

## Subchapter D. Inspection Procedures for School Buses

### §821. General Information

A. These standards are adopted from the minimum standards for school buses in Louisiana as promulgated by authority of *Louisiana Revised Statute* 17:164 which reads: “The Louisiana State Board of Education is authorized, directed and empowered to establish and adopt regulations relating to the construction, design, equipment and operation of school buses used in transportation of students to and from school. The statute further states that: “...any school bus body, chassis or equipment that meets the latest revised minimum standards for school buses adopted and recommended by the National Conference [now Congress] on school Transportation...shall be deemed in compliance with any such regulations adopted by the Louisiana state board of education...”. The National Congress on School Transportation publishes specifications for school buses, along with inspection procedures, in its publication *Specifications and Procedures*, which is available at [ncstonline.org](http://ncstonline.org). This document is reviewed and revised every five years.

#### B. Definitions of School Bus Types

*Type A*—school bus is a conversion or bus constructed utilizing a cutaway front-section vehicle with a left side driver’s door. This definition includes two classifications:

- a. type A-1, with a gross vehicle weight rating (GVWR) of 14,500 pounds or less; and
- b. type A-2, with a GVWR greater than 14,500 and less than or equal to 21,500 pounds.

*Type B*—school bus is constructed utilizing a stripped chassis. The entrance door is behind the front wheels. This definition includes two classifications:

- a. type B-1, with a GVWR of 10,000 pounds or less; and
- b. type B-2, with a GVWR greater than 10,000 pounds.

*Type C*—school bus is constructed utilizing a chassis with a hood and front fender assembly. The entrance door is behind the front wheels; also known as a conventional school bus. This type also includes cutaway truck chassis or truck chassis with cab with or without a left side door and a GVWR greater than 21,500 pounds.

*Type D*—school bus is constructed utilizing a stripped chassis. The entrance door is ahead of the front wheels; also known as rear or front engine transit style school buses.

#### C. Color

1. Any passenger-carrying vehicle, regardless of its class, with a capacity of more than seven passengers and used exclusively in the transportation of teachers and pupils to and from schools or their institution of learning under contract or other arrangement made by or with the

constituted and authorized school personnel shall be considered a school bus. The school bus must be painted national school bus glossy yellow (R.S. 17:161). [The color known as “national school bus yellow” (NSBY) is specified and described in the School Bus Manufacturers Technical Council publication SBMTC-008, National School Bus Yellow Color Standard.] The uppermost top section of the roof may be painted white to reduce heat inside of the bus and the body exterior trim may be painted glossy black.

2. The front and rear bumpers shall be black.
3. Wheels may be gray, yellow or black.
4. Every school bus sold or transferred to any use other than school activities shall be painted by the new owner a color other than national school bus chrome yellow, all lettering of school bus identification, and all semaphore arms and alternate flashing signal lights shall be removed therefrom (R.S. 17:162; R.S. 32:378).

D. All school buses presented for inspection must adhere to all safety requirements, where applicable, and must also conform to applicable Federal Motor Vehicle Safety standard (FMVSSs), Federal Motor Carrier Safety regulations, and LAC 28:XXIII, the Louisiana Department of Education Student Transportation Handbook, *Bulletin 119—Louisiana School Transportation*, Chapter 7, Vehicle Inspection and Maintenance. The bus must comply with the following items and devices in addition to all other requirements.

E. Before being approved to inspect school buses, official motor vehicle inspection stations must meet the following qualifications.

1. The station must have an area large enough to accommodate a bus. The inspection area will be subject to approval by the department.
2. Mechanic inspectors must possess a valid driver’s license. The mechanic inspector must also meet the minimum experience qualifications.
3. The mechanic inspector must pass the general and commercial MVI classes and must be approved to inspect school buses by the department.
4. In addition stations and mechanic inspectors must meet all requirements in LAC 55:III.805.

AUTHORITY NOTE: Promulgated in accordance with R.S. 32:1304-1310.

HISTORICAL NOTE: Promulgated by the Department of Public Safety and Corrections, Office of State Police, Safety Enforcement Section, LR 25:2434 (December 1999), amended by the Department of Public Safety and Corrections, Office of State Police, LR 38:2557 (October 2012), LR 42:438 (March 2016), LR 44:1635 (September 2018).

### §823. General Inspection Procedures for School Buses (must comply with requirements of LAC 55:III.811 where applicable)

A. Documents. Mechanic inspectors shall check the following:

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1. registration. Parish owned buses are exempt from presenting the registration certificate and proof of insurance. However, the operator must sign the log report confirming liability insurance coverage;

2. license plate;

3. operator's license (must be appropriate type of CDL); and

4. proof of insurance.

B. Brakes. All school buses shall be equipped with a hydraulic brake system or an air brake system. Mechanics shall check for all of the following.

### 1. Hydraulic Brake System

a. The brakes must be able to stop the bus within 30 feet at a speed of 20 miles per hour with no children on board.

b. The master cylinder must be inspected.

### 2. Air brake systems must be inspected for:

a. at least two reservoirs;

b. a safety valve on the first reservoir;

c. an air gauge;

d. an audible low pressure indicator;

e. hoses, tubes or connections shall be inspected for crimps, abrasions or breaks exposing cord;

f. audible air leaks; and

g. air chamber;

h. if visible, check brake shoes and drums for excessive wear or damage;

i. the push rod travel must be measured (see motor carrier chart) in lieu of a braking test.

C. Fluid Leaks. Vehicle fluids include gasoline or diesel, transmission fluid, engine oil, bearing grease, water or radiator coolant, windshield washer fluid or water and power steering fluid. No fluid leaks of any kind are allowed.

D. Lighting Systems. The lighting system will be checked as follows.

1. Interior Lamps (including stepwell lamp on types A, B, C and D school buses). Interior lamps shall be used to provide adequate illumination of the interior compartment. The stepwell lamp shall be illuminated by an entrance door-operated switch, to illuminate only when headlamps and clearance lamps are on and the entrance door is open.

2. Identification Lamps. A school bus is required to have three amber identification lamps on the front and three red identification lamps on the rear of the bus. They should be mounted at the upper most center of the body of the bus spaced in a horizontal line not more than 12 inches apart.

3. Clearance Lamps. A school bus is required to have clearance lamps mounted as high as possible on the

permanent structure of the bus. The lights mounted on the front of the bus must be amber in color and those on the rear must be red. These lights must be mounted on each side of the bus and positioned in such a manner as to indicate the extreme width of the body of the bus.

4. Side Marker Lamps. School buses are required to have amber side marker lamps mounted on the front of the bus and red lamps on the rear. These must be on each side of the bus.

5. Reflectors. The school bus must be equipped with reflectors as follows.

a. Two red reflectors shall be installed on the rear of the bus.

b. Two reflex reflectors shall be installed on the side of the bus.

i. One must be mounted at or near the front of the bus and must be amber in color.

ii. One must be mounted at or near the rear of the bus and must be red in color. Buses 30 feet or longer in length require one additional amber reflex reflector on each side of the bus.

6. School Bus Alternately Flashing Lamps. A school bus shall have alternately flashing lamps mounted at the same horizontal level which identify the vehicle as a school bus. They also inform other vehicle operators that the bus is stopped or about to stop to take on or discharge students.

a. School buses are required to have four alternating flashing red signal lamps mounted at the same level and as high and as widely spaced as practical. Two lamps must be mounted on the front and two lamps must be mounted on the rear. All lamps must alternately flash.

b. All buses manufactured after July 7, 1977, must be equipped with four alternately flashing yellow lamps mounted on the same level as the alternately flashing red lamps, but closer to the vertical center line on the bus. These lamps must display two alternately flashing yellow lights to the front of the bus and two alternately flashing yellow lights to the rear of the bus. The alternately flashing yellow lights must not light when the alternately flashing red lights are activated (during a stop).

c. The alternately flashing lamps (both red and yellow) must function with a manually activated switch only. No brake operated switches are allowed.

d. The school bus must be equipped with an audible or visible means of indicating to the driver that the signaling system is activated.

### E. Left Hand Stop Arm Lamps

1. All buses manufactured after July 7, 1977, must be equipped with two flashing red lights on each of the left hand stop arms with the light visible from both sides of the stop arms, and these lights shall be visible at 500 feet in normal sunlight [R.S. 32:318(B)(4)].

a. These lamps must activate when the stop arm is extended and the lamps must flash alternately.

2. Two stop signal arms shall be installed on types B, C and D school buses; one stop signal arm shall be installed on type A school buses. When two stop signal arms are installed on a school bus, the rearmost stop arm shall not contain any lettering, symbols or markings on the forward side.

3. The entire surface of both sides of the stop signal arm shall be of reflectorized material with type III reflector material that meets the minimum specific intensity requirements of 49 CFR 517.131. When two stop signal arms are installed on a bus, the forward side of the rearmost stop signal arm shall not be reflective.

F. Stop Lamps. If the bus was manufactured after December 31, 1962, two 7-inch stop lamps emitting red light only must be mounted on the rear of the bus as high as possible, but below the window line.

#### G. Turn Indicator Lamps

1. Buses are required to have electric turn signal lamps that indicate the direction of a turn.

2. If the bus was manufactured after August, 1970, it is required to have four 7-inch turn indicator lamps.

a. Two 7-inch amber turn signal lamps must be mounted toward the front of the bus on the same level and as high as practical, but not less than 3 feet above the ground.

b. Two lamps, either red or amber in color, to the rear must be mounted on the same level as the front turn indicator lamps.

3. Buses manufactured after August 1970, are required to have operational four-way hazard warning signals.

H. Fog Lamps. Fog lamps are permissible provided that the lamps are properly installed and operational.

#### I. Backing Lamp and Audible Backing Alarm

1. Backing Lamp. The bus body shall be equipped with two white rear backup lamps that are at least four inches in diameter, or, if a shape other than round, a minimum of 12 square inches of illuminated area and shall meet FMVSS No. 108. If backup lamps are placed on the same horizontal line as the brake lamps and turn signal lamps, they shall be to the inside.

2. Backing Alarm. Every new school bus ordered or purchased after August 15, 1993, and every used bus not in service as a school bus on that date, but put into service as a school bus thereafter, shall be equipped with an automatic back-up audible alarm which sounds on backing and which is capable of emitting sound audible under normal conditions from a distance of not less than 100 feet. The alarm shall also be capable of operating automatically when the vehicle is in neutral or a forward gear but rolls backward (R.S. 32:378).

J. Mirrors. School buses are required to have an interior mirror, exterior mirrors and one or more exterior cross-view mirrors.

1. Interior Mirror. Type A bus shall have a minimum of 6" x 16" mirror and type B, C and D buses shall have a minimum of 6" x 3" mirror.

2. Exterior mirror must have one or more left and one or more right hand mirrors with a minimum of 50 square inches of reflecting glass.

3. Exterior Cross View Mirror. Buses manufactured after July 1, 1979, shall have a mirror system which will provide a clear, unobstructed view of the area in front of the bus; the area immediately adjacent to the left and right front wheels and the entrance door.

#### K. Interior Doors

1. Service Door (front passenger pick up door). It may be controlled manually or by power. It must be controlled by the bus driver only.

a. The vertical closing edges of the service door must be equipped with a flexible material to protect passenger's fingers.

#### 2. Emergency Exit Door

a. The passage way to the emergency door must not be restricted in any way to less than 12 inches in width.

b. There must not be steps to the emergency door when the door is in the closed position.

c. It must be equipped with a proper gasket around the door and the glass which furnishes a proper seal.

d. It must be equipped with an audible warning buzzer which notifies the driver's compartment that the door is open.

e. The emergency door mechanism shall function from the inside and outside.

f. The words "Emergency Exit" or "Emergency Door" shall be marked directly above the door on both the inside and outside in letters at least 2 inches high.

g. There must be no manual locking of any doors while the bus is in operation. No pad locks can be used on any door while the bus is in operation.

#### L. Bumpers and Crossing Control Arm

1. The words "School Bus" must be on the front and rear of the vehicle in plain, black letters at least 8 inches in height.

2. The stop arms shall be painted red with the word "Stop" in white letters.

3. Every school bus shall be equipped with a crossing control device actuated by the driver and operated in conjunction with the stop arm. The crossing control device shall pivot out from the right side of the front bumper to prevent persons from walking directly in front of the bus [R.S. 17:164.1(A)(1)].

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### M. School bus identification (signs):

1. the words "School Bus" must be on the front and rear of the vehicle in plain, black letters at least 8 inches in height.
2. bus identification number on the sides, rear and front;
3. district, company name or owner of the bus displayed at the beltline;
4. the location of the battery(ies) identified by the word battery or batteries on the battery compartment door in two-inch lettering;
5. "handicap" symbol, identifying the bus as equipped for or transporting student with disabilities; however, the symbol shall not be placed on the glass of the rear emergency exit;
6. the stop arms shall be painted red with the word Stop in white letters, or the stop arms may be covered by a manufactured decal with the same color combination.

### N. Tires

1. At a minimum, the steering axle must have 4/32 inch tread.
2. No re-grooved or re-capped tires are allowed on the steering axle.
3. At a minimum, the rear axle must have 2/32 inch tread.

O. Mud Flaps. All school buses manufactured on or after July 1, 1979, shall be equipped with mud flaps on the rear of the vehicle.

P. Front and Rear Suspension and Steering. The front of the bus must be lifted and the following items checked:

1. wheel bearings for excessive looseness and play;
2. king pins and bushings for excessive looseness;
3. drive shaft and universal joints for excessive wear; and
4. ball joints for excessive wear.

### Q. Windshield, Windows, and Glass

1. The left front driver's window must readily open and close.
2. No cracks, discoloration or scratches to the front, rear, right or left of the driver which would interfere with his vision are allowed.
3. No window may be broken or have any exposed sharp edges. No window may have any cracked or separated glass allowing one piece of glass to move independently of another.
4. The windshield, not including a 2 inch border at the top and a 1 inch border at each side of the windshield or each panel thereof, may not:

- a. have any crack not over 1/4 inch wide, if not intersected by any other crack; or

- b. have any damaged area which can be covered by a disc 3/4 of an inch in diameter, if not closer than 3 inches to any other such damaged area (Federal Motor Carrier Safety regulation, 393.60).

5. Side windows must open and close properly.

6. Windows must have exposed edge of glass banded.

7. Driver side windows and service doors shall not have window tint.

8. Each emergency exit window must be equipped with an alarm buzzer that alerts the bus driver to an unlatched or open window.

### R. Stepwell and Floor Covering

1. The stepwell and the aisle on buses manufactured after July 1, 1966, must be covered with a rubber, non-skid, wear resistant, ribbed material.

2. All openings in the floor board, such as the gear shift lever and auxiliary brakes, shall be sealed.

3. The stepwell must not be rusted in any area and must have sufficient strength to support passengers.

4. The aisle must not be restricted in any way to less than 12 inches in width.

5. There must be no looseness in the stanchions, guard rails or grab rails.

S. Emergency Equipment. Any piece of emergency equipment may be mounted in an enclosed compartment, provided the compartment is labeled in not less than one-inch letters, identifying each piece of equipment contained therein. Emergency equipment shall consist of the following items.

1. First Aid Kit. The bus shall have a removable, moisture-proof and dust-proof first aid kit, securely mounted in an accessible place within the driver's compartment. The first aid kit must contain the supplies necessary to administer first aid in an emergency situation.

2. Fire Extinguisher. The bus will be equipped with at least one UL-approved pressurized ABC type of dry chemical fire extinguisher. It must have a gauge and at least a 5 pound capacity. It must be mounted in the manufacturer's bracket of an automotive type. It must be located in the driver's compartment in a clearly marked location or in full view of, and readily accessible to, the driver. Fire extinguishers must have a valid and up-to-date certification.

3. Warning Devices. Each school bus shall contain at least three retroreflective triangle road warning devices that meet the requirements of FMVSS No. 125, warning devices. They shall be mounted in an accessible place.

4. Body Fluid Cleanup Kit (Optional). Each school bus may have a removable and moisture-proof body fluid clean-up kit accessible to the driver. The kit shall be mounted and identified as a "body fluid clean-up kit."

T. Defrosters. The school bus will be equipped with defrosters which shall be capable of keeping the windshield, driver's left window and glass entrance door clear of fog, frost and snow. In addition, buses manufactured on or after July 7, 1979, shall be equipped with an auxiliary fan at least 6 inches in diameter. The fan must be located in the center of the windshield to provide maximum effectiveness to the right side of the windshield and the service door.

U. Sun Shield. An interior adjustable, transparent sun shield, not less than 6 inches by 30 inches, supported by two brackets shall be installed so that it can be turned up when not in use.

V. Instrument Panel

1. The instrument panel must have a lamp which effectively illuminates all instruments and gauges.

2. The school bus must be equipped with an operational beam indicator to indicate the bright/dim setting on headlamps.

3. All wiring under the instrument panel must not be hanging. Wiring must be tucked under the panel.

W. Seat Belts, Seats, and Guard Rails

1. The driver's compartment must be equipped with an approved seat belt for the driver.

2. No exposed padding, springs or wires will be allowed on the seats or guard rails.

3. If a rip or tear is not more than 3 inches long, the seats may be taped. However, no more than three pieces of tape may be used per seat.

4. No overhead storage compartments or racks shall be permitted inside the bus.

X. Battery. The battery for the school bus must be secured with some type of tie-down device. Bungee cords and bailing wire are not allowed.

Y. Exhaust

1. Inspect the exhaust system for leaks, rusted areas, broken hanger, etc.

2. The end of the exhaust system may turn and exit at the rear, side edge of the bus or it may go past the rear bumper no more than 2 inches. In any case, the exhaust system must extend past the passenger compartment of the bus.

AUTHORITY NOTE: Promulgated in accordance with R.S. 32:1304-1310.

HISTORICAL NOTE: Promulgated by the Department of Public Safety and Corrections, Office of State Police, Safety Enforcement Section, LR 25:2434 (December 1999), amended by the Department of Public Safety and Corrections, Office of State Police, LR 42:439 (March 2016), LR 44:1635 (September 2018).

## Subchapter E. Federal Motor Carrier Safety Regulations for Commercial Motor Vehicles (CMV)

### §825. General Information

A. Certain types of vehicles are subject to federal regulations in connection with Louisiana's Motor Vehicle Inspection Program. A *commercial vehicle* is defined as any self-propelled or towed vehicle used on public highways in commerce to transport passengers or property when:

1. the vehicle has a gross vehicle weight rating or gross combination weight rating as follows:

a. interstate commerce—the vehicle travels from this state to another state and has a weight rating of 10,001 pounds or more;

b. intrastate commerce—the vehicle travels only in Louisiana and has a weight rating of 26,001 pounds or more;

2. the vehicle is designed to transport more than 15 passengers, including the driver;

3. the vehicle is used in the transportation of hazardous material in a quantity requiring placarding under regulations issued by the secretary under the Hazardous Material Transportation Act.

B. The federal regulations mandate that this motor carrier safety inspection will be conducted on an annual basis, with the commercial vehicle inspection report completed with each yearly inspection.

AUTHORITY NOTE: Promulgated in accordance with R.S. 32:1304-1310.

HISTORICAL NOTE: Promulgated by the Department of Public Safety and Corrections, Office of State Police, Safety Enforcement Section, LR 25:2437 (December 1999), amended by the Department of Public Safety and Corrections, Office of State Police, LR 42:441 (March 2016).

### §827. 49 Code of Federal Regulations (CFR) §390.15 Motor Carrier Safety Regulations

A. The definition of a *commercial motor vehicle* is any self-propelled or towed motor vehicle used on a highway in interstate commerce to transport passengers or property when the vehicle:

1. has a gross vehicle weight rating or gross combination weight rating, or gross vehicle weight, of 4,536kg (10,001 lbs) or more, whichever is greater; or

2. is designed or used to transport more than 8 passengers (including the driver) for compensation; or

3. is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or

4. is used in transporting material found by the secretary of transportation to be hazardous under 49 U.S.C. 5103 and transported in a quantity requiring placarding under regulations prescribed by the secretary under 49 CFR, subtitle B, chapter I, subchapter C.

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### B. 49 CFR 396.17, Periodic Inspection

1. Every commercial motor vehicle shall be inspected as required by this Section. The inspection shall include, at a minimum, the parts and accessories set forth in LAC 55:III.829. The term *commercial motor vehicle* includes each vehicle in a combination vehicle. For example, for a tractor semitrailer, full trailer combination, the tractor, semi-trailer and the full trailer (including the converter dolly if so equipped) shall be inspected.

2. Except as provided in C.F.R. 396.23, a motor carrier shall inspect or cause to be inspected all motor vehicles subject to its control.

3. A motor carrier shall not use a commercial motor vehicle unless each component identified in LAC 55:III.829 has passed an inspection in accordance with the terms of this Section at least once during the preceding 12 months. The commercial inspection certificate conforms with C.F.R. 396.17-C-2, which waives the requirement that a copy of the commercial annual inspection form be carried in the vehicle.

4. It shall be the responsibility of the motor carrier to ensure that all parts and accessories not meeting the minimum standards set forth in LAC 55:III.829 are repaired promptly.

5. Failure to perform properly the annual inspection set forth in this Section shall cause the motor carrier to be subject to the penalty provisions provided by 49 U.S.C. 521(B).

### C. 49 CFR 396.21 Periodic Inspection/Record-Keeping Requirements

1. The qualified inspector performing the inspection shall complete the record of annual commercial inspection form (DPSSE 1019) in its entirety.

2. The original or a copy of the inspection report shall also be retained by the motor carrier under whose control the vehicle operates for 30 consecutive days or more, for a period of 14 months. The inspection report shall be retained where the vehicle is either housed or maintained. The original or a copy of the inspection report shall be available for inspection upon demand of an authorized federal, state or local official.

a. A copy shall be kept at the MVI station conducting the inspection for 3 years.

3. A record of annual commercial inspection form will be completed for each unit inspected, i.e., tractor, trailer, converter dolly, etc. When a record of annual commercial inspection form is completed, the regular log report need not be filled out.

4. A rejected vehicle is entitled to one free re-inspection if returned to the same inspection station within thirty days.

**AUTHORITY NOTE:** Promulgated in accordance with R.S. 32:1304-1310.

**HISTORICAL NOTE:** Promulgated by the Department of Public Safety and Corrections, Office of State Police, Safety

Enforcement Section, LR 25:2437 (December 1999), amended by the Department of Public Safety and Corrections, Office of State Police, LR 38:2558 (October 2012), LR 42:441 (March 2016).

### §829. Minimum Periodic Inspection Standards

A. The mechanic inspector shall record the expired sticker number on the log report and then remove the expired sticker prior to continuing with the inspection.

1. The mechanic inspector shall conduct a review of the documents for the vehicle ensuring that all documents are in agreement.

2. Certificate of Registration. This contains information which must be verified with the corresponding information on the vehicle. A photocopy or original registration is acceptable. In lieu of a registration certificate, a vehicle may be inspected with a valid temporary license plate.

B. Vehicle Identification Number (VIN). The VIN must agree with Certificate of Registration and the insurance document. It must match the VIN displayed on the vehicle.

C. License Plate. The registration indicates a license plate number and expiration date of the plate. This information must correspond with the information displayed on the vehicle. The license plate must be valid.

1. A temporary registration authorization indicating an apportioned plate has been applied for is also acceptable in lieu of a registration. When this condition exists, no license plate is present. The temporary registration allows the vehicle to be used until the apportioned plate and cab card are issued.

D. Operator License. Must be valid and in the immediate possession of the vehicle operator. It must be presented to the mechanic inspector, and the license number must be taken from the driver's license and recorded in the appropriate block on the log report. (Be familiar with Paragraph D.3. of this Section.)

1. A valid out-of-state driver's license is acceptable. The state in which it was issued must be noted on the log report.

2. A temporary driving permit issued in connection with a traffic violation when the operator's license is held may be accepted until the permit expires on the court date noted.

3. Commercial driver's license (CDL) and non-CDL classes;

a. combination vehicle (Class A)—having a gross combination weight rating or gross combination weight of 26,001 pounds or more, whichever is greater, inclusive of a towed unit(s) with a gross vehicle weight rating or gross vehicle weight of more than 10,000 pounds, whichever is greater; or

b. heavy straight vehicle (Class B)—having a gross vehicle weight rating or gross vehicle weight of 26,001 pounds or more, whichever is greater; or

c. small vehicle (Class C) that does not meet group A or B requirements but that either:

i. is designed to transport 16 or more passengers, including the driver; or

ii. is of any size and is used in the transportation a placard-able amount of hazardous materials as defined by 49 CFR Part 172, Subpart F.

d. Non-CDL Chauffeur’s License (Class D)—any single motor vehicle used in commerce to transport passengers or property if it has a gross vehicle weight rating of 10,001 or more pounds but less than 26,001 pounds, or any combination of vehicles used in commerce to transport passengers or property if the motor vehicle has a combined gross vehicle weight rating of 10,001 or more pounds but less than 26,001 pounds inclusive of a towed unit with a gross vehicle weight rating of more than 10,000 pounds; or any vehicle designed or utilized for the transportation of passengers for hire or fee; and not utilized in the transportation of materials found to be hazardous under the provisions of the Hazardous Materials Transportation Act which requires the vehicle to bear a placard under the provision of Hazardous Materials Regulations (49 CFR Part 172, Subpart F).

E. Proof of current liability insurance must be shown to the mechanic inspector.

1. A current certificate of insurance, motor vehicle liability insurance policy (or duplicate of the original) or a binder for the same is acceptable. A vehicle's policy identification card or photocopy of the same may also be accepted. These documents shall designate the name of the insurance company affording coverage, the policy number, the effective dates of coverage (both the beginning and ending dates are required) and a description of the vehicle covered including the VIN. A binder must be an official accord binder form and can be handwritten.

2. A copy of a motor vehicle liability bond. This document may or may not describe the vehicle covered.

3. A certificate from the state treasurer indicating a deposit was made to the state. It will not have a description of the vehicle, but the vehicle must be registered under the same name as noted on the certificate.

4. A certificate of self-insurance issued by the Louisiana Department of Public Safety and Corrections. It is not required to describe the vehicle covered.

F. License Plate Mounting and Condition: In addition to being valid, the license plate will be inspected for the following:

1. must be secured to the mounting brackets;

2. must be clean, clearly visible and readable for a distance of 50 feet to the rear of the vehicle. Plates shall not be obscured or damaged so that the numbers cannot be identified;

3. must be mounted in the rear;

4. truck-trailer, emergency firefighting equipment, dump-body trucks, trucks over 6,000 pounds and forestry product licensed vehicles may display the plate on either the front or rear of the vehicle.

G. All vehicles presented for inspection will be inspected for all of the following items: vehicle registration, vehicle license plate, driver's license and proof of liability insurance.

H. Every motor vehicle, trailer, semi-trailer and pole trailer registered in this state shall bear a valid safety inspection certificate issued in the State of Louisiana

1. Commercial Motor Vehicles, truck tractors, trailers, and semi trailers in interstate commerce which are subject to the Federal Motor Carrier Safety Regulations shall be exempt from the inspection requirements if,

2. the truck/truck tractor is registered with an apportioned plate or the trailer and semi trailer is being pulled by a truck/truck tractor registered with an apportioned plate.

a. The vehicle must have an alternate means of compliance with the requirements of 49 CFR. (See exemptions under 32:131(D))

I. As per minimum periodic inspection standards, a vehicle shall be issued a restricted rejection certificate if it has any one of the following defects or deficiencies.

J. Brake System

1. Service Brakes

a. Absence of braking action on any axle required to have brakes upon application of the service brakes (such as missing brakes or brakes shoe(s) failing to move upon application of a wedge, s-cam or disc brake).

b. Missing or broken mechanical components, including shoes, lining, pads, springs, anchor pins, spiders and cam shaft support brackets.

c. Loose brake components including air chambers, spiders, and cam shaft support brackets.

d. Audible air leak at brake chamber (ex. ruptured diaphragm, loose chamber clamp, etc.).

e. Readjustment Limits

i. The maximum pushrod stroke must not be greater than the values given in the tables below and at 393.47(e). Any brake stroke exceeding the readjustment limit will be rejected. Stroke must be measured with engine off and reservoir pressure of 80 to 90 psi with brakes fully applied. Do not attempt to adjust automatic slack adjusters.

(a). The Maximum Stroke at which Brakes Should be Readjusted

Clamp-Type Brake Chamber Data			
Type	Outside Diameter	Brake Readjustment Limit Standard Stroke Chamber	Brake Readjustment Limit Long Stroke Chamber
6	4 1/2 inch	1 1/4 inch	

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Clamp-Type Brake Chamber Data			
Type	Outside Diameter	Brake Readjustment Limit Standard Stroke Chamber	Brake Readjustment Limit Long Stroke Chamber
9	5 1/4 inch	1 3/8 inch	
12	5 11/16 inch	1 3/8 inch	1 3/4 inch
16	6 3/8 inch	1 3/4	2 inch
20	6 25/32 inch	1 3/4 inch	2 inch 2 1/2 inch (For 3" rated stroke)
24	7 7/32 inch	1 3/4 inch	2 2 1/2 inch (For 3" rated stroke)
30	8 3/32 inch	2 inch	2 1/2 inch
36	9 inch		

Bendix DD-3 Brake Chambers		
Type	Outside Diameter	Maximum Stroke At Which Brakes Should Be Readjusted
30	8 1/2 in.	2 1/4 inch

Bolt Type Brake Chamber Data		
Type	Outside Diameter	Maximum Stroke At Which Brakes Should Be Readjusted
A	6 15/16 inch	1 3/8 inch
B	9 3/16 inch	1 3/4 inch
C	8 1/16 inch	1 3/4 inch
D	5 1/4 inch	1 1/4 inch
E	6 3/16 inch	1 3/8 inch
F	11 inch	2 1/4 inch
G	9 7/8 inch	2 inch

Rotochamber Data		
Type	Outside Diameter	Maximum Stroke At Which Brakes Should Be Readjusted
9	4 9/32 inch	1 1/2 inch
12	4 13/16 inch	1 1/2 inch
16	5 13/32 inch	2 inch
20	5 15/16 inch	2 inch
24	6 13/32 inch	2 inch
30	7 1/16 inch	2 1/4 inch
36	7 5/8 inch	2 3/4 inch
50	8 7/8 inch	3 inch

(b). For actuator types not listed in these tables, the pushrod stroke must not be greater than 80 percent of the rated stroke marked on the actuator by the actuator or manufacturer, or greater than the readjustment limit marked on the actuator by the actuator manufacturer.

- f. Brake Lining or Pads
  - i. lining or pad is not firmly attached to the shoe;
  - ii. saturated with oil, grease or brake fluid;
  - iii. non-steering axles. Lining with a thickness less than 1/4 inch at the shoe center for air drum brakes, 1/16 inch or less at the shoe center for hydraulic and electric drum brakes, and less than 1/8 inch for air disc brakes;
  - iv. steering axle. Lining with a thickness less than 1/4 inch at the shoe center from drum brakes, less than 1/8

inch for air disc brakes and 1/16 inch or less for hydraulic disc and electric brakes.

- g. Missing brakes on axle required to have brakes.
- h. Mismatch across any power unit steering axle of:
  - i. air chamber size;
  - ii. slack adjuster length;
  - iii. wedge brake data—movement of the scribe mark on the lining shall not exceed 1/16 inch.
- 2. Parking Brake System. No brakes on the vehicle or combination are applied upon actuation of the parking brake control, including drive line hand controlled parking brakes.
- 3. Brake Drums or Rotors—
  - a. with any external crack or cracks that open upon brake application (do not confuse short hairline heat check cracks with flexural cracks);
  - b. any portion of the drum or rotor missing or in danger of falling away.
- 4. Brake Hose—
  - a. hose with any damage extending through the outer reinforcement ply. (Rubber impregnated fabric cover is not a reinforcement ply.) (Thermoplastic nylon may have braid reinforcement or color difference between cover and inner tube. Exposure of second color is cause for rejection.);
  - b. bulge or swelling when air pressure is applied;
  - c. any audible leaks;
  - d. two hoses improperly joined (such as a splice made by slicing the hose ends over a piece of tubing and clamping the hose to the tube). (Exception: A splice utilizing a reverse claw connector is acceptable.);
  - e. air hose cracked, damaged by heat, broken or crimped.
- 5. Brake Tubing—
  - a. any audible leaks;
  - b. tubing cracked, damaged by heat, broken or crimped.
- 6. Low Pressure Warning Device. Missing, inoperative or does not operate at 55 psi and below, or one-half the governor cut-out pressure, whichever is less.
- 7. Tractor Protection Valve. Inoperable or missing tractor protection valve(s) on power unit.
- 8. Air Compressor—
  - a. compressor drive belts in condition of impending or probable failure;
  - b. loose compressor mounting bolts;
  - c. cracked, broken or loose pulley;
  - d. cracked or broken mounting brackets, braces or adapters.



9. Electric Brakes—
- a. absence of braking action on any wheel required to have brakes;
  - b. missing or inoperable breakaway braking device.

10. Hydraulic Brakes (including power assist over hydraulic and engine drive hydraulic booster)—

- a. master cylinder less than one-fourth full;
- b. no pedal reserve with engine running except by pumping pedal;
- c. power assist unit fails to operate;
- d. seeping or swelling brake hose(s) under application of pressure;
- e. missing or inoperable check valve;
- f. has any visually observed leaking hydraulic fluid in the brake system;
- g. has hydraulic hose(s) abraded (chafed) through outer cover to fabric layer;
- h. fluid lines or connections leaking, restricted, crimped or broken;
- i. brake failure or low fluid warning light on and/or inoperable.

11. Vacuum System—

- a. has insufficient vacuum reserve to permit one full brake application after engine is shut off;
- b. has vacuum hose(s) or line(s) restricted, abraded (chafed) through outer cover to cord ply, crimped, cracked, broken or has collapse of vacuum hose(s) when vacuum is applied;
- c. lacks an operable low-vacuum warning device as required.

K. Coupling Devices

1. Fifth Wheels

- a. Mounting to Frame—
  - i. any fasteners missing or ineffective;
  - ii. any movements between mounting components;
  - iii. any mounting angle iron cracked or broken.
- b. Mounting plates and pivot brackets—
  - i. any fasteners missing or ineffective;
  - ii. any welds or parent metal cracked;
  - iii. more than 3/8 inch horizontal movement between pivot bracket pin and bracket.
  - iv. pivot bracket pin missing or not secured.
- c. Sliders—

- i. any latching fasteners missing or ineffective;
- ii. any fore or aft stop missing or not securely attached;
- iii. movement more than 3/8 inch between slider bracket and slider base;
- iv. any slider component cracked in parent metal or weld;
- d. Lower Coupler—
  - i. horizontal movement between the upper and lower fifth wheel halves exceeds 1/2 inch;
  - ii. operating handle not in closed or locked position;
  - iii. kingpin not properly engaged;
  - iv. separation between upper and lower coupler allowing light to show through from side to side;
  - v. crack in the fifth wheel plate. Exceptions: Cracks in the fifth wheel approach ramps and casting shrinkage cracks in the ribs of the body or a cast fifth wheel;
  - vi. locking mechanism parts missing, broken or deformed to the extent the kingpin is not securely held.

2. Pintle Hooks

- a. Mounting to Frame—
  - i. any missing or ineffective fasteners (a fastener is not considered missing if there is an empty hole in the device, but no corresponding hole in the frame or vice versa);
  - ii. mounting surface cracks extending from point of attachment (e.g., cracks in the frame at mount bolt holes);
  - iii. loose mounting;
  - iv. frame cross member providing pintle hook attachment cracked;
- b. Integrity—
  - i. cracks anywhere in pintle hook assembly;
  - ii. any welded repairs to the pintle hook;
  - iii. any part of the horn section reduced by more than 20 percent;
  - iv. latch insecure.

3. Drawbar/Towbar Eye

- a. Mounting—
  - i. any cracks in attachment welds;
  - ii. any missing or ineffective fasteners.
- b. Integrity—
  - i. any cracks;
  - ii. any part of the eye reduced by more than 20 percent.

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4. Drawbar/Towbar Tongue

a. Slider (Power or Manual)—

- i. ineffective latching mechanism;
- ii. missing or ineffective stop;
- iii. movement of more than 1/4 inch between slider and housing;
- iv. any leaking, air or hydraulic cylinders, hoses or chambers (other than slight oil weeping normal with hydraulic seals).

b. Integrity—

- i. any cracks;
- ii. movement of 1/4 inch between subframe and drawbar at point of attachment.

5. Safety Devices—

- a. safety devices missing;
- b. unattached or incapable of secure attachment;
- c. chains and hooks:
  - i. worn to the extent of a measurable reduction in link cross section;
  - ii. improper repairs including welding, wire or small bolts, rope and tape.
- d. cable:
  - i. kinked or broken cable stands;
  - ii. improper clamps or clamping.

6. Saddle-Mounts

a. Method of Attachment—

- i. any missing or ineffective fasteners;
- ii. loose mountings;
- iii. any cracks or breaks in a stress or load bearing member;
- iv. horizontal movement between upper and lower saddle-mount halves exceeds 1/4 inch.

L. Exhaust System—

- 1. any exhaust system determined to be leaking at a point forward of or directly below the driver/sleeper compartment;
- 2. a bus exhaust system leaking or discharging to the atmosphere:
  - a. gasoline powered—excess of 6 inches forward of the rearmost part of the bus;
  - b. other than gasoline powered—in excess of 15 inches forward of the rear most part of the bus;

c. other than gasoline powered—forward of the door or window designed to be opened. (Exception: Emergency exits);

3. no part of the exhaust system of any motor vehicle shall be so located as would be likely to result in burning, charring, damaging the electrical wiring, the fuel supply or any combustible part of the motor vehicle.

M. Fuel System—

- 1. a fuel system with a visible leak at any point;
- 2. a fuel tank filler cap missing;
- 3. a fuel tank not securely attached to the motor vehicle by reason of loose, broken or missing mounting bolts or brackets (some fuel tanks use springs or rubber bushing to permit movement).

N. Lighting Devices. All lighting devices and reflectors required by 49 CFR part 393 shall be operable.

O. Safe Loading—

- 1. part(s) of the vehicle or condition of loading such that the spare tire or any part of the load or dunnage can fall onto the roadway;
- 2. protection against shifting cargo. Any vehicle without a front-end structure or equivalent device as required.

P. Steering Mechanism

1. Steering Wheel Free Play—

a. on vehicles equipped with power steering the engine must be running.

Steering Wheel Diameter	Manual Steering System	Power Steering System
16"	2"	4 1/2"
18"	2 1/4"	4 3/4"
20"	2 1/2"	5 1/4"
22"	2 3/4"	5 3/4"

2. Steering Column—

- a. any absence or looseness of u-bolt(s) or positioning part(s);
- b. worn, faulty or obviously repair welded universal joints;
- c. steering wheel not properly secured.

3. Front Axle Beam and all Steering Components other than Steering Column—

- a. any crack(s);
- b. any obvious welded repair(s).

4. Steering Gear Box

- a. Any mounting bolt(s) loose or missing;
- b. any crack(s) in gear box or mounting brackets.

5. Pitman Arm. Any looseness of the pitman arm on the steering gear output shaft.

6. Power Steering—auxiliary power assist cylinder loose.

7. 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 1/4 inch.

8. 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.

9. Nuts—loose or missing on tie rods, pitman arm, drag link, steering arm or tie rod arm.

10. Steering System. Any modification or other condition that interferes with free movement of any steering component.

Q. Suspension—

1. any u-bolt(s), spring hanger(s) or other axle positioning part(s) cracked, broken, loose or missing resulting in shifting of an axle from its normal position (after a turn, lateral axle displacement is normal with some suspensions. Forward or rearward operation in a straight line will cause the axle to return to alignment).

2. Spring Assembly—

a. any leaves in a leaf spring assembly broken or missing;

b. any broken main leaf in a leaf spring assembly (includes assembly with more than one main spring);

c. coil spring broken;

d. rubber spring missing;

e. one or more leaves displaced in a manner that could result in contact with a tire, rim, brake drum or frame;

f. broken torsion bar spring in a torsion bar suspension;

g. deflated air suspension, i.e., system failure, leak, etc.

3. Torque, Radius, or Tracking Components—

a. Any part of a torque, radius or tracking component assembly or any part used for attaching the same to the vehicle frame or axle that is cracked, loose, broken or missing. (Does not apply to loose bushing in torque or track rods.)

R. Frame

1. Frame Member—

a. any cracked, broken loose or sagging frame member;

b. any loose or missing fasteners including fasteners attaching functional components such as engine, transmission, steering gear suspension, body parts and fifth wheel.

2. Tire and wheel clearance—any condition, including loading, that causes the body or frame to be in contact with a tire or any part of the wheel assembly.

3. Adjustable axle Assemblies—adjusting axle assembly with locking pins missing or not engaged.

S. Tires

1. Any tire on any steering axle of a power unit:

a. with less than 4/32-inch tread when measured at any point on a major tread groove;

b. has body ply or belt material exposed through the tread or sidewall;

c. has any tread or sidewall separation;

d. has a cut where the ply or belt material is exposed;

e. labeled "Not for Highway Use" or displaying other markings which would exclude use on steering axle;

f. a tube-type radial tire without radial tube stem markings. These markings include a red band around the tube stem or the word Radial embossed in metal stems, or the word Radial molded in rubber stems;

g. mixing bias and radial tires on the same axle;

h. tire flap protrudes through valve slot in rim and touches stem;

i. re-grooved tire except motor vehicles used solely in urban or suburban service [see exception in 49 CFR 393.75(e)];

j. boot, blowout patch or other ply repairs;

k. weight carried exceeds tire load limit. This includes overloaded tire resulting from low air pressure;

l. tire is flat or has noticeable (e.g., can be heard or felt) leak;

m. any bus equipped with recapped or retreaded tire(s);

n. so mounted or inflated that it comes in contact with any part of the vehicle.

2. All tires other than those found on the steering axle of a power unit:

a. weight carried exceeds tire load limit. This includes overloaded tire(s) resulting from low air pressure;

b. tire is flat or has noticeable (e.g., can be heard or felt) leak;

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- c. has body ply or belt material exposed through the tread or sidewall;
- d. has any tread or sidewall separation;
- e. has a cut where ply or belt material is exposed;
- f. so mounted or inflated that it comes in contact with any part of the vehicle (this includes a tire that contacts its mate);
- g. is marked "Not for Highway Use" or otherwise marked and having like meaning;
- h. with less than 2/32-inch tread when measured at any point on a major tread groove.

### T. Wheels and Rims

- 1. Lock or Side Ring. Bent, broken, cracked, improperly seated, sprung or mismatched ring(s).
- 2. Wheels and Rims. Cracked or broken or has elongated bolt holes.
- 3. Fasteners (both spoke and disc wheels). Any loose, missing, broken, cracked, stripped or otherwise ineffective fasteners.

### 4. Welds

- a. Any cracks in welds attaching disc wheel disc to rim;
- b. any cracks in welds attaching tubeless demountable rim to adapter;
- c. any welded repair on aluminum wheel(s) on steering axle;
- d. any welded repair other than disc to rim attachment on steel disc wheel(s) mounted on the steering axle.

### U. Windshield Glazing

- 1. Any crack, discoloration or vision reducing matter except:
  - a. coloring or tinting applied at the time of manufacture;
  - b. any crack not over 1/4-inch wide if not intersected by any other crack;
  - c. any damage area not more than 3/4-inch in diameter, if not closer than 3 inches to any other such damaged area;

d. labels, stickers, decals, etc. (see 49 CFR 393.60 for exceptions).

2. These prohibitions shall not apply to the area consisting of a 2 inch border at the top, a 1 inch border at each side and the area below the topmost portion of the steering wheel.

3. Coloring or tinting of windshields and the windows to the immediate right and left of the driver is allowed, provided the parallel luminous transmittance through the colored or tinted glazing is not less than 70 percent of the light at normal incidence in those portions of the windshield or windows which are marked as having a parallel luminous transmittance of not less than 70 percent. The transmittance restriction does not apply to other windows on the commercial motor vehicle.

V. Windshield wiper—any power unit that has an inoperable wiper, or missing or damaged parts that render it ineffective.

W. Fire Extinguisher. Fire extinguisher must be properly filled and securely fastened in an approved type mount in a readily accessible location on the power unit.

X. Bi-directional triangles—three bi-directional emergency reflective triangles that conform to the requirements of Federal Motor Safety Standard No. 125, 571.125.

AUTHORITY NOTE: Promulgated in accordance with R.S. 32:1304-1310.

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### §831. Additional Requirements

A. All vehicles presented for inspection for motor carrier shall also comply to all safety requirements where applicable.

AUTHORITY NOTE: Promulgated in accordance with R.S. 32:1304-1310.

HISTORICAL NOTE: Promulgated by the Department of Public Safety and Corrections, Office of State Police, Safety Enforcement Section, LR 25:2441 (December 1999).