WASHINGTON STATE SCHOOL BUS, SUPPORT, AND TRAFFIC SAFETY EDUCATIONAL VEHICLES INSPECTION MANUAL

2025

Washington Office of Superintendent of
PUBLIC INSTRUCTION

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FOREWARD

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

Other items found in this manual will be documented and used in 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), Student Transportation Section, and the Washington State Patrol (WSP) Commercial Vehicle Enforcement Bureau (CVEB), Motor Carrier Safety Division (MCSD).

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, June 2025

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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 SCHOOL BUS INSPECTION MANUAL

Purpose and Goal

This manual serves as a guide to endure the standardization of the school bus inspection program and facilitate the safe transportation of students.

Strategy

Inspectors, transportation administrators, and regional transportation coordinators have an obligation to parents and the community to ensure that vehicles used to transport students and operators are safe. Undergoing a standardized inspection intended to identify safety concerns is a strategy in this process.

This manual outlines the items to be inspected, and the method used to conduct these inspections. Verifying the safe condition of these vehicles and facilitating repairs will ensure safety and reduce the number of out of service vehicles.

SECTION I – POLICIES

Chapter 296-24 WAC General Safety & Health Standards PART A-2

PERSONAL PROTECTIVE EQUIPMENT 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:

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 WSP requires the wearing of personal protective equipment (PPE) while performing inspections of school district vehicles when needed.

POLICIES-GENERAL

School bus inspections, (INITIAL, ROUTINE, ANNUAL (100 percent and 25 percent), COLLISION, REINSPECT, REPOWER, and REBUILT), will be conducted by Washington State Patrol (WSP) personnel. No other school bus inspections will be conducted by WSP personnel unless directed to do so by the Motor Carrier Safety Division (MCSD) school bus coordinator in consultation with the director of student 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 facing the driver on the inside of the windshield as nearly as practicable to the center.

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

Non-Presented Vehicles

Any school buses not presented for inspection at the time and place scheduled by the chief of the state patrol may obtain the appropriate inspection on or before August 31st of the current year. If the vehicle is not inspected on or before August 31st, the bus must 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. It is the responsibility of the school district to make arrangements with the WSP for the inspection of any non-presented vehicle.

The school district will provide notification, in advance of the inspection, to the OSPI Regional Transportation Coordinator for their school district.

The notification shall include the following:

1. OSPI Permit Number
2. Local district bus number
3. Reason the vehicle is not being presented

A vehicle will be accepted as non-presented as long as it meets the following criteria:

1. A vehicle scheduled for a trip.
2. A vehicle that is off premises for repairs; or on premises for repairs which are delayed due to scope of repair and/or availability of parts.
3. A vehicle that is scheduled for surplus and will no longer be utilized by the school district. (District should submit a Form 1020B-School Bus Disposition with the notification of non-presented buses).

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. MCSD/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 meets the definition of a reportable collision.
      - $1,000 or more in damage
      - Any reportable injuries
        - Serious injuries transported from the scene
        - Minor injuries which are non-disabling
        - Possible injuries report but not visible (complaint)
      - Fatalities at the scene or post collision
   2. If the investigating officer suspects defective equipment on the school bus may have contributed to the collision.
   3. The school district involved requests an officer to inspect the bus. A MCSD/CVD supervisor must approve any request made directly from a school district.

B. School buses placed out of service from collision damage shall receive an inspection from a MCSD/CVD officer prior to putting the bus back in service.

POLICIES FOR INITIAL INSPECTIONS

1. The district supervisor will handle requests for inspections.
2. A WSP MCSD/CVD officer trained in school bus inspections shall conduct the initial inspections utilizing the current OSPI Specification Manual. Note: OSPI shall coordinate with WSP and provide timely updates as changes to the Specification Manual occur.
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. 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.
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:
   - 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.
   - If any item is found to be unsatisfactory, the inspector will mark the appropriate box with an (X). The inspection for this vehicle stops and a copy of the inspection

form is sent to the WSP supervisor. The inspector will notify the dealer/vendor of the condition causing the non-acceptance.

- The dealer/vendor will contact the WSP supervisor to schedule a re-inspection of the non-accepted vehicles which did not meet minimum OSPI specifications.
- The inspector will then sign the inspection form electronically (e.g., /S/inspector name). This will be an indicator to all receiving it that the vehicle recorded thereon has met OSPI minimum specifications.
- Distribution of the initial inspection forms (completed electronically) shall be the responsibility of the inspector. The inspector shall forward the successfully completed inspection form (electronically) to the OSPI Regional Transportation Coordinator. A courtesy copy shall be sent to the inspector's immediate supervisor, WSP School Bus Program Manager, and the dealer/vendor. This should be completed prior to leaving the inspection site. In rare incidents where the forms cannot be transmitted immediately, they shall be sent within 24 hours.

POLICIES FOR ROUTINE AND 25 PERCENT SCHOOL BUS INSPECTIONS

WSP Supervisor Responsibilities

1. Ensure that inspections are conducted within the guidelines.
2. Ensure each inspector is provided with a school bus inventory list available at OSPI's website prior to the inspector arriving at the district.
3. Responsible for the conduct of the team members while on this assignment.
4. Responsible for 60-day pre-notification to the schools for the annual inspection.
5. Responsible for the scheduling of the 25% unannounced school bus inspection.
6. A qualified person designated by the supervisor may conduct re-inspections.

WSP Inspector 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. It shall be the responsibility of each member of the inspection team to:
   a. Know and prepare 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 WSP.

e. Inspectors shall be trained and remain proficient in the use of devices used to record and transmit inspections.

OFFICE OF SUPERINTENDENT OF PUBLIC INSTRUCTION (OSPI), STUDENT TRANSPORTATION RESPONSIBILIITES

1. Upon request, regional transportation coordinators will assist inspectors in resolving any problems that may arise during school bus inspections.
2. OSPI will maintain the school bus inventory list to ensure timely and accurate information is available for WSP supervisors and inspectors.
3. 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

INITIAL INSPECTION PROCEDURE GUIDE

1. Record the school district receiving the vehicle
2. Record the district number
3. Contractor information, if applicable
4. Record bus type
5. Record VIN as shown on body manufacturer data plate
6. Model year as indicated on body manufacturer data plate
7. Body manufacturer
8. Chassis manufacturer
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
12. Record engine make
13. Record engine model
14. Indicate engine placement
15. Record gross vehicle weight rating as shown on spec plate
16. Check front axle weight rating as shown on spec plate and verify combined tire load rating for compatibility
17. Check rear axle weight rating as shown on spec plate and verify combined tire load rating for compatibility
18. Indicate Fuel Type: Diesel, Gas, Propane, etc.
19. Indicate transmission type and record model number as shown on transmission or line setting ticket
20. Indicate type of brake system

Interior Measurements

21. Record interior length in inches
22. Interior height in inches
23. Aisle widths in inches
24. Record seat width in inches
25. Record side window dimensions in inches

26. Record sun visor dimensions

Emergency Exit Measurements

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

Service Door

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

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

Driver Area

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

Emergency Exits

50. Interior markings/arrows, left door
51. Handle guards
52. Padding
53. Vandal locks
54. Ease of opening (check with "off" hand)
55. Hold-open devices

56. Warning buzzers
57. Indicate number of hatches
58. Check aisle width for all exits (flip-up seats, etc.)
59. Indicate any other items (door handle size/color, etc.)

Passenger Area

60. Interior lighting
61. Step well light
62. Seats
63. Heaters/defrosters
64. Flooring/wheel housing
65. Sharp edges
66. Handrails
67. Storage compartment

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
6. Check roof, sides, caps for proper color
7. Verify required reflective markings are present
8. Verify size, color of lettering. Check for prohibited signage
9. Verify safety grade of all glass
10. Verify size, mounting, adjustment on all mirrors
11. Crossing Arm. Check color, size, and wiring. Verify quick disconnect for electric models(Over-ride switch prohibited.)
12. Verify capacity, mounting, wiring protection
13. Check size and location of rub rails
14. Check front bumper tow hooks
15. Verify presence of stirrup step
16. Verify size and rating for GVWR
17. Wheels. Check type, securement and color
18. Verify presence of anti-hitch bumper shield
19. Verify exhaust exit location, diffuser and measurements
20. Check fuel tank cap for leaks and securement
21. Verify size and content of signage (do not pass, etc.)
22. Verify presence of license plate holder and light

23. Check rear bumper and tow hooks
24. Check sanders, if present, for capacity, wiring, mounting
25. Verify storage compartment location and securement
26. Verify undercoating for bus type
27. Check all wiring for proper protection, number of circuits
28. Other items (sharp edges, snagging hazards, etc.)

Lights

29. Headlights/Tail lamps
30. Turn Signals
31. Stop Lights
32. Hazard lights
33. ID/Clearance
34. Strobe
35. 8-Way System
36. Stop Paddle
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
45. Check for loose/missing bolts/clamps
46. Check exhaust for leaks, required shielding and defuser
47. Verify location and number of drive-line loops
48. Check shock absorbers/air bags for leaks and securement
49. Check suspension for cracks and securement.
50. Check lash, steering wheel clearance, hose routing
51. Check radius for appropriate wheelbase (42.5’ or 44.5’)
52. Verify presence of wiring diagram and shielding
53. Check fuel tank for capacity, access panel, tank location/shielding
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)
58. Verify fast idle/throttle lock operation
59. Verify presence of air cleaner
60. Verify presence of water shut-off valves.

Brakes

61. Verify presence of air dryer on air brake systems
62. Verify compressor rating (12 CFM minimum)
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 emergency/park brake test (See Inspection Manual, Section II-D)
72. Check operation of low vacuum buzzer, if so equipped
73. Other brake components (air tank marking, etc.)

Special Needs Equipment

74. Verify presence of emblem
75. Check operation of lift
76. Check operation, verify door switch
77. Verify platform dimensions, barriers, pad, etc.
78. Verify dimension, presence of “drip molding,” etc.
79. Verify handrail dimensions and location
80. Verify padding presence and coverage
81. Check warning light operation
82. Check securement and restraint systems

Other items (aisle width, ramps, support equipment, etc.)

SECTION II-B

ROUTINE (100% AND 25%) INSPECTION PROCEDURES

Item 1 – Inspection Documentation

1. Routine (100% & 25%) inspections are to be conducted using WSP designated electronic format.
2. Cross-reference the VIN, state bus number, operating permit, and registration to ensure all documents are in compliance.

Item 2 – School Bus Interior

Check the interior of the bus for any prohibited items; e.g., flammable aerosol containers. No heavy unsecured items may be placed in the overhead storage. For equipment items required, check to see if they are present, meet appropriate Washington State Minimum Specifications for School Buses, and are operating properly:

1. Required and/or authorized signing and lettering
2. Fire extinguisher–fully charged
3. First aid kit-for proper contents
4. Emergency Triangles
5. Body fluid clear-up kit
6. Horn and horn button location
7. Driver's seat belt
8. All required instruments:
    a. Speedometer
    b. Tachometer (after 1972)
    c. Low air/vacuum gauges, lights, buzzer
    d. Noise Suppression Switch
    e. ABS Brake Warning Lights
    f. Ammeter/voltmeter (both required after 1972)
    g. Transmission temperature gauge or light (automatic transmissions 1977 and later).
    h. Transmission Starter Inter-lock (attempt to start engine in gear)
    i. Emergency exit warning light/buzzer
9. Vandal lock (ignition bypass not allowed)
10. Sun Visors
11. Mirrors (condition)
12. Belt Cutter. If stored, compartment must be labeled

Eight-light warning system. When checking the eight-light warning system, proceed as follows:

GENERAL REQUIREMENTS

a. Commence inspection with engine running, service door closed, and all control switches off

b. The crossing control arm must extend at any time the red lights flash
c. During lamp operation, the amber and red shall reach full brilliance during each cycle
d. 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

PROCEDURES

a. For power and manually operated systems
    1) Extend stop signal arm; red lights should flash
    2) Open and close service door; red lights should continue to flash, and stop signal arm should remain extended
    3) Retract stop signal arm; red lights should cancel
b. For power and manually operated systems turn master switch on, if so equipped
    1) Turn sequencing switch on: amber lights should flash
    2) Extend stop signal arm; amber lights should cancel, and red lights should flash
    3) Open and close service door; stop signal arm should remain extended, and red lights should continue to flash
    4) Retract stop signal arm: red lights should cancel
c. Power operated systems only
    1) Turn master switch on, if so equipped
    2) Turn sequencing switch on: amber lights should flash
    3) Open service door; amber lights should cancel, stop arm should extend, and red lights should flash
    4) During lamp operation, the amber and red lights shall reach full brilliance during each cycle
    5) Open service door. If stop arm extends, and red lights flash, turn master switch off
d. Manually operated systems only
    1) Turn master switch on, if so equipped
    2) Turn sequencing switch on; amber lights should flash
    3) Open service door; amber lights should cancel and red lights should flash
    4) Close service door: red lights should cancel
    5) Open service door. If red lights flash, turn master switch off

NOTE: DURING OPERATION, BOTH AMBER AND RED LIGHTS SHALL REACH FULL BRILLIANCE DURING EACH CYCLE.

13. Seats, inspect for the following:
    a. Floor connections for cracks, breaks, or looseness
    b. Rips or missing upholstery, seat padding deteriorated or missing
    c. Torn or ragged metal edges, if applicable
    d. Broken or unsecured seat frames
    e. Passenger Seat Belts (Type A -1 only)
14. Floors, inspect for the following:

a. Loose flooring
b. Deterioration of the flooring
c. Holes in flooring or shift boots
d. Step well for loose metal or treads

15. Emergency door(s)/window, inspect for the following:
    a. The door for ease of opening, using your off hand
    b. The window, if equipped, for ease of opening
    c. Devices that would prohibit the door or window from opening (e.g., padlock hinges, vandal locks, pins, etc.)
    d. Door handle guard
    e. Listen for audible warning and observe the warning light, if so equipped, when door is open
    f. Door hold-open device (After 9-1-91)
    g. Seals around emergency doors

16. Emergency roof hatch (s) (Required after 9 -1-91):
    a. Ease of opening
    b. Warning buzzer
17. Glass, inspect all glass for cracks, splintering, etc.
18. Interior lights, inspect dome lights and step well lights
19. Heater Hose Shielding

ITEM 3 – SCHOOL BUS EXTERIOR

Inspections are to be conducted in a counter-clockwise rotation, beginning at the front of the bus. Check to see if the following equipment, if required, is present, meets the appropriate Washington State Minimum Specifications for School Buses, and is operating properly. Check for required and/or authorized signing and lettering.

ITEM 4

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

1. Ask the co-inspector to set the parking brake on the vehicle
2. Ask the co-inspector to start the engine and fully charge the air system

ITEM 5

Take up a position directly in front of the vehicle, making sure you have visual contact with the co-inspector at all times and inspect the following:

1. The warning light system for proper operation
2. The crossing control arm for proper operation. The crossing arm shall extend at any time the red lights flash. The crossing arm wand, if painted, shall be either school bus yellow or black

3. Headlights (high and low beam)
4. Turn signals
5. Four-way flashers
6. Clearance and ID lights
7. Windshield wipers and washers for operation and condition
8. Windshield
9. Daytime running lights or auxiliary driving lights (if present)
10. Front bumper and tow attachments

ITEM 6

Front-mounted engine compartment. Turn engine off and inspect for the following:

1. Fuel leaks
2. Oil leaks
3. Coolant leaks
4. Loose or worn belts
5. Wiring
6. Hydraulic brake master cylinder level
7. Power steering fluid leaks and reservoir level
8. Firewall for holes
9. Leaks; when checking for leaks in power steering, fuel, and hydraulic brakes, the following procedure shall apply and cause the bus to be placed out of service:
    - Power steering:
        A. If wetness is noted, wipe clean
        B. With the engine running, turn the 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
    - Fuel:
        A. If wetness is noted, wipe clean
        B. If it reappears before the inspectors leave the site that constitutes a leak
    - Hydraulic brakes:
        A. Any obvious wetness of brake fluid constitutes a leak

ITEM 7

1. Left side of the bus (your right), inspect the following:
2. Stop sign, making sure it is properly painted
3. 1987 or newer-strobe lighted octagonal sign
4. The stop paddle. Make sure it will lock in both the open and closed position
5. Emergency exit door for ease of opening (using your off hand)
    a. Check to ensure "Hold Open Device" is operating properly
    b. No apparatus may be present that would lock the exit in the closed position other than a manufacturer's vandal lock system

    c. No apparatus may be present which will allow a student to lock any emergency door or exit
6. While moving toward the rear of the bus, inspect the exterior for:
    a. Indications of rusting metal
    b. Loose rivets or bolts that allow movement
    c. Loose metal
    d. Rub rails
    e. All side glass for condition and proper safety rating
7. Fuel filler cap present and securely fastened
8. Marker lights and turn signals. Tires, wheels, lug nuts, and axle flange nuts for the following conditions:
    a. Front tire(s) of less than 4/32 inch tread depth (recapped tires are not allowed on front axle)
    b. 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
    c. 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
    d. Any tire with a worn spot, exposing the cord through the tread
    e. Any tire re-grooved or re-cut
    f. Any tire sidewall for damaged body cords
    g. Any tire for visible bumps, bulges, or knots indicating partial failure or separation of the tire structure
    h. Any tire marked for other than "highway use"
    i. Valve stem(s) for cracks, damage, or evidence of wearing
    j. Flat tires
    k. Cracked wheels
    l. Loose lug nuts or axle flange nuts. Lug nuts and/or wheel covers are not permitted
9. Mirrors (Condition must continue to meet minimum specifications)
10. All required and/or authorized signing and lettering

ITEM 8

Moving to the rear of the bus, inspect the following:

1. Warning lights
2. Clearance and ID lights
3. Turn signals
4. Four-way flashers
5. Stop lights (4 required after 9-1-87)
6. Back-up lights
7. Tail lights (4 required after 9 -1-87)

8. Tail pipe. May be flush with, or shall not extend more than 2 inches beyond the perimeter of the body for side-exit pipes, or the bumper for rear-exit pipes. The exhaust system shall be designed such that exhaust gas will not be trapped under the bus. Tail pipe may extend through the rear bumper
9. Rear emergency exit:
    a. Check for ease of opening (using your off hand)
    b. No apparatus may be present that would lock the exit in the closed position other than a manufacturer's vandal lock system
    c. No apparatus may be present which will allow a student to lock any emergency door or exit
10. Hand holds/foot holds on rear of bus
11. Loose rivets, bolts, or damaged metal
12. Rear license plate/license plate light
13. Rear engine bus. Check engine compartment as described in Item # 6

NOTE: If equipped with a battery master shut-off switch, be sure and turn off until the compartment inspection is complete.

14. "Unlawful to Pass" sign
15. Rear bumper and tow attachments, as required

ITEM 9

The right side of the bus, inspect the following:

1. While moving toward the front of the bus, inspect the exterior for:
    a. Indications of rusting metal
    b. Loose rivets or bolts
    c. Loose metal
    d. Rub rails
    e. All side glass
2. Tires, wheels, and lug nuts as in Items # 7–8
3. Side emergency door, if equipped
4. Marker lights and turn signals
5. Fuel filler cap
6. Service door for:
    a. Opening and closing
    b. Wearing of hinges
    c. Broken or cracked glass. Check for proper AS safety rating
    d. Emergency release
    e. Cracked, missing or deteriorated door seals
7. Handrail
    a. Testing Device:
        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

b. 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

c. Evaluation:
The test device should pull completely free through the crevice area

8. Step well light
9. All mirrors (See Items # 7–9)
10. All required signing and lettering

ITEM 10

Front end assembly, inspect the following:
(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 (make sure the valve stem is not present in that location), place your free hand at the top of the tire. One quarter inch in/out movement at tire circumference is maximum. Tires should be spun to check for rough bearings, excessive drag, wheel is not bent, and that lateral and radial run-out of each rim head area does not exceed 1/8 inch (Cast spoke wheels prohibited). Apply brakes to differentiate between king pin and wheel bearing movement
2. Wheel bearings. Check by placing one foot at the bottom of the tire. Place both hands at the top inside edge of tire. Pull with your hands and push with your foot
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

ITEM 11

Inspect the following items with weight on wheels, and engine running:

1. Tie rod ends and drag links. Check for excessive play. Have the driver 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
2. Turn stops. This may be done visually by looking for shiny spots and/or signs of wear on the side of the tires, drag links, shocks, brake lines
3. Check for loose steering box where it is bolted to the frame while the driver is rocking the steering wheel back and forth, and you are performing number 1 above

4. Check for excessive play in the steering box (sector shaft movement as compared to pitman arm movement)
5. Measure for steering wheel lash:

Steering Wheel Diameter	Manual Steering Maximum Lash	Power Steering Maximum Lash
16″ wheel or less	2″	4 ½″
18″ wheel	2 ¼″	4 ¾″
20″ wheel	2 ½″	5 ¼″
22″ wheel	2 ¾″	5 ¾″

6. 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 for leaking shock absorbers
7. 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
8. Long Stroke Brake Chambers. Long Stroke brake chambers are becoming standard equipment. You should not fit an axle back to conventional chambers from the long stroke chambers. Never mix and match brakes, brake chambers, or 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 the uneven wear and operating characteristics
9. 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 nor more than 105 degrees, and the push rod travel does not exceed manufacturer's specifications (See Appendix IV, page 59). 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 pushrod stroke within legal limits is generally masking a mechanical problem and is not fixing it.
10. Lining. Check to see the thickness of the lining is not less than 1/4 inch or to the wear indicator if the 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

11. Leaks, fluid. Check area under engine and transmission for leaks (water, fuel, oil). Check for leaks around the power steering unit and brake cylinder
12. Front springs. Check spring hangers, spring leaves, and shackles for wear, looseness, extruded or missing grommets, loose U-bolts, broken leaves
13. Spring leaf clamps. Check for presence, cracks, looseness, and tie bolt
14. 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 the U-bolts
15. Brake assemblies. Check for cracks, deformities, or other irregularities
16. Engine mounts. Check engine mounting brackets and bolts for breaks or looseness
17. Exhaust system:
    a. Check the entire system from engine to end of the tail pipe for leaks and damage, with engine at idle and the exhaust system unrestricted. Even though leaks do not meet out of service criteria, they shall be marked as unsatisfactory.
    b. Check to see that the entire system is properly supported
    c. Tail pipe must be flush with, or shall not extend more than 2 inches beyond, the perimeter of the body for side-exit pipe or the bumper for rear exit pipe. The exhaust system shall be designed such that exhaust gas will not be trapped under the body of the bus
    d. 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
    e. The size of the tail pipe shall not be reduced after it leaves the muffler
18. Driveline loops. Check for compliance with the appropriate minimum specifications for the year of the bus (See Appendix IV, page 61)
19. U-joints. Check for looseness by moving the driveline up and down; also by twisting the driveline from both sides of the U-joint
20. 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
21. Wiring, inspect the following:
    a. Any loose, broken, or frayed wires
    b. That wiring is properly secured to the frame and not hanging down
    c. Grommets and proper protection against chafing
22. Differential. Check for leaks at differential, pinion seal, and both rear wheel seals
23. Rear shock absorbers. Check in same manner as the front shock absorbers
24. Rear springs. Check rear springs in the same manner as the front springs
25. Rear brake lines. Check the rear brake lines in the same manner as front brake lines
26. Rear/midship mount engines. Check for fluid leaks, loose engine mounts, and exhaust system the same as for the front-mounted engine
27. Body clamps. Check body clamps at upper frame rail for missing or loose clamps
28. Frame:

1. Check the frame and cross members the entire length of the bus for cracks, breaks, loose bolts and loose rivets
2. Check spring hanger supports for loose or missing rivets or bolts and cracks in the frame at these locations

ITEM 12 – AIR SYSTEM

1. Open drain valves on all air tanks to check for contaminants
2. Check for wet tank drain release on outside of bus or driver's compartment (1977 specifications) (Automatic ejection valves do not meet this specification)
3. Check for presence of air dryer (1984 specifications or desiccant type (September 1, 2001, or newer)
4. Perform air system test as outlined in Section II-C of this manual

ITEM 13 – BRAKE SYSTEM

Perform appropriate brake tests as outlined in Section II-D of this manual

SECTION II-C

AIR SYSTEM INSPECTION PROCEDURES

Prior to starting the inspection ensure the following:

1. Air Tank Color Coding:
   a. Air tanks are color coded as follows: The tanks just need to be marked by the drain valve, not the entire tank. If not marked, this will be an Un-Sat
   b. Primary Tank = Green
   c. Secondary Tank = Red
   d. Wet Tank = White
   e. If the air tanks/drain valves are already labeled, they do not need to be color coded

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

1. Ask the co-inspector to set the parking brake on the vehicle.
2. Ask the co-inspector 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).

<u>Checking the FMVSS 121 System</u>

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 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 the primary tank 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 secondary 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 contaminates 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 primary and wet 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 the primary tank depleted, the service brakes on the front and rear 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. With the engine off, key on, and the parking brake in the release position, rapidly drain the secondary tank with the tank petcock valve until the low air warning device (if so equipped) is activated (either audible and/or visual).

11. Observe the gauge, when the low air-warning device is activated, the gauge shall indicate at least 50% of the air compressor cutout pressure.
12. At this time, check the integrity of the first service system to make sure the check valve is holding system pressure.
13. Drain the secondary and wet tank of all remaining pressure.
14. The spring brakes should not apply.
15. Make a brake application with the treadle valve.

    NOTE: With the pressure in the secondary tank depleted. The rear brakes will apply in the rear, but not in the front. When the treadle valve is released, the brakes should release.

16. 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 primary 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.
17. 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.
18. 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 19.)
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.)

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, page 69). 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 RECORD BRAKE DATA 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).

ABS Brake Light Check

Check to make sure the ABS light functions when the key is turned on and goes out after it does its diagnostic test. An ABS light that remains on will be reported as an Un-Sat.

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 if 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

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 with the engine at idle.
NOTE: CAUTION SHOULD BE EXERCISED WHEN ATTEMPTING TO MOVE THE VEHICLE.

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:

INSIDE THE BUS

1. Aisle
   a. Buses September 1, 2004, and later, equipped with a lift must have a 30” aisle
   b. Buses 1984—2004, equipped with a lift must have a 30" aisle to all emergency doors
   c. Buses 1977—1984, equipped with a lift must have a 30" aisle to at least one door
2. Power Lift
   a. Open the lift door, locate lift control, stand clear of lift, depress door switch, and attempt to lower. Lift should not operate
   b. On foldout type lifts, check for proper padding
   c. If equipped with an elevator type lift, check guard panels, padding, and chain or cable

Lift Inspection (Mfg. before 9-1-2005)

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

Special support equipment and accessories

1. Check that all special equipment is properly secured.

Lift Inspection (Mfg. after 9-1-2005)

1. Interlock
    a. Vehicle interlock must not allow the vehicle to move when the lift is deployed
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
3. Mobile seating device/occupant securement system
    a. Check that attachments or track are not cracked or broken, and are securely fastened
    b. 1987 and later—Forward facing, including occupant securement system
    c. Prior to 1987—Forward or side facing
4. Special support equipment and accessories. Check that all special equipment is properly secured, or maintained in a latched storage

OUTSIDE THE BUS—LIFT-EQUIPPED BUSES

1. Check for wheelchair symbol on lift-equipped buses. Effective for all lift- equipped buses 9 -1-92
2. Open lift door(s)
    a. Check for light over door on inside of bus
    b. Check that doors latch back properly
    c. Check for audible or visible warning device in driver's compartment
3. Lower lift, check for proper operation
    a. Inspect lift for broken, cracked or loose components
    b. Check for fluid leaks
4. Lift on ground
    a. Check condition of non-skid material on ramp
    b. Check self-adjusting front ramp for proper operation
    c. INITIAL INSPECTION ONLY. Check ramp width. Ramp shall provide at least a 27" wheel track in order to accommodate at least a 30" wide wheelchair
5. Raise lift, check for proper operation
6. Close door(s)
    a. Check doors for securement
    b. Check light over door
    c. Check warning device in driver's compartment

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. Spring brake will not stop vehicle in 50 feet with vehicle traveling at 15 mph [49 CFR 393.52(b)]
    b. 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
    c. Equalization. If vehicle fails to stop within a 12-foot lane. (If the vehicle veers to one side or the other during the test)
    d. FMVSS 121. If the dual air system fails to maintain integrity when either tank is drained rapidly
    e. One or more brakes which exceed the brake chamber manufacturer's recommended pushrod travel
    f. One or more brakes on air system in which the slack adjuster angle is less than 80 degrees or more than 105 degrees
    g. 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
    h. No more than one quart of contaminants will be allowed in the entire air system. (Water and oil will be considered contaminants)
    i. 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
    j. On hydraulic/vacuum systems, no more than three inches drop in vacuum in one minute after turning the engine off (brakes applied)
    k. 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 ½″ (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 ¼″ (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. This includes different chamber sizes and stroke length
   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).

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
8. Any portion of the tire contacting suspension or body components

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. All wheelchair tie downs in the tracks immediately adjacent to the aisle or any exit, must be removed when not in use and stored properly. If not removed, it will be reported as an out-of-service
7. Flooring so deteriorated it fails to support any occupant of the vehicle or which might cause the occupant to trip and/or fall

8. Speedometer not working properly. A speedometer is required for performing the brake test
9. Air gauge or vacuum gauge not present or working properly. (These gauges are required and must be functional in order to perform testing)
10. Horn inoperative, missing, or unable to locate the horn button. Horn button must be visible and readily accessible to the driver
11. Horn not audible for 200 feet to the front
12. Handrail. The handrail test device procedure as outlined on page 24 becomes caught, separates, or breaks
13. Presence of prohibited items (i.e., loose tire chains, extra fuel, prohibited flammables, aerosol cans, any item that could cause bodily harm)
14. Loose items within the driver compartment. (All areas forward of the front passenger seats). A towel or air cushion of the driver's seat is acceptable. Tissue box secured on the dash is acceptable
    - Loose Items are defined as anything that could move and interfere with the safe operation of the bus or cause a distraction to the driver

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. If one light in the eight-light system is not operating, it is an out-of-service violation (Lights alternately flash between 60-120 flashes per minute, and one light can't meet this requirement)
3. Both stop paddle lights inoperative on one side
4. All stop lights on one side inoperative
5. All tail lights on one side inoperative
6. All front turn signal lights on one side inoperative
7. All rear turn signal lights on one side inoperative
8. Both low beam headlights inoperative (two and four light systems).
9. Vehicle LED lamps must have more than 25% of the diodes unlit (grouped together) to be "considered inoperable"

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 bottom securement hardware missing from any seat

Fuel System

1. Fuel leaks that result in dripping of fuel
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
   c. Alternator
2. Wiring bare, shorted, hot, or sparking
3. Broken or missing motor mounts or motor mount bolt

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 MCSD/CVD supervisor and the school district transportation administrator to not concur, the WSP School Bus Program Manager and the Regional Transportation Coordinator must be advised to determine a joint resolution. In the unlikely event an agreement is not reached between the WSP School Bus Program Manager and the Regional Transportation Coordinator, the action will be elevated to the OSPI Director of Transportation and the Commander of the MCSD/CVD for final resolution.

Out-of-Service Sticker

See Appendix IV, page 64.
Refer to Policy Section I (page 3) for placement and removal.
Revised: 2/25/1992, 2/28/1992, 4/16/1992, 4/1/1997, 3/28/2002, 9/1/2009, 11/01/2016, 12/1/2018, 9/1/2019, 2/1/2025

SECTION IV

SUPPORT & TRAFFIC SAFETY EDUCATION VEHICLES INSPECTION PROCEDURES

Vehicles used to transport students and vehicles utilized 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, whether donated to, leased by or owned by a school district, must carry safety equipment, pass an inspection of vehicle components. Vehicles used for Traffic Safety Education must be equipped for on-street instruction. The purpose of the inspection is to ensure mechanically safe vehicles are being used to transport students. (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. The WSP Officers will conduct the annual inspection of the support and traffic safety education vehicles during the scheduled annual inspection. 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 vehicle shall not be used to transport students until a successful re-inspection has been completed.

Item 1 - Vehicle Interior

In the vehicle interior, check that the following items are present, operating properly, and meet the appropriate minimum specifications for support and 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

1. With the engine off, inspect for the following:
2. Fuel leaks (Reference RCW 46.37.465)
3. Oil leaks
4. Coolant leaks
5. Loose or worn belts
6. Damaged wiring
7. Brake fluid level
8. 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

SUPPORT & TRAFFIC SAFETY EDUCATION VEHICLES 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 vehicle shall not be used to transport students until a successful re-inspection has been completed.

Body

Fails to meet the requirements of RCW 46.37.517.

Brakes

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

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

Exhaust System

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.

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

Glass

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

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

Lights

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

Steering Components

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

Suspension Components

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

Tires

Fails to meet the requirements of RCW 46.37.425

Wheels and Lugs

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

Windshield Wipers

1. Windshield wiper mechanism inoperative
2. Any wiper blade missing
3.

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 MCSD/CVD supervisor must approve the action, along with the regional transportation coordinator, unless the district's traffic safety education coordinator concurs with the action.
Revised: 2/10/996, 4/1/1997, 3/28/2002, 09/01/2009, 11/01/2016, 12/1/2018, 9/1/2019

SECTION VI REFERENCE MATERIAL

SUPERINTENDENT OF PUBLIC INSTRUCTION
Pupil Transportation
Old Capitol Building, PO BOX 47200
OLYMPIA, WA 98504-7200

INITIAL SCHOOL BUS INSPECTION
By
Washington State Patrol

☐ Initial
☐ Major Modification Repair

SCHOOL DISTRICT			DISTRICT NO.	CONTRACTOR		
VEHICLE IDENTIFICATION NUMBER (17 Characters)			BUS TYPE (Check one) ___A ___C ___D	BUS YEAR	FUEL TYPE	LOCAL BUS NUMBER
BODY MAKE	CHASSIS MAKE	GVW RATING	WHEEL BASE (in.)	W/C LIFT ___Yes ___No	NO. W/C TIE DOWN	MFG. RATED SEATING CAPACITY
INTERIOR LENGTH (in.)	INSIDE HEIGHT (in.)	AISLE WIDTH (in.)	SEAT DEPTH (in.)	TRANSMISSION ___MANUAL ___AUTOMATIC	AUTOMATIC MODEL NUMBER	
BODY WIDTH (in.)	BRAKES ___ Hydraulic ___ Air	FRONT ___ Drum ___ Disc	REAR ___ Drum ___ Disc	ENGINE MAKE	ENGINE MODEL	ALTERNATOR CAPACITY
OVERALL LENGTH (in.)				TIRE SIZE	ENGINE PLACEMENT	

A. INTERIOR	DLR	UNS	A. INTERIOR Continued	DLR	UNS
1. Belt Cutter			33. Warning Buzzers		
2. Body Fluid Kit			34. Windshield		
3. Drivers Seat			**B. EXTERIOR**		
4. Drivers Seat Belt			1. Antihitch Bumper Shield		
5. Eight Light Warning System			2. Battery Box		
6. Emergency Exit: ___ Rear ___ Side ___ Size			3. Color/Marking/Trim		
7. Emergency Exit Signs			4. Eight Light Warning System		
8. Emergency Exit Warning: ___ Rear ___ Side			5. Fuel Filler Cap		
9. Emergency Exit(s) Operation			6. Hold Open Devices		
10. Fast Idle Control			7. Lettering		
11. Fire Extinguisher			8. Mirrors		
12. First Aid Kit			9. Projections or Protuberances		
13. Flooring/Wheel Housing			10. Rear License Plate Holder/Light		
14. Handle Guards			11. Reflective Material		
15. Handrails			12. Roof/Sides/Caps		
16. Heaters			13. Rub Rails		
17. Highway Warning Kit			14. Stirrup Steps		
18. Horn: ___ Air ___ Electric			15. Storage Compartment		
19. Instruments			16. Tail Pipe Extension		
20. Interior Lighting			17. Tow Hooks		
21. Markings			18. Unlawful To Pass Sign		
22. Padding			19. Windshield Wipers ___ Air ___ Electric		
23. Permit Holder			20. Wiring		
24. Roof Hatches (number of)			**C. LIGHTS**		
25. Service Door Emergency Release			1. 4-Way Flashers		
26. Service Entrance			2. 8-Way System		
27. Side Windows- Drop/Glazing			3. Crossing Arm		
28. Steps			4. Headlights/Tail Lamps		
29. Stepwell Light			5. ID/Clearance		
30. Strobe Light			6. Stop Lights		
31. Sun Visor/Mirror(s)			7. Stop Paddle		
32. Vandal Locks			8. Turn Signals		

FORM SPI 1029 (Rev. 9/15) DISTRIBUTION: Copy–School District, Copy–Inspecting Officer, Copy–Dealer

D. UNDER THE BUS	DLR	UNS	F. BRAKES	DLR	UNS
1. Body Bolts/Clamps			1. Adjustment		
2. Drive Shaft Guards			2. Air Dryer		
3. Exhaust System			3. Air Loss		
4. Frame			4. Air System Check (121)		
5. Fuel System			5. Brake Equalization		
6. Fuel Tank Securement			6. Brake Hoses (rubbing/chaffing)		
7. Sanders			7. Compressor Buildup ___Seconds		
8. Shock Absorbers			8. Compressor Rating		
9. Steering Components			9. Emergency/Park Brake Efficiency		
10. Suspension Components			10. Leaks		
11. Tires and Wheels			11. Low Air/Vacuum Warning Devices ___PSI		
12. Turning Radius			12. Service Brake Efficiency		
13. Undercoating			13. Slack Angle/Rod Travel		
E. ENGINE COMPARTMENT			14. Wet Tank Drain		
1. Air Cleaner			**G. SPECIAL NEEDS**		
2. Belts/Hoses			1. Controls		
3. Coolant			2. Handrail		
4. Differential			3. Identification		
5. Engine Oil			4. Lift/Travel Capacity		
6. Power Steering			5. Occupant Securement		
7. Transmission			6. Padding		
8. Water Shut Off Valve (2)			7. Platform		
9. Wiring			8. Warning Light		

COMMENTS:

DEALER'S NAME	DEALER REPRESENTATIVE	DATE

INSPECTOR'S NAME	INSPECTOR'S BADGE NO.

INSPECTION LOCATION	ASSET TAG NO.	DATE

FORM SPI 1029 (Rev. 9/15) **DISTRIBUTION:** Copy–School District, Copy–Inspecting Officer, Copy–Dealer

OFFICE OF SUPERINTENDENT OF PUBLIC INSTRUCTION
Student Transportation
Old Capitol Building
PO BOX 47200
Olympia WA 98504-7200

ROUTINE SCHOOL BUS INSPECTION

By
Washington State Patrol

☐ Annual 100% Fleet

☐ Annual 25% Fleet

STATE 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		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. USPENSION 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 – Inspecting Officer

ORIGINAL

FORM SPI 1028 (Rev. 3/2013)

SCHOOL BUS
INSPECTION RECAP

SCHOOL DISTRICT		DISTRICT NO.	COUNTY	RECAP DATE	PENDING
ADDRESS	CITY		ZIP		
CONTACT					

SCHOOL BUSES	OOS BUS INSPECTIONS	BUSES NOT PRESENTED	BUSES INSPECTED	OOS BUS % INSPECTIONS
DRIVER'S ED VEH	OOS DRIVER'S ED VEH		DRIVER'S ED INSPECTED	OOS DRIVER'S ED % INSPECTIONS
SUPPORT	OOS SUPPORT VEH		SUPPORT INSPECTED	OOS SUPPORT % INSPECTIONS

OUT OF SERVICE/REINSPECT

STATE PERMIT NO.	LOCAL NO.	INSPECTION DATE		OOS STICKER	VIN
EXPLANATION					

STATE PERMIT NO.	LOCAL NO.	INSPECTION DATE	WSP STICKER		
COMMENTS					

STATE PERMIT NO.	LOCAL NO.	INSPECTION DATE		OOS STICKER	VIN
EXPLANATION					

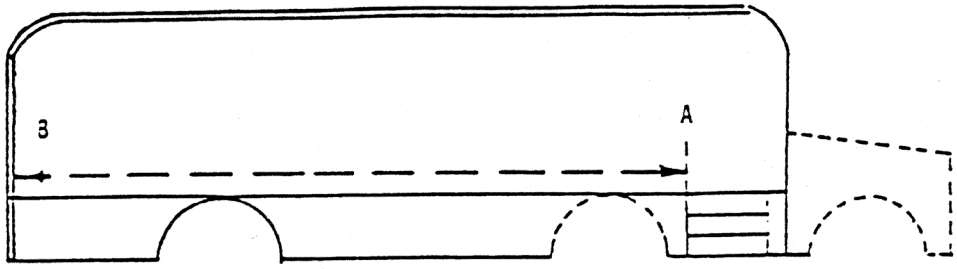
STATE PERMIT NO.	LOCAL NO.	INSPECTION DATE	WSP STICKER		
COMMENTS					

UNSATISFACTORY

STATE PERMIT NO.	LOCAL NO.	INSPECTION DATE	WSP STICKER		VIN
EXPLANATION					

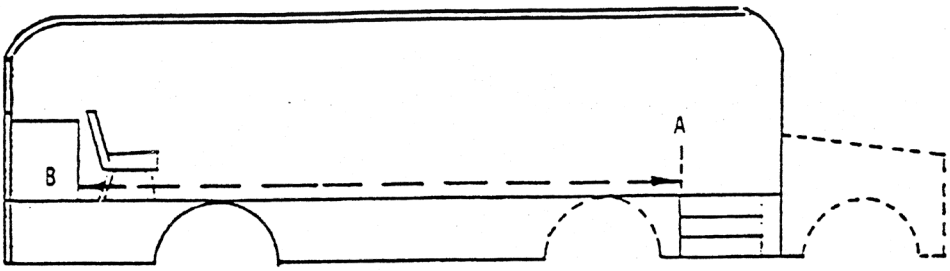
Interior Body Length

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



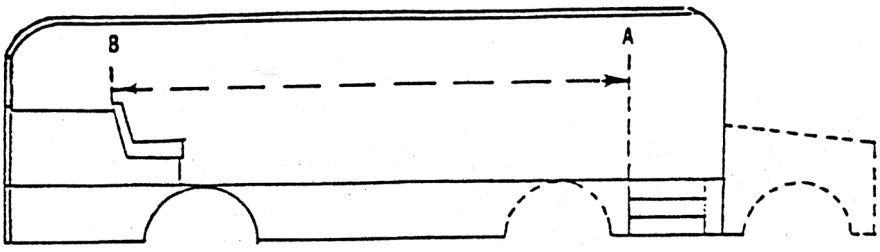
Forward engine transit or conventional with rear luggage compartment and standard rear seat.

Measure from rear of step well to inside face of luggage compartment at floor level.



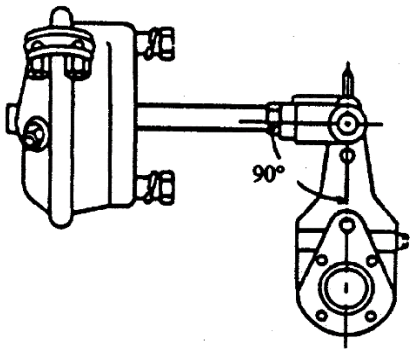
Rear engine transit or conventional with rear luggage compartment and davenport seat.

Measure from rear of step well to top rear most point of davenport seat back.



SLACK ADJUSTER ANGLE/PUSH ROD TRAVEL

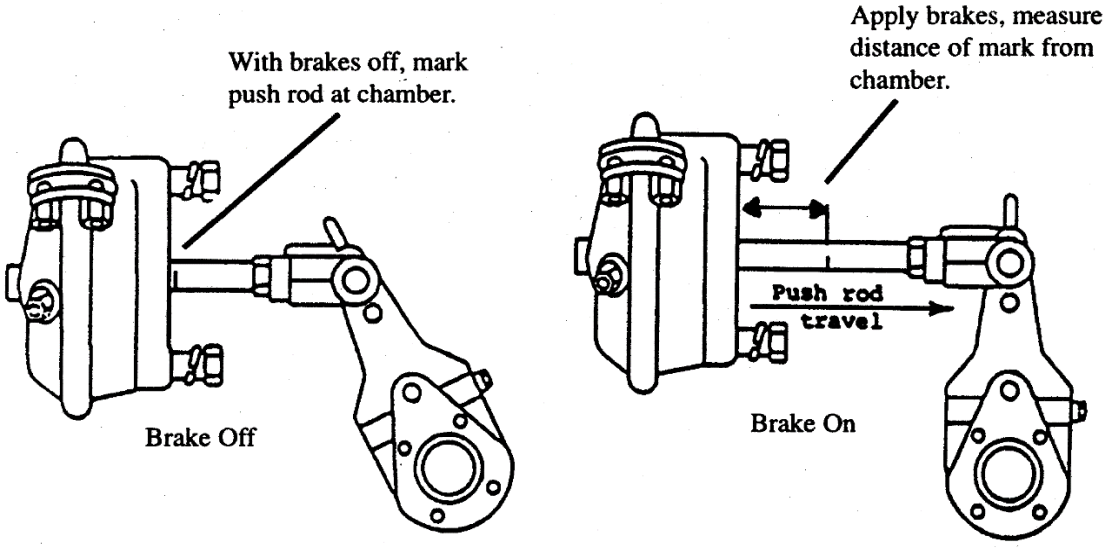
Note: When brakes are properly adjusted and fully applied, the slack adjuster should be at an angle of 90 degrees or greater, measured from the center line of the push rod.



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 inpsection, as vehicle emergency brake(s) must be off.



Refer to following chart on page 70 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
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: ~~3/24/1997~~, ~~3/28/2002~~, ~~11/01/2016~~, ~~12/1/2018~~, 9/1/2019.

Driveline Loops

- September 6, 1977, through June 30, 1984:

The drive shaft, or each portion of 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 of 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.

Revised: ~~3/12/1986~~, ~~7/14/1986~~, ~~1/5/1990~~, ~~4/22/1997~~, ~~3/28/2002~~, ~~11/01/2016~~, ~~12/1/2018~~, 9/1/2019.

Belt Inspection

TO: Dedicated School Bus Inspectors

FROM: CVEO 4 Robert K. Petersen

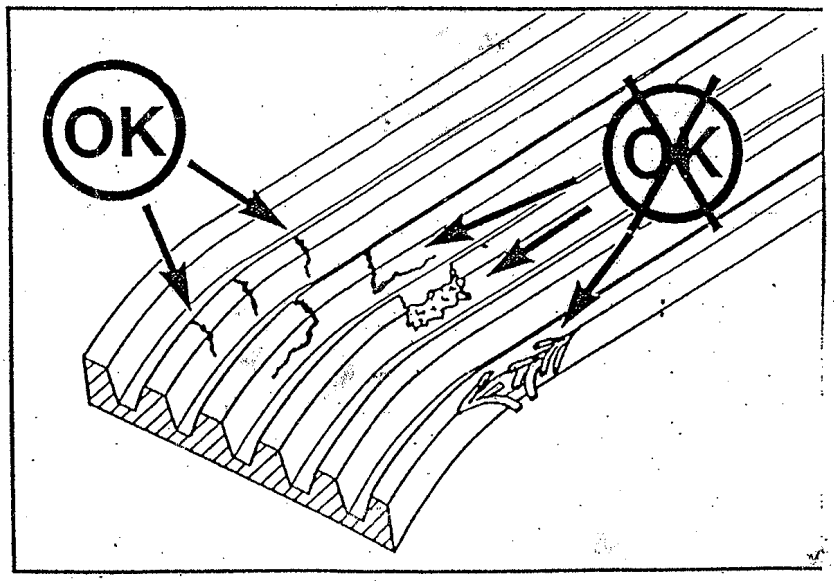
SUBJECT: School Bus Engine Belts

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:

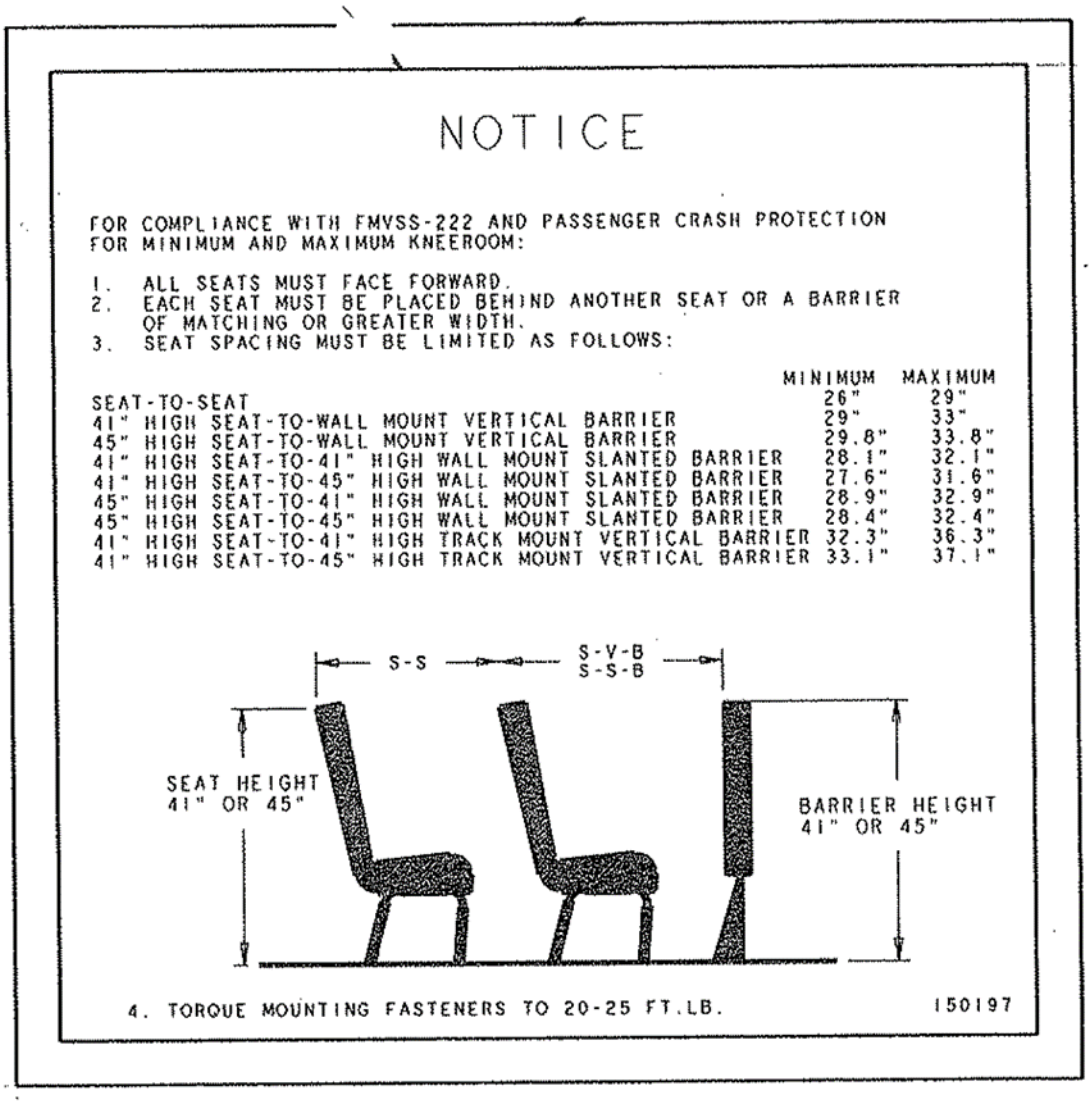
Visually inspect the belt. Check the belt for intersecting cracks. Transverse (across the belt width) cracks are acceptable. Longitudinal (direction of belt length) cracks that intersect with transverse cracks are **not** acceptable and are out of service. ~~Any belt with more than 3 cracks (transverse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



3000-323-437 5/93

WASHINGTON STATE PATROL WSP

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:

	MINIMUM	MAXIMUM
SEAT-TO-SEAT	26"	29"
41" HIGH SEAT-TO-WALL MOUNT VERTICAL BARRIER	29"	33"
45" HIGH SEAT-TO-WALL MOUNT VERTICAL BARRIER	29.8"	33.8"
41" HIGH SEAT-TO-41" HIGH WALL MOUNT SLANTED BARRIER	28.1"	32.1"
41" HIGH SEAT-TO-45" HIGH WALL MOUNT SLANTED BARRIER	27.6"	31.6"
45" HIGH SEAT-TO-41" HIGH WALL MOUNT SLANTED BARRIER	28.9"	32.9"
45" HIGH SEAT-TO-45" HIGH WALL MOUNT SLANTED BARRIER	28.4"	32.4"
41" HIGH SEAT-TO-41" 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 _____
Odometer Reading at Time of Inspection _____

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

Laws and Regulations

CHAPTER 46.08 RCW

GENERAL PROVISIONS

RCW 46.08.065 (1) Publicly owned vehicles to be marked - Exceptions.

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.

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