaged. Stabilizer bars shall be connected. Springs shall not be broken, or extended by spacers. Shock absorber mountings, shackles, and U-bolts shall be securely attached. Rubber bushings shall not be cracked, or extruded out or missing from suspension joints. Radius rods shall not be missing or damaged
- (6) Shock absorber system. Shock absorbers shall not be loose from mountings, leak, or be inoperative.
- (7) Alignment. Toe-in and toe-out measurements shall not be greater than one and one-half times the value listed in the vehicle manufacturer's service specification for alignment setting.

[1977 ex.s. c 355 § 31.]

46.37.380 Horns, warning devices, and theft alarms.

- (1) Every motor vehicle when operated upon a highway shall be equipped with a horn in good working order and capable of emitting sound audible under normal conditions from a distance of not less than two hundred feet, but no horn or other warning device may emit an unreasonably loud or harsh sound or a whistle. The driver of a motor vehicle shall when reasonably necessary to insure safe operation give audible warning with his horn but shall not otherwise use such horn when upon a highway.
- (2) No vehicle may be equipped with nor may any person use upon a vehicle any siren, whistle, or bell, except as otherwise permitted in this section.
- (3) It is permissible for any vehicle to be equipped with a theft alarm signal device so long as it is so arranged that it cannot be used by the driver as an ordinary warning signal. Such a theft alarm signal device may use a whistle, bell, horn, or other audible signal but shall not use a siren.
- (4) Any authorized emergency vehicle may be equipped with a siren, whistle, or bell capable of emitting sound audible under normal conditions from a distance of not less than five hundred feet and of a type conforming to rules adopted by the state patrol, but the siren shall not be used except when the vehicle is operated in response to an emergency call or in the immediate pursuit of an actual or suspected violator of the law, in which latter events the driver of the vehicle shall sound the siren when reasonably necessary to warn pedestrians and other drivers of its approach.

[1987 c 330 § 720; 1986 c 113 § 3; 1977 ex.s. c 355 § 32; 1961 c 12 § [46.37.380](#). Prior: 1955 c 269 § 38; prior: 1937 c 189 § 35; RRS § 6360-35; RCW [46.36.040](#).]

46.37.390 Mufflers required — Smoke and air contaminant standards — Definitions — Penalty, exception

- (1) Every motor vehicle shall at all times be equipped with a muffler in good working order and in constant operation to prevent excessive or unusual noise, and no person shall use a muffler cut-out, bypass, or similar device upon a motor vehicle on a highway.
- (2) (a) No motor vehicle first sold and registered as a new motor vehicle on or after January 1,

1971, shall discharge into the atmosphere at elevations of less than three thousand feet any air contaminant for a period of more than ten seconds which is:

- (i) As dark as or darker than the shade designated as No. 1 on the Ringelmann chart, as published by the United States bureau of mines; or
 - (ii) Of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke described in subsection (a)(i) above.
- (b) No motor vehicle first sold and registered prior to January 1, 1971, shall discharge into the atmosphere at elevations of less than three thousand feet any air contaminant for a period of more than ten seconds which is:
- (i) As dark as or darker than the shade designated as No. 2 on the Ringelmann chart, as published by the United States bureau of mines; or
 - (ii) Of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke described in subsection (b)(i) above.
- (c) For the purposes of this subsection the following definitions shall apply:
- (i) "Opacity" means the degree to which an emission reduces the transmission of light and obscures the view of an object in the background;
 - (ii) "Ringelmann chart" means the Ringelmann smoke chart with instructions for use as published by the United States bureau of mines in May 1967 and as thereafter amended, information circular 7718.
- (3) No person shall modify the exhaust system of a motor vehicle in a manner which will amplify or increase the noise emitted by the engine of such vehicle above that emitted by the muffler originally installed on the vehicle, and it shall be unlawful for any person to operate a motor vehicle not equipped as required by this subsection, or which has been amplified as prohibited by this subsection. A court may dismiss an infraction notice for a violation of this subsection if there is reasonable grounds to believe that the vehicle was not operated in violation of this subsection.

This subsection (3) does not apply to vehicles twenty-five or more years old or to passenger vehicles being operated off the highways in an organized racing or competitive event conducted by a recognized sanctioning body.

[2006 c 306 § 4; 2001 c 293 § 1; 1977 ex.s. c 355 § 33; 1972 ex.s. c 135 § 1; 1967 c 232 § 3; 1961 c 12 § [46.37.390](#). Prior: 1955 c 269 § 39; prior: 1937 c 189 § 36; RRS § 6360-36; RCW [46.36.050](#); 1927 c 309 § 17; 1921 c 96 § 21; 1915 c 142 § 20; RRS § 6362-17.]

46.37.425 Tires--Unsafe--State patrol's authority--Penalty.

No person shall drive or move or cause to be driven or moved any vehicle, the tires of which have contact with the driving surface of the road, subject to registration in this state, upon the public highways of this state unless such vehicle is equipped with tires in safe operating condition in accordance with requirements established by this section or by the state patrol.

The state patrol shall promulgate rules and regulations setting forth requirements of safe operating condition of tires capable of being employed by a law enforcement officer by visual inspection of tires mounted on vehicles including visual comparison with simple measuring gauges. These rules shall include effects of tread wear and depth of tread.

A tire shall be considered unsafe if it has:

- (1) Any ply or cord exposed either to the naked eye or when cuts or abrasions on the tire are probed; or
- (2) Any bump, bulge, or knot, affecting the tire structure; or
- (3) Any break repaired with a boot; or
- (4) A tread depth of less than 2/32 of an inch measured in any two major tread grooves at three locations equally spaced around the circumference of the tire, or for those tires with tread wear indicators, a tire shall be considered unsafe if it is worn to the point that the tread wear indicators contact the road in any two major tread grooves at three locations equally spaced around the circumference of the tire; or
- (5) A legend which indicates the tire is not intended for use on public highways such as, "not for highway use" or "for racing purposes only"; or

- (6) Such condition as may be reasonably demonstrated to render it unsafe; or
- (7) If not matched in tire size designation, construction, and profile to the other tire and/or tires on the same axle, except for temporary-use spare tires that meet federal standards that are installed and used in accordance with the manufacturer's instructions.
- (8) No person, firm, or corporation shall sell any vehicle for use on the public highways of this state unless the vehicle is equipped with tires that are in compliance with the provisions of this section. If the tires are found to be in violation of the provisions of this section, the person, firm, or corporation selling the vehicle shall cause such tires to be removed from the vehicle and shall equip the vehicle with tires that are in compliance with the provisions of this section.
- (9) It is a traffic infraction for any person to operate a vehicle on the public highways of this state, or to sell a vehicle for use on the public highways of this state, which is equipped with a tire or tires in violation of the provisions of this section or the rules and regulations promulgated by the state patrol hereunder: PROVIDED, HOWEVER, That if the violation relates to items (1) to (7) inclusive of this section then the condition or defect must be such that it can be detected by a visual inspection of tires mounted on vehicles, including visual comparison with simple measuring gauges.

[1990 c 105 § 2; 1987 c 330 § 722; 1979 ex.s. c 136 § 73; 1977 ex.s. c 355 § 37; 1971 c 77 § 3.]

46.37.465 Fuel system.

- (1) The fuel system shall be manufactured, installed, and maintained with due regard for the safety of the occupants of the vehicle and the public. Fuel tanks shall be equipped with approved caps.
- (2) There shall be no signs of leakage from the carburetor or the fuel pump or the fuel hoses in the engine compartment or between the fuel tank and the engine compartment.
- (3) No person shall operate any motor vehicle upon the public highways of this state unless the fuel tank is securely attached and so located that another vehicle would not be exposed to direct contact with the fuel tank in the event of a rear end collision.

[1977 ex.s. c 355 § 39.]

46.37.513 Bumpers.

When any motor vehicle was originally equipped with bumpers or any other collision energy absorption or attenuation system, that system shall be maintained in good operational condition, and no person shall remove or disconnect, and no owner shall cause or knowingly permit the removal or disconnection of, any part of that system except temporarily in order to make repairs, replacements, or adjustments.

[1977 ex.s. c 355 § 43.]

46.37.517 Body and body hardware.

- (1) The body, fenders, and bumpers shall be maintained without protrusions which could be hazardous to pedestrians. In addition, the bumpers shall be so attached and maintained so as to not protrude beyond the original bumper line.
- (2) The hood, hood latches, hood fastenings, doors, and door latches shall be maintained in a condition sufficient to ensure proper working equal to that at the time of original vehicle manufacture.

[1977 ex.s. c 355 § 44.]

*WASHINGTON
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WAC 204-21-190

STANDARDS FOR SCHOOL BUS WARNING LAMPS.

- (1) If the bus is a privately owned school bus or private carrier bus, then it must not use the eight lamp warning system unless such use is in conformance with the rules and regulations set forth by the superintendent of public instruction in chapters [392-143](#) and [392-145](#) WAC. The requirements for private carrier buses may be found under chapter [204-32](#) WAC.
- (2) If the bus is a school bus owned and operated by any public school district and all privately owned school buses operated under contract with a school district in the state and used for the transportation of public school children, then the warning lamp system must:
 - (a) Be operated in accordance with the regulations set forth in chapter [392-145](#) WAC.
 - (b) Consist of a total of eight lamps conforming to SAE Standard J887a, J1318, or the standard in effect for such lamp at the time it was manufactured. Two amber and two red on both the front and rear of the bus. The amber lamps must be mounted inboard of the red lamps.
 - (c) Be mounted as high as practicable on the bus body and as near the outside edges of the body as curvature permits.
 - (d) Have shielding to protect the lamps from the elements.
 - (e) Be mounted on a background that is painted black and extends a minimum of three inches outward from the lamps.
 - (f) Be mounted and aimed as specified in 49 CFR Part 571.108 (FMVSS 108) and SAE Standard J887a.
 - (g) Be clearly visible from a distance of at least five hundred feet in normal sunlight.
 - (h) Be activated only by means of a manually operated switch. Such activation will cause the right and left amber lamps to flash alternately until the stop signal arm is extended, or the bus entrance door is opened, at which time the amber lamps must be automatically deactivated and the right and left red lamps must be automatically activated. Whenever the warning lamp system has been activated, opening of the entrance door must automatically deactivate the amber lamps, cause the stop signal arm to extend, and activate the red lamps. Automatic extension of the stop signal arm does not apply to systems equipped with a manually operated stop signal arm.
 - (i) Have all lamps flashing at a rate from sixty to one hundred twenty times per minute and must reach full brilliance during each cycle.
 - (j) Have lamp controls which must consist of:
 - (i) The master or sequencing switch which must be in plain view and mounted within easy reach of the driver, and which must activate the system sequencing and deactivate the system at any time during the sequence.
 - (ii) An override switch which must automatically activate the red lamps whenever the stop signal arm is extended even though the master control switch is turned off, and which must automatically deactivate the amber lamps if previously activated regardless of the then present normal state of sequencing or entrance door position. Such override switch must be designed and installed so as to function with air, vacuum, electric, or manually operated stop signal arms. The stop signal arm must be capable of being extended at any time, regardless of the position of the entrance door. The opening of the entrance door must not cause extension of the stop signal arm, or the activation of the red lamps unless the master switch has been activated.
 - (iii) A minimum of two pilot lamps, one amber and one red, each of which must flash when the like colored warning lamps are in operation. Pilot lamps which show the operation of each individual lamp are permissible. All pilot indicators must be located so as to be clearly visible to the driver.

[Statutory Authority: RCW [46.37.005](#) and [46.37.320](#). 08-19-104, § 204-21-190, filed 9/17/08, effective 10/18/08.]

WAC 204-21-210

BUS HAZARD WARNING STROBE LAMPS

All bus hazard warning strobe lamps must meet the Class I requirements of SAE Standard J1318, and may only be used as follows:

- (1) School buses may be equipped with a single additional hazard strobe lamp in addition to the eight lamp warning system. Such lamps must:
 - (a) Not be mounted any closer than six feet from the rear of the bus measured from a vertical plane tangent to the rearmost point of the bus body. However:
 - (i) If the bus is equipped with a roof hatch falling within the above mentioned measurements, the strobe lamp may be located directly behind the roof hatch.
 - (ii) If the bus has a clear lens strobe lamp, less than eight inches in height, it may be mounted on the centerline of the roof in the rear one-half of the bus.
 - (b) Be activated by a switch independent of all other lamp switches. This switch must be plainly labeled and have a pilot lamp that must indicate when the lamp is in operation.
 - (c) Only be used when the bus is occupied with school children and one or more of the following conditions exists:
 - (i) The bus is in motion in inclement, sight obscuring conditions, including but not limited to rain, fog, snow, and smoke;
 - (ii) There is a need to improve the visibility of the bus when stopping, standing, or starting onto a highway;
 - (iii) There is limited visibility caused by geographic hazards such as winding roadways, hills, trees, buildings, etc.

The strobe lamp shall not be activated solely because of darkness.

- (2) Municipal transit vehicles (as defined in RCW [46.04.355](#)) may be equipped with a single additional hazard strobe lamp. Such lamps:
 - (a) May be mounted on the centerline of the roof in the rear one-half of the bus so long as the lamp is clear and less than eight inches in height.
 - (b) Be activated by a switch independent of all other lamp switches. The hazard strobe lamp switch must be plainly labeled and have a pilot lamp that must indicate when the lamp is in operation.
 - (c) Only be used when the bus is occupied with passengers and one or more of the following conditions exists:
 - (i) The bus is in motion in inclement, sight obscuring conditions, including but not limited to rain, fog, snow, and smoke;
 - (ii) There is a need to improve the visibility of the bus when stopping, standing, or starting onto a highway;
 - (iii) There is limited visibility caused by geographic hazards, such as winding roadways, hills, trees, etc.

The strobe lamp must not be activated solely because of darkness.

[Statutory Authority: RCW [46.37.005](#) and [46.37.320](#). 08-19-104, § 204-21-210, filed 9/17/08, effective 10/18/08.]

IDENTIFICATION FOR ALTERNATIVE FUEL SOURCE MOTOR VEHICLES

Sections

212-50-010	Administration Authority
212-50-020	Application and Scope
212-50-030	Definitions
212-50-040	Placard Issuance
212-50-050	Placard Design and Size
212-50-060	Placard Designation
212-50-070	Placement on Vehicle
212-50-080	Severability

WAC 212-50-010 Administration, authority. These rules are adopted pursuant to chapter 145, Laws of 1984 and RCW [46.37.467](#) to provide for an identification placard to be issued for vehicles using an alternative fuel source.

[Statutory Authority: RCW [46.37.467](#)(3). 84-21-109 (Order FM 84-04), § 212-50-010, filed 10/23/84.]

WAC 212-50-020 Application and scope. The provisions of these rules shall apply to every automobile, including buses, truck, motorcycle, motor home or off-road vehicle that is fueled by an alternative fuel source.

[Statutory Authority: RCW [46.37.467](#)(3). 84-21-109 (Order FM 84-04), § 212-50-020, filed 10/23/84.]

WAC 212-50-030 Definitions. (1) "Alternative fuel source," as used in this chapter, includes: Propane, compressed natural gas, liquid petroleum gas, alcohol, or any chemically similar gas, but does not include gasoline or diesel fuel.

(2) "National Fire Protection Association" means the nationally recognized organization dedicated to fire safety and development of standards for fire protection and safeguarding of hazards, whose headquarters are located at Batterymarch Park, Quincy, MA 02269.

[Statutory Authority: RCW [46.37.467](#)(3). 84-21-109 (Order FM 84-04), § 212-50-030, filed 10/23/84.]

WAC 212-50-040 Placard issuance. Until such time as the National Fire Protection Association issues a specific placard for a specific alternative fuel source, the placard designed by the state fire marshal, as set out in these rules, shall be required.

[Statutory Authority: RCW [46.37.467](#)(3). 84-21-109 (Order FM 84-04), § 212-50-040, filed 10/23/84.]

WAC 212-50-050 Placard design and size. The placard shall be a weather resistant, diamond shaped label, 4-3/4 inches long and 3-1/4 inches wide. Lettering shall be a minimum of one inch in height, and centered horizontally across the placard. The label shall be of contrasting reflective luminous material and have a 1/8 inch border.

[Statutory Authority: RCW [46.37.467](#)(3). 84-21-109 (Order FM 84-04), § 212-50-050, filed 10/23/84.]

WAC 212-50-060 Placard designations. The placard for propane or liquified petroleum gas shall include the lettering "propane." Lettering and border shall be silver on a black background. The placard for compressed natural gas shall include the lettering "CNG" across the center. The border and lettering shall be silver on a blue background.

[Statutory Authority: RCW [46.37.467](#)(3). 84-21-109 (Order FM 84-04), § 212-50-060, filed 10/23/84.]

WAC 212-50-070 Placement on vehicle. The label shall be placed on an exterior vertical or near-vertical surface on the lower right rear of the vehicle (on the trunk lid of a vehicle so

equipped, but not on the bumper of any vehicle) inboard from any other markings. The label shall be provided with a good quality self-adhering adhesive.

[Statutory Authority: RCW [46.37.467](#)(3). 84-21-109 (Order FM 84-04), § 212-50-070, filed 10/23/84.]

WAC 212-50-080 Severability. If any provision of these rules or its application to any person is held invalid, the remainder of the rules or the application of the provision to other persons or circumstances is not affected.

[Statutory Authority: RCW 46.37.467(3). 84-21-109 (Order FM 84-04), § 212-50-080, filed 10/23/84.]

TRANSPORTATION--SPECIFICATIONS FOR SCHOOL BUSES

Sections

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WAC 392-143-001 Authority. The authority for this chapter is RCW [46.61.380](#) which authorizes the superintendent of public instruction to adopt and enforce regulations to govern the design, marking, and mode of operation of all school buses transporting common school students.

[Statutory Authority: RCW [46.61.380](#). 84-20-081 (Order 84-39), § 392-143-001, filed 10/2/84; 83-21-025 (Order 83-13), § 392-143-001, filed 10/10/83.]

WAC 392-143-005 Purpose. The purpose of this chapter is to implement RCW [46.61.380](#) by establishing the specifications governing the design and marking of all school buses owned and operated by any school district and all school buses which are privately owned and operated under contract or otherwise with any school district in the state for the transportation of common school students. The provisions of this chapter shall be incorporated by express reference into all school district contracts for the transportation of common school students in privately owned and operated school buses.

[Statutory Authority: RCW [46.61.380](#). 83-21-025 (Order 83-13), § 392-143-005, filed 10/10/83; 79-12-005 (Order 9-79), § 392-143-005, filed 11/9/79; Order 7-75, § 392-143-005, filed 12/22/75. Formerly WAC [392-21-100](#).]

WAC 392-143-010 Definitions. The definitions in this section apply throughout this chapter unless the context clearly requires otherwise:

- (1) "School bus" means every vehicle with a seating capacity of more than ten persons including the driver regularly used to transport students to and from school or in connection with school activities.
- (2) "School bus specifications manual" means that manual published and distributed to each school district by the superintendent of public instruction.
- (3) "School bus operation permit" means that form issued by the superintendent of public instruction to an individual school district or educational service district, which is required prior to the use of any school bus for the transportation of any common school students.
- (4) "Inspection officer" means an employee of the Washington state patrol trained and designated by the chief of the Washington state patrol to inspect school buses.
- (5) "SPI Form 1028" means that form prepared and distributed by the superintendent of public instruction upon which the inspection officer indicates that the school bus has been

inspected and approved, for used buses previously inspected by the Washington state patrol.

- (6) "SPI Form 1029" means that form prepared and distributed by the superintendent of public instruction upon which the inspection officer indicates that the school bus has been inspected and approved upon initial purchase, used buses not previously inspected by the Washington state patrol, and buses which have been repowered or which have undergone rehabilitation or modification repair.

[Statutory Authority: RCW [46.61.380](#). 04-08-117, § 392-143-010, filed 4/6/04, effective 5/7/04; 01-17-006, § 392-143-010, filed 8/1/01, effective 9/1/01; 96-16-012 (Order 96-11), § 392-143-010, filed 7/25/96, effective 8/25/96; 84-20-081 (Order 84-39), § 392-143-010, filed 10/2/84; 83-21-025 (Order 83-13), § 392-143-010, filed 10/10/83; 79-12-005 (Order 9-79), § 392-143-010, filed 11/9/79; Order 8-77, § 392-143-010, filed 10/11/77, effective 11/11/77; Order 19-76, § 392-143-010, filed 12/31/76; Order 7-75, § 392-143-010, filed 12/22/75. Formerly WAC [392-21-110](#).]

WAC 392-143-015 School bus specifications manual. The school bus specifications manual shall incorporate all specifications required by the federal department of transportation motor vehicle safety standards and govern the specifications for all school buses. The manual is hereby incorporated into this chapter by reference. Prior to any revision of the school bus specification manual, the superintendent of public instruction shall serve notice to interested parties and shall hold at least one public hearing.

[Statutory Authority: RCW [46.61.380](#). 04-08-117, § 392-143-015, filed 4/6/04, effective 5/7/04; 84-20-081 (Order 84-39), § 392-143-015, filed 10/2/84; 83-21-025 (Order 83-13), § 392-143-015, filed 10/10/83; Order 7-75, § 392-143-015, filed 12/22/75.]

WAC 392-143-025 Additional local specifications. Any school district board of directors may adopt and require such additional school bus specifications as it deems necessary.

[Statutory Authority: RCW [46.61.380](#). 83-21-025 (Order 83-13), § 392-143-025, filed 10/10/83; Order 7-75, § 392-143-025, filed 12/22/75. Formerly WAC [392-21-105](#).]

WAC 392-143-030 School buses--Permit and license. If a school bus is approved in compliance with WAC [392-143-031](#) and the school district has met requirements of WAC [392-143-032](#), the superintendent of public instruction shall send three copies of the school bus operation permit to the appropriate school district. The original shall be retained by the school district; one copy shall be placed in the permit holder in the school bus; and one copy shall be presented to the county auditor, along with the operator's application for an exempt state license for the bus if applicable. County auditors shall not issue an exempt license for the bus unless a school bus operation permit accompanies the application for a license.

[Statutory Authority: RCW [46.61.380](#). 04-08-117, § 392-143-030, filed 4/6/04, effective 5/7/04; 91-23-069 (Order 22), § 392-143-030, filed 11/19/91, effective 11/19/91; 84-20-081 (Order 84-39), § 392-143-030, filed 10/2/84; 84-03-001 (Order 84-1), § 392-143-030, filed 1/5/84; 83-21-025 (Order 83-13), § 392-143-030, filed 10/10/83; Order 7-75, § 392-143-030, filed 12/22/75. Formerly WAC [392-21-115](#).]

WAC 392-143-031 School bus inspection--School bus operation permit. All school buses must be inspected and approved by a Washington state patrol inspection officer prior to initial issue or reissue of a school bus operation permit. Effective December 31, 2004, no school bus operation permit shall be valid for any school bus which does not meet Federal Motor Vehicle Safety Standards adopted April 1, 1977.

[Statutory Authority: RCW [46.61.380](#). 04-08-117, § 392-143-031, filed 4/6/04, effective 5/7/04; 91-23-069 (Order 22), § 392-143-031, filed 11/19/91, effective 11/19/91.]

WAC 392-143-032 School bus operation permit. The superintendent of public instruction shall issue school bus operation permits as follows:

- (1) School buses owned or operated by a public school shall be issued a school bus operation permit on receipt of the following properly executed documents for each new school bus or used school bus not previously issued a school bus operation permit in Washington state:
 - (a) Original SPI Form 1020, School Bus Acquisition/Disposition Report;
 - (b) Copy of the sellers invoice or bill of sale;

- (c) Copy of complete set of the successful vendor's bid specifications;
 - (d) Copy of each warrant issued in full payment of the bus or each warrant issued in part payment of the bus, if any, and, copy of the conditional sales contract, lease purchase agreement, or other evidence of contractual liability;
 - (e) Original weight slip for the vehicle; and
 - (f) Original SPI Form 1029, Initial School Bus Inspection.
- (2) School buses owned by a private contractor and operated under contract to a public school shall be issued a school bus operation permit on receipt of the following properly executed documents for each new school bus or used school bus not previously issued a school bus operation permit in Washington state:
- (a) Original SPI Form 1020A, School Bus Acquisition Report;
 - (b) Original weight slip for the vehicle; and
 - (c) Original SPI Form 1029, Initial School Bus Inspection.
- (3) A school bus operation permit shall be reissued on receipt of the following properly executed documents for school buses previously licensed in Washington state: Provided, That no school bus operation permit shall be reissued to any school bus which does not meet Federal Motor Vehicle Safety Standards adopted April 1, 1977:
- (a) Original SPI Form 1020A, School Bus Acquisition Report, from the school district acquiring the school bus;
 - (b) Original SPI Form 1020B, School Bus Disposition Report, from the school district disposing of the school bus, with existing school bus operating permit attached;
 - (c) Copy of SPI Form 1028, Routine School Bus Inspection, properly authenticated as the inspection report from the most recent annual one hundred percent fleet inspection, which inspection was made within twelve months prior to the date of acquisition;
 - (d) For school district owned or operated buses, a seller invoice or bill of sale; and
 - (e) A copy of the warrant issued in payment of the purchase of the bus.

[Statutory Authority: RCW [46.61.380](#). 04-08-117, § 392-143-032, filed 4/6/04, effective 5/7/04; 91-23-069 (Order 22), § 392-143-032, filed 11/19/91, effective 11/19/91.]

WAC 392-143-035 Routine inspection of school buses. All school buses shall be inspected annually by the Washington state patrol. Inspection dates and centers shall be determined by the superintendent of public instruction and the chief of the state patrol. School districts shall be notified by the chief of the state patrol prior to each annual inspection of the time and place of inspection. School buses not presented for inspection at the time and place scheduled by the chief of the state patrol shall not be operated as a school bus unless the requirement is temporarily waived in writing by the chief of the state patrol or until the school bus has passed a required inspection. A second inspection of at least twenty-five percent of each school district's fleet shall be conducted annually by the Washington state patrol. This second inspection shall be unannounced and the inspection team shall select which buses in the fleet it will inspect. These unannounced inspections shall be scheduled so that they do not disrupt the regular transportation program.

[Statutory Authority: RCW [46.61.380](#). 84-20-081 (Order 84-39), § 392-143-035, filed 10/2/84; 83-21-025 (Order 83-13), § 392-143-035, filed 10/10/83; 81-19-011 (Order 81-24), § 392-143-035, filed 9/4/81; Order 7-75, § 392-143-035, filed 12/22/75. Formerly WAC [392-21-120](#).]

WAC 392-143-040 Other required inspections of school buses. All school buses which have been rebuilt, have received a major modification, have received a major repair, or have received an interior renovation or refurbishment shall be inspected prior to transporting students in accordance with the following criteria:

- (1) A rebuilt school bus: For the purpose of this section, a rebuilt school bus shall fully comply with all current Washington specifications at the time the school bus is rebuilt and shall be inspected in accordance with WAC [392-143-030](#).
- (2) A school bus receiving a major modification: For the purpose of this section, school bus modifications (e.g., hydraulic lift and/or ramp for wheelchairs) shall meet all current state of

Washington specifications at the time the major modification is made and shall be inspected in accordance with WAC [392-143-030](#).

- (3) A school bus receiving a major repair (not routine maintenance): For the purpose of this section, a school bus that has received repairs to or rebuilding of the frame, steering, suspension, or braking systems or has been repowered shall be identified as needing inspection. Any repairs made shall meet or exceed Washington specifications in effect at the time of the original manufacturing date of the bus and shall be inspected in the same manner as a new school bus with emphasis on mechanical safety items.
- (4) A school bus receiving an interior renovation or refurbishment (not routine seat repair): For the purpose of this section, a school bus that has received an interior renovation or refurbishment shall be identified as needing inspection. Renovation or refurbishment of interiors shall meet the Federal Motor Vehicle Safety Standard (FMVSS) 222 and shall be inspected in the same manner as a new school bus with respect to FMVSS 222.

[Statutory Authority: RCW [46.61.380](#). 84-20-081 (Order 84-39), § 392-143-040, filed 10/2/84; 83-21-025 (Order 83-13), § 392-143-040, filed 10/10/83; Order 8-77, § 392-143-040, filed 10/11/77, effective 11/11/77; Order 7-75, § 392-143-040, filed 12/22/75. Formerly WAC [392-21-125](#).]

WAC 392-143-050 Resold school buses. A school district which sells a school bus to anyone other than another school district shall be responsible for removing the school district's name and number and all lettering and markings identifying the vehicle as a school bus prior to its delivery to the purchaser. However, if the district sells the school bus to a private party who certifies in writing that the school bus shall be used as a private carrier bus, the district need not remove the four or eight light warning system and stop signal arm.

[Statutory Authority: RCW [46.61.380](#). 04-08-117, § 392-143-050, filed 4/6/04, effective 5/7/04; 84-20-081 (Order 84-39), § 392-143-050, filed 10/2/84; 83-21-025 (Order 83-13), § 392-143-050, filed 10/10/83; Order 7-75, § 392-143-050, filed 12/22/75. Formerly WAC [392-21-150](#).]

WAC 392-143-055 Responsibility for compliance with school bus specification rules.

The responsibility for compliance with this chapter lies with the board of directors of each school district. Failure to comply with this chapter shall constitute cause for the withholding of state transportation funds for such time and to such extent as is necessary to ensure compliance.

[Order 7-75, § 392-143-055, filed 12/22/75. Formerly WAC [392-21-155](#).]

WAC 392-143-060 School bus specifications continued compliance. School districts shall maintain all school buses in such condition that they shall continue to meet or exceed Washington state specifications in effect when the bus was manufactured, except as such standards or specifications are subsequently repealed or reduced.

[Statutory Authority: RCW [46.61.380](#). 84-20-081 (Order 84-39), § 392-143-060, filed 10/2/84; 83-21-025 (Order 83-13), § 392-143-060, filed 10/10/83; Order 8-77, § 392-143-060, filed 10/11/77, effective 11/11/77.]

WAC 392-143-070 Other vehicles used to transport students. All vehicles with a seating capacity including the driver of ten persons or less shall not be required to meet school bus specifications. Such vehicles regularly used to transport students to and from school or in connection with school activities shall carry the approved school bus first-aid kit, fire extinguisher, and highway warning kit. These vehicles also shall pass a safety inspection routinely conducted at the intervals outlined in WAC [392-143-035](#).

Students, while being transported in any vehicle not required to meet school bus specifications but used for to and from school transportation and to and from school activities transportation, shall share the same compartment and shall be provided the same general safety and comfort as the driver.

All vehicles used to transport students with a manufacturer rated seating capacity including the driver greater than ten persons shall be required to meet school bus specifications.

[Statutory Authority: RCW [46.61.380](#). 04-08-117, § 392-143-070, filed 4/6/04, effective 5/7/04; 84-20-081 (Order 84-39), § 392-143-070, filed 10/2/84; 84-03-001 (Order 84-1), § 392-143-070, filed 1/5/84; 83-21-025 (Order 83-13), § 392-143-070, filed 10/10/83; 79-12-005 (Order 9-79), § 392-143-070, filed 11/9/79; Order 8-77, § 392-143-070, filed

10/11/77, effective 11/11/77.]

WAC 392-143-080 Signs and markings for school buses--Exterior--Interior. Signs and markings on the exterior of any school bus shall be limited to the requirements of RCW [46.61.380](#), the requirements of the school bus specifications manual for school buses addressing "identification" and "color," the minimum requirements of "Highway Safety Program Standard No. 17," and any applicable Federal Motor Vehicle Safety Standard (FMVSS).

Signs and markings on the interior of any bus shall be limited to necessary and/or required manufacturers' equipment and/or component identification and instruction, and the requirements of the school bus specifications manual.

[Statutory Authority: RCW [46.61.380](#). 04-08-117, § 392-143-080, filed 4/6/04, effective 5/7/04; 02-20-031, § 392-143-080, filed 9/23/02, effective 10/24/02; 91-23-069 (Order 22), § 392-143-080, filed 11/19/91, effective 11/19/91.]

Chapter 392-145-021 WAC

GENERAL OPERATING REQUIREMENTS

WAC 392-145-021 General operating requirements. The following operating procedures are required to assure maximum passenger safety:

- (1) No school bus shall be operated unless each passenger aboard has been provided with a safe seat of sufficient size to accommodate each passenger within the seat compartment. There shall be no auxiliary seating accommodations such as temporary or folding jump seats in any school bus. Students shall remain seated while the school bus is in motion.
- (2) Passengers in school buses equipped with seat belts shall be required to wear them properly adjusted whenever the school bus is in motion.
- (3) Heavy, sharp, bulky, and/or other articles which may be hazardous in the event of an accident or an emergency stop shall not be transported unsecured in the passenger area of any school bus. Specific attention is directed to items such as skis, ski poles, vaulting poles, large musical instruments, riser platforms, etc. In no case will items be secured in such a manner as to impede access to any exit. Items which shall not be transported within the passenger area of a school bus include all forms of animal life (except service animals), firearms, weapons, breakable containers, flammables, and all other articles which could adversely affect the safety of the school bus and passengers.

Teachers and all other school district staff members shall be annually notified that students shall not be requested to transport prohibited items between home and school on a school bus.

- (4) When a teacher, coach, or other certificated staff member is assigned to accompany students on a school bus, such person shall be responsible for the behavior of the students in his or her charge and shall ensure that passengers comply with state rules, and district policies and procedures for student transportation. However, the school bus driver shall have final authority and responsibility.

[Statutory Authority: RCW [46.61.380](#), 07-05-058, § 392-145-021, filed 2/20/07, effective 11/1/07.]

Chapter 392-153 WAC

TRAFFIC SAFETY—DRIVER EDUCATION

WAC 392-153-025 Traffic safety education vehicles. Every vehicle used in on-street traffic safety education instruction shall:

- (1) Be equipped with a dual control brake, rear view mirror for the instructor, and seat belts for each occupant.
- (2) Have a sign clearly readable from the rear at one hundred feet designating the vehicle is driven by a student driver.
- (3) Be used exclusively for traffic safety education purposes while the course is in session, if the vehicle is on loan from an automobile dealer.
- (4) Pass a safety inspection according to the requirements of WAC [392-143-070](#).

[Statutory Authority: RCW [28A.150.290](#). 06-08-043, § 392-153-025, filed 3/30/06, effective 4/30/06. Statutory Authority: Chapters [28A.220](#) and [46.82](#) RCW. 01-16-003, § 392-153-025, filed 7/18/01, effective 8/18/01. Statutory Authority: RCW [46.20.100](#)(2), [28A.220.020](#) (2), (3), (4), and [28A.220.030](#) (1). 96-24-044 (Order 96-18), § 392-153-025, filed 11/27/96, effective 12/28/96; Order 13-76, § 392-153-025, filed 12/21/76; Order 7-75, § 392-153-025, filed 12/22/75. Formerly WAC [392-50-040](#).]