CALIFORNIA PASSENGER TRANSPORTATION SAFETY HANDBOOK - CHP 82.7

The following are the CHP 82.7 sections as it is followed in the class. This DOES NOT include ALL pages nor all topics of the CHP 82.7, is includes ONLY those topics that are covered in the class. The links are to the regulations.

Notice the corresponding page number from the CHP 82.7 and the topic from that that page, followed by a web link that will give you the actual text for regulation from that CHP 82.7 topic. For all topics that do not have web links the actual CHP 82.7 text is provided.

Produced on September 1, 2013

82.7 pg. #  Topic

6-1 V C Section 34501.5 Vehicle Safety Regulations
http://www.dmv.ca.gov/pubs/vctop/d14_8/vc34501_5.htm

34501.5. (a) The Department of the California Highway Patrol shall adopt reasonable rules and regulations which, in the judgment of the department, are designed to promote the safe operation of vehicles described in Sections 38045 and 82321 of the Education Code and Sections 545 and 34500 of this code. The Commissioner of the California Highway Patrol shall appoint a committee of 11 members to act in an advisory capacity when developing and adopting regulations affecting school pupil transportation buses and school pupil transportation operations. The advisory committee shall consist of 11 members appointed as follows:

(1) One member of the State Department of Education.
(2) One member of the Department of Motor Vehicles.
(3) One member of the Department of the California Highway Patrol.
(4) One member who is employed as a schoolbus driver.
(6) Two members who are schoolbus contractors, one of whom shall be from an urban area of the state and one of whom shall be from a rural area of the state, as determined by the department.
(7) Two members who are representatives of school districts, one of whom shall be from an urban area of the state and one of whom shall be from a rural area of the state, as determined by the department.
(8) One professionally licensed member of the American Academy of Pediatrics.
(9) One member representing school pupil transportation operations other than schoolbus operations.

(b) The department shall cooperate and confer with the advisory committee appointed pursuant to this section prior to adopting rules or regulations affecting school pupil transportation buses and school pupil transportation operations.
34506. It is a misdemeanor to fail to comply with any rule or regulation adopted by the Department of the California Highway Patrol pursuant to Section 34501, 34501.5, 34508, or 34513 regarding any of the following:

(a) Hours of service of drivers.

(b) Hazardous material transportation.

(c) Schoolbus construction, design, color, equipment, maintenance, or operation.

(d) Youth bus equipment, maintenance, or operation.

(e) Tour bus equipment, maintenance, or operation.

(f) Equipment, maintenance, or operation of any vehicle described in subdivision (a), (b), (c), (d), (e), (f), or (g) of Section 34500.

(g) Equipment, maintenance, or operation of any school pupil activity bus.

545. A "schoolbus" is a motor vehicle designed, used, or maintained for the transportation of any school pupil at or below the 12th-grade level to or from a public or private school or to or from public or private school activities, except the following:

(a) A motor vehicle of any type carrying only members of the household of the owner of the vehicle.

(b) A motortruck transporting pupils who are seated only in the passenger compartment, or a passenger vehicle designed for and carrying not more than 10 persons, including the driver, unless the vehicle or truck is transporting two or more disabled pupils confined to wheelchairs.

(c) A motor vehicle operated by a common carrier, or by and under the exclusive jurisdiction of a publicly owned or operated transit system, only during the time it is on a scheduled run and is available to the general public, or on a run scheduled in response to a request from a disabled pupil confined to a wheelchair, or from a parent of the disabled pupil, for transportation to or from non-school activities, and the motor vehicle is designed for and actually carries not more than 16 persons including the driver, is available to eligible persons of the general public, and the school does not provide the requested transportation service.

(d) A school pupil activity bus.

(e) A motor vehicle operated by a carrier licensed by the Interstate Commerce Commission which is transporting pupils on a school activity entering or returning to the state from another state or country.

(f) A youth bus.

(g) Notwithstanding any other provisions of this section, the governing board of a district maintaining a community college may, by resolution, designate any motor vehicle operated by or for the district, a schoolbus within the meaning of this section, if it is primarily used for the transportation of community college students to or from a public community college or to or from public community college activities. The designation shall not be effective until written notification thereof has been filed with the Department of the California Highway Patrol.
(h) A state-owned motor vehicle being operated by a state employee upon the driveways, paths, parking facilities, or grounds specified in Section 21113 that are under the control of a state hospital under the jurisdiction of the State Department of Developmental Services where the posted speed limit is not more than 20 miles per hour. The motor vehicle may also be operated for a distance of not more than one-quarter mile upon a public street or highway that runs through the grounds of a state hospital under the jurisdiction of the State Department of Developmental Services, if the posted speed limit on the public street or highway is not more than 25 miles per hour and if all traffic is regulated by posted stop signs or official traffic control signals at the points of entry and exit by the motor vehicle.

(i) A general public paratransit vehicle, if the general public paratransit vehicle does not duplicate existing schoolbus service, does not transport a public school pupil at or below the 12th grade level to a destination outside of that pupil’s school district, and is not used to transport public school pupils in areas where schoolbus services were available during the 1986–87 school year. In areas where expanded school services require expanded transportation of public school pupils, as determined by the governing board of a school district, general public paratransit vehicles shall not be used to transport those pupils for a period of three years from the date that a need for expansion is identified. For purposes of this section, a pupil is defined as a student at or below the 12th grade level who is being transported to a mandated school activity.

(j) A schoolbus with the flashing red light signal system, the amber warning system, and the schoolbus signs covered, while being used for transportation of persons other than pupils, to or from school or school related activities.

(k) A motor vehicle, other than a motor vehicle described in subdivision (b), that is designed to carry not more than 25 persons including the driver, while being used for the transportation of pupils to or from school-related activities if the vehicle is operated by a passenger charter-party carrier certified and licensed by the Public Utilities Commission pursuant to Chapter 8 (commencing with Section 5351) of Division 2 of the Public Utilities Code that is not under a contractual agreement with a school or school district, and the transportation does not duplicate schoolbus service or any other transportation services for pupils contracted, arranged, or otherwise provided by the school or school district.

6-4 ADDITIONAL EXPLANATIONS.

a. Definitions. A schoolbus must meet all construction, design, equipment, and color requirements of a schoolbus, and contain a Vehicle Inspection Approval Certificate signed and dated within the past 13 months. The driver of a schoolbus must hold a Class A or B driver's license endorsed for passenger transportation, a valid medical certificate, and a special driver certificate valid for driving a schoolbus.

(1) School pupil includes children attending a pre-school.

(2) School Activities. The Education Code supports the proposition that schools have the function of developing the intellect and the recreational and social potentials of their pupils. The term "school activities" is broad in scope, including school-related activities. Any event organized by the school or occurring during normal school hours sanctioned for pupil attendance by the school is considered a school activity.

(3) School Graduation Activity Trips. Regardless of when a graduating senior receives a diploma, he/she is at the 12th-grade level until the last day of the school year, as established by the school district. Therefore, such a graduating senior transported to a school activity must be transported in a schoolbus, SPAB, or vehicle specifically exempt from schoolbus requirements.

(4) Passenger Vehicles. Motor Trucks, and Transit Buses

(a) A passenger vehicle or motor truck is not exempt from the definition of a schoolbus when
transporting two or more handicapped pupils confined to wheelchairs [reference Section 545(b) VC].

(b) A passenger vehicle is not exempt from the definition of a schoolbus when transporting 10 or more pupils, or if the passenger vehicle is designed for more than 10 persons including the driver and is transporting 1 or more pupils.

(c) A motor truck is not exempt from the definition of a schoolbus when transporting one or more pupils in the cargo area [reference Section 545(c) VC].

(d) A transit bus is not exempt from the definition of a schoolbus if the vehicle is not on a regularly scheduled-route, is used to transport school pupils, and is not available to the general public.

6-5 b. Schoolbus Use

(1) Public or Private School Use. The uses specified in the EC are for the purpose of determining reimbursement of state transportation allowances only. As such, they are not enforced by the CHP.

(a) School Pupils - Children. A schoolbus must be used to transport children, at or below the 12th-grade level, to or from school or a school activity, except as specified in VC Section 545(a) through (j).

(b) School Pupils - Adults. A schoolbus may be used to transport adults:

1 Enrolled in a public or private school at or below the 12th-grade level, to or from a school or school activity; or

2 Enrolled in a public community college, to or from the college activity, when the college district governing board has designated the vehicle by resolution to be a schoolbus and notified the CHP of its intent to operate a schoolbus.

(c) Schoolbuses Transporting Disabled. Any schoolbus which is also used for the transportation of persons of any age who are developmentally disabled, as defined by the Lanterman Developmental Disabilities Services Act (Division 4.5, commencing with Section 4500 of the Welfare and Institutions Code), may be equipped with an amber light signal system, flashing red light signal system, and stop signal arm, and shall not be used other than as required by Vehicle Code Sections 22112 and 22454.

(2) Non-Pupil Transportation. A schoolbus used for purposes other than those specified in paragraph 4. Must have the schoolbus amber light signal system, flashing red light signal system (25257 VC) and "Schoolbus" signs (27906 VC) covered. Additionally, privately owned schoolbuses must be property registered (reference Section 9102.5 VC).

6-6 V C Section 12517 Qualifications of Schoolbus or School Pupil Activity Bus Driver

http://www.dmv.ca.gov/pubs/vctop/d06/vc12517.htm

12517. (a) (1) A person may not operate a schoolbus while transporting pupils unless that person has in his or her immediate possession a valid driver’s license for the appropriate class of vehicle to be driven endorsed for schoolbus and passenger transportation.

(2) When transporting one or more pupils at or below the 12th-grade level to or from a public or private school or to or from public or private school activities, the person described in paragraph (1) shall have in his or her immediate possession a certificate issued by the department to permit the operation of a schoolbus.

(b) A person may not operate a school pupil activity bus unless that person has in his or her immediate possession a valid driver’s license for the appropriate class of vehicle to be driven endorsed for passenger transportation. When transporting one or more pupils at or below the 12th-grade level to or from public or private school activities, the person shall also have in his or
her immediate possession a certificate issued by the department to permit the operation of school pupil activity buses.

(c) The applicant for a certificate to operate a schoolbus or school pupil activity bus shall meet the eligibility and training requirements specified for schoolbus and school pupil activity bus drivers in this code, the Education Code, and regulations adopted by the Department of the California Highway Patrol, and, in addition to the fee authorized in Section 2427, shall pay a fee of twenty-five dollars ($25) with the application for issuance of an original certificate, and a fee of twelve dollars ($12) for the renewal of that certificate.

6-7 EC Section 40080 Training Required for Specialized Vehicle Driver Training Courses
http://www.dmv.ca.gov/pubs/vctop/appndxa/edcode/edc40080.htm

40080. (a) This article governs the minimum training required for drivers to obtain or renew an endorsement or certificate described in Section 12517, 12519, or 12804.6 of the Vehicle Code.

(b) As used in this article, "department" means the State Department of Education.

6-7 EC Section 40081 Development or Approval of Specialized Vehicle Driver Training Courses
http://www.dmv.ca.gov/pubs/vctop/appndxa/edcode/edc40081.htm

40081. (a) The department shall develop or approve courses for training school pupil activity bus (SPAB), transit bus, schoolbus, and farm labor vehicle drivers that will provide them with the skills and knowledge necessary to prepare them for certification pursuant to Sections 12517, 12519, and 12804.6 of the Vehicle Code. The department shall seek the advice and assistance of the Department of Motor Vehicles and the Department of the California Highway Patrol in developing or approving those courses.

(b) The department shall train or approve the necessary instructional personnel to conduct the driver training courses. For all schoolbus and school pupil activity bus (SPAB) driver instructor training, the department shall provide for and approve the course outline and lesson plans used in the course. For transit bus and farm labor vehicle driver training, the department shall approve the course outline and lesson plans used in the course.

(c) All courses of study and training activities required by this article shall be approved by the department and given by, or in the presence of, an instructor in possession of a valid school pupil activity bus (SPAB), transit bus, schoolbus, or farm labor vehicle driver instructor certificate of the appropriate class.

(d) As an alternative to subdivisions (a), (b), and (c), instructors who have received a certificate from the Transportation Safety Institute of the United States Department of Transportation indicating that they have completed the Mass Transit Instructor Orientation and Training (Train-the-Trainer) course may approve courses of instruction and train transit bus drivers in order to meet the requirements for certification pursuant to Section 12804.6 of the Vehicle Code.

(e) On or before January 1, 2010, the department, in consultation with the Department of Motor Vehicles and the Department of the California Highway Patrol, shall review and, if necessary, revise its training courses and requirements for drivers of vehicles described in subdivision (k) of Section 545 of the Vehicle Code. The review shall address the course content and the minimum number of hours required for classroom instruction and behind-the-wheel training in order to ensure that drivers of those vehicles are trained in a manner that is appropriate for the type of vehicle they will be driving to transport pupils in a safe manner.

6-8 EC Section 40082 Minimum Course Work for Specialized Vehicle Driver
http://www.dmv.ca.gov/pubs/vctop/appndxa/edcode/edc40082.htm

40082. (a) An original applicant for a certificate to drive a schoolbus, as defined by Section 545 of the Vehicle Code, shall have successfully completed a minimum 40-hour course of instruction.
The course shall include at least 20 hours of classroom instruction in, but not limited to, all units of the Instructor's Manual for California's Bus Driver's Training Course. All classroom instruction shall be given by, or in the presence of, a state-certified instructor of the appropriate class. The course shall also include at least 20 hours of applicant behind-the-wheel training in all sections of the Instructor's Behind-the-Wheel Guide for California's Bus Driver's Training Course. Applicant behind-the-wheel training shall include driving vehicles comparable to those vehicles that will be driven by the applicant to transport pupils. All behind-the-wheel training shall be given by a state-certified instructor of the appropriate class or the delegated behind-the-wheel trainer as designated pursuant to Section 40084.5.

(b) Except as provided in subdivision (c), a driver who is holding a driver certificate or endorsement described in Section 40083, and is seeking a schoolbus certificate of the appropriate class, shall have successfully completed a minimum of five hours of classroom instruction, including, but not limited to, schoolbus laws and regulations, defensive driving, pupil loading and unloading, and the exceptional child. All classroom instruction shall be given by, or in the presence of, a state certified instructor of the appropriate class. The driver shall also complete at least three hours of behind the wheel training in defensive driving practices, lane control, railroad grade crossing procedures, and pupil loading and unloading.

(c) A driver may not be certified to drive a schoolbus in the manner set forth in subdivision (b) if that driver was instructed by a person who received his or her certificate in the manner described in subdivision (d) of Section 40081.

6-11 E C Section 40085 Renewal Training for Specialized Vehicle Driver
http://www.dmv.ca.gov/pubs/vctop/appndx/a/edcode/edc40085.htm

40085. Applicants seeking to renew a certificate to drive a schoolbus as defined in Section 545 of the Vehicle Code or a school pupil activity bus as defined in Section 546 of the Vehicle Code shall have successfully completed at least 10 hours of original or renewal classroom instruction, or behind-the-wheel or in-service training during each 12 months of certificate validity. In-service training credit may be given by a state-certified driver instructor of the appropriate class to an applicant for attending or participating in appropriate driver training workshops, driver safety meetings, driver safety conferences, and other activities directly related to passenger safety and driver training. During the last 12 months of the special driver certificate validity, the 10 hours required shall consist of classroom instruction covering, but not limited to, current laws and regulations, defensive driving, accident prevention, emergency procedures, and passenger loading and unloading. Failure to successfully complete the required training during any 12-month period of certificate validity is cause for the Department of Motor Vehicles to cancel the bus driver certificate. All training required by Section 40089 may be accepted in lieu of the requirements of this section.

6-11 FAILURE TO COMPLETE REQUIRED TRAINING.

Employers shall notify the local CHP schoolbus officer/coordinator of a driver in violation of 40085 EC. Upon notification of a first occurrence, the CHP schoolbus officer/coordinator will inform the employer and the driver that proof of receiving the training must be submitted to the local CHP office within 30 days from the date of notification. Failure to submit the required proof of training constitutes reason for the officer/coordinator to recommend to the DMV cancellation of the driver's certificate. Upon notification of a subsequent occurrence, the officer/coordinator will immediately recommend cancellation of the driver's certificate. These provisions will not apply to a driver on an extended leave of absence due to illness, or lack of employment as a driver. In those instances, the officer/coordinator will notify the employer that when the driver returns to work, proof of receiving the training must be submitted to the local CHP office within 30 days. Failure to submit the required proof constitutes reason for the officer/coordinator to recommend cancellation of the driver's certificate.
6-12  

E C Section 40087 Documentation of Specialized Vehicle Driver Training Courses  
http://www.dmv.ca.gov/pubs/vctop/appndx/a/edcode/edc40087.htm

40087. (a) Except as provided in subdivision (b), driver training required by this chapter shall be properly documented on the State Department of Education Training Certificate T-01, and signed by a state certified school pupil activity bus (SPAB), transit bus, schoolbus, or farm labor vehicle driver instructor of the appropriate class, and by the driver or applicant. The signatures certify that the instruction was given to, and received by, the applicant or driver, and that the applicant or driver displayed a level of competency necessary to drive the vehicle in a safe and competent manner. The applicant or driver shall present the completed State Department of Education Training Certificate T-01 to the examining state agency when applying for an endorsement or certificate, or, for renewal of an endorsement or certificate.

(b) Driver training provided by an instructor certified pursuant to subdivision (d) of Section 40081 shall be documented on a form developed by the Department of Motor Vehicles, with the consultation of the department. The form shall be signed by the instructor and by the applicant or driver. The signatures certify that the instruction was given to, and received by, the applicant or driver, and that the applicant or driver displayed a level of competency necessary to drive the vehicle in a safe and competent manner. The applicant or driver shall present the completed form to the Department of Motor Vehicles when applying for a certificate or for renewal of a certificate.

1-1  

V C Section 34500 Regulation of Specific Vehicles  
http://www.dmv.ca.gov/pubs/vctop/d14_8/vc34500.htm

34500. The department shall regulate the safe operation of the following vehicles:

(a) Motortrucks of three or more axles that are more than 10,000 pounds gross vehicle weight rating.

(b) Truck tractors.

(c) Buses, schoolbuses, school pupil activity buses, youth buses, farm labor vehicles, and general public paratransit vehicles.

(d) Trailers and semitrailers designed or used for the transportation of more than 10 persons, and the towing motor vehicle.

(e) Trailers and semitrailers, pole or pipe dollies, auxiliary dollies, and logging dollies used in combination with vehicles listed in subdivision (a), (b), (c), or (d). This subdivision does not include camp trailers, trailer coaches, and utility trailers.

(f) A combination of a motortruck and a vehicle or vehicles set forth in subdivision (e) that exceeds 40 feet in length when coupled together.

(g) A truck, or a combination of a truck and any other vehicle, transporting hazardous materials.

(h) Manufactured homes that, when moved upon the highway, are required to be moved pursuant to a permit as specified in Section 35780 or 35790.

(i) A park trailer, as described in Section 18009.3 of the Health and Safety Code, that, when moved upon a highway, is required to be moved pursuant to a permit pursuant to Section 35780.

(j) Any other motortruck not specified in subdivisions (a) to (h), inclusive, or subdivision (k), that is regulated by the Department of Motor Vehicles, Public Utilities Commission, or United States Secretary of the Department of Transportation, but only for matters relating to hours of service and logbooks of drivers.
(k) A commercial motor vehicle with a gross vehicle weight rating of 26,001 or more pounds or a commercial motor vehicle of any gross vehicle weight rating towing a vehicle described in subdivision (e) with a gross vehicle weight rating of more than 10,000 pounds, except combinations including camp trailers, trailer coaches, or utility trailers. For purposes of this subdivision, the term “commercial motor vehicle” has the meaning defined in subdivision (b) of Section 15210.

V C Section 34501 Regulations Promoting Safe Operation of Vehicles
http://www.dmv.ca.gov/pubs/vctop/d14_8/vc34501.htm

34501. (a) (1) The department shall adopt reasonable rules and regulations that, in the judgment of the department, are designed to promote the safe operation of vehicles described in Section 34500, regarding, but not limited to, controlled substances and alcohol testing of drivers by motor carriers, hours of service of drivers, equipment, fuel containers, fueling operations, inspection, maintenance, recordkeeping, accident reports, and drawbridges. The rules and regulations shall not, however, be applicable to schoolbuses, which shall be subject to rules and regulations adopted pursuant to Section 34501.5.

The rules and regulations shall exempt local law enforcement agencies, within a single county, engaged in the transportation of inmates or prisoners when those agencies maintain other motor vehicle operations records which furnish hours of service information on drivers which are in substantial compliance with the rules and regulations. This exemption does not apply to any local law enforcement agency engaged in the transportation of inmates or prisoners outside the county in which the agency is located, if that agency would otherwise be required, by existing law, to maintain driving logs.

(2) The department may adopt rules and regulations relating to commercial vehicle safety inspection and out-of-service criteria. In adopting the rules and regulations, the commissioner may consider the commercial vehicle safety inspection and out-of-service criteria adopted by organizations such as the Commercial Vehicle Safety Alliance, other intergovernmental safety group, or the United States Department of Transportation. The commissioner may provide departmental representatives to that alliance or other organization for the purpose of promoting the continued improvement and refinement of compatible nationwide commercial vehicle safety inspection and out-of-service criteria.

(3) The commissioner shall appoint a committee of 15 members, consisting of representatives of industry subject to the regulations to be adopted pursuant to this section, to act in an advisory capacity to the department, and the department shall cooperate and confer with the advisory committee so appointed. The commissioner shall appoint a separate committee to advise the department on rules and regulations concerning wheelchair lifts for installation and use on buses, consisting of persons who use the wheelchair lifts, representatives of transit districts, representatives of designers or manufacturers of wheelchairs and wheelchair lifts, and representatives of the Department of Transportation.

(4) The department may inspect any vehicles in maintenance facilities or terminals, as well as any records relating to the dispatch of vehicles or drivers, and the pay of drivers, to assure compliance with this code and regulations adopted pursuant to this section.

(b) The department, using the definitions adopted pursuant to Section 2402.7, shall adopt regulations for the transportation of hazardous materials in this state, except the transportation of materials which are subject to other provisions of this code, that the department determines are reasonably necessary to ensure the safety of persons and property using the highways. The regulations may include provisions governing the filling, marking, packing, labeling, and assembly of, and containers that may be used for, hazardous materials shipments, and the manner
by which the shipper attests that the shipments are correctly identified and in proper condition for transport.

(c) At least once every 13 months, the department shall inspect every maintenance facility or terminal of any person who at any time operates any bus. If the bus operation includes more than 100 buses, the inspection shall be without prior notice.

(d) The commissioner shall adopt and enforce regulations which will make the public or private users of any bus aware of the operator's last safety rating.

(e) It is unlawful and constitutes a misdemeanor for any person to operate any bus without the inspection specified in subdivision (c) having been conducted.

(f) The department may adopt regulations restricting or prohibiting the movement of any vehicle from a maintenance facility or terminal if the vehicle is found in violation of this code or regulations adopted pursuant to this section.

1-4 V C Section 34501.15 Commercial Driver, Alcohol, Ordering Out of Service Order
http://www.dmv.ca.gov/pubs/vctop/d14_8/vc34501_15.htm

34501.15. (a) The regulations adopted pursuant to Section 34501 shall require that any driver of a commercial motor vehicle, as defined in Section 15210, be ordered out of service for 24 hours if the driver is found to have 0.01 percent or more, by weight, of alcohol in his or her blood.

(b) This section shall become operative on January 1, 1992, and shall remain operative until the director determines that federal regulations adopted pursuant to the Commercial Motor Vehicle Safety Act of 1986 (49 U.S.C. Sec. 2701 et seq.) contained in that act and Section 391.15 of Title 49 of the Code of Federal Regulations do not require the state to order the operator of a commercial vehicle out of service for 24 hours when the operator has a measurable concentration of alcohol in his or her blood.

(c) The director shall submit a notice of the determination under subdivision (b) to the Secretary of State, and this section shall be repealed upon the receipt of that notice.

1-4 V C Section 34501.16 Information for Employees

34501.16. (a) Every employer of a commercial driver shall provide information to that employee at the time of hiring and to all employed commercial drivers annually, concerning all of the following:

(1) The prohibition against driving a commercial motor vehicle with over 0.04 percent or more, by weight, alcohol in his or her blood on and after January 1, 1992.

(2) The requirement to be placed out of service for 24 hours if the person's blood-alcohol concentration is tested to be 0.01 percent or more, by weight, on and after January 1, 1992.

(b) The Department of Motor Vehicles shall include the information prescribed in subdivision (a), together with information concerning the alcohol concentration in a person's blood resulting from consumption of alcoholic beverages, in each publication of the commercial driver's handbook published after January 1, 1990.

(c) This section shall remain operative until the director determines that federal regulations adopted pursuant to the Commercial Motor Vehicle Safety Act of 1986 (49 U.S.C. Sec. 2701 et seq.) do not require the state to implement the prohibitions and requirements in paragraphs (1) and (2) of subdivision (a).

(d) The director shall submit a notice of the determination under subdivision (c) to the Secretary of State, and this section shall be repealed upon the receipt of that notice.
1-5  **V C Section 34506 Violations Misdemeanors**  
http://www.dmv.ca.gov/pubs/vctop/d14_8/vc34506.htm

34506. It is a misdemeanor to fail to comply with any rule or regulation adopted by the Department of the California Highway Patrol pursuant to Section 34501, 34501.5, 34508, or 34513 regarding any of the following:

(a) Hours of service of drivers.

(b) Hazardous material transportation.

(c) Schoolbus construction, design, color, equipment, maintenance, or operation.

(d) Youth bus equipment, maintenance, or operation.

(e) Tour bus equipment, maintenance, or operation.

(f) Equipment, maintenance, or operation of any vehicle described in subdivision (a), (b), (c), (d), (e), (f), or (g) of Section 34500.

(g) Equipment, maintenance, or operation of any school pupil activity bus.

1-5  **V C Section 34506.3 Violations Infractions**  

Violations: Infractions

34506.3. Except as otherwise provided in this division, it is an infraction to fail to comply with any rule or regulation adopted by the department pursuant to this division.

1-7  **13 CCR § 1202 General Provisions**  
http://www.gamutonline.net/district/pinero/displayPolicy/368223/0

The general provisions of this chapter are as follows:

(a) Inspections by Department. Motor carriers shall afford authorized representatives of the department a reasonable opportunity to enter terminals, maintenance facilities, farm labor camps, or other private property to inspect vehicles and records to determine compliance with this chapter. Every driver shall permit the inspection of any vehicle or pertinent records for which the driver is responsible or has under his or her control.

(b) Authority of District Boards. The governing board of any school district, county superintendent of schools, or equivalent private school entity or official, may adopt and enforce additional requirements governing the transportation of pupils. Such requirements shall not conflict with any law or state administrative regulation.

(c) Application to Private Schoolbuses. The provisions of this chapter shall apply equally to private schoolbuses and to private school officials and agencies unless the context clearly indicates that no such application may reasonably be made.

(d) Special Application. Regulations in this title relating to buses and to the transportation of passengers shall also apply to trailer buses.

(e) Exemptions. The Commissioner may grant exemptions from any of the requirements of this chapter when, in his judgment, requests appear reasonable, or the results intended by these regulations can be accomplished by alternate methods of compliance. However, no exemption will be granted if, in the opinion of the Commissioner, the exemption would compromise the safety requirements of these regulations. In addition, any exemption granted by the Commissioner is nontransferable and may be rescinded at any time for cause.

(1) Application for Exemption. An application for exemption shall be made in writing to the Commissioner, and it shall include the following data:

Reason for requesting an exemption

This information was put together by Kevin Wedemeyer for use with his class
Alternate method(s) of compliance

When relevant, the make and model, vehicle identification number, and license number of the vehicle for which the exemption is being requested

The application shall be mailed to:

CALIFORNIA HIGHWAY PATROL
ENFORCEMENT SERVICES DIVISION
POST OFFICE BOX 942898
SACRAMENTO, CA 94298-0001

(2) Copy of Exemption. A copy of any exemption granted shall be carried in the vehicle(s) for which it was issued at all times, unless specified otherwise in the exemption, and shall be presented for inspection upon demand by any authorized representative of the department.

(3) Blanket Exemptions. The provisions of this subsection do not apply to any blanket exemptions the Commissioner may elect to issue. A blanket exemption is an exemption from a particular provision of this subchapter granted to all vehicles, or vehicles manufactured on or after a specified date, pending a change in these regulations.

(f) Motor Carrier of Property Certificate of Compliance. Any motor carrier of property, as defined in Section 34601 of the Vehicle Code, who contracts or subcontracts with, or otherwise provides transportation services for, another motor carrier of property shall provide to that motor carrier a certificate as set forth in Section 34620(b) of the Vehicle Code. The certificate may be on a form provided by the department, or may be a carrier-provided form containing the following information:

(1) The name of the contracted motor carrier.

(2) The contracted motor carrier's Motor Carrier Permit number and expiration date.

(3) The signature of the contracted motor carrier or his or her agent.

(4) The printed name, title, and driver's license number of the contracted motor carrier or his or her agent.

(5) The date the certificate is signed.

(6) The name of the contracting motor carrier.

(7) The following statement, inserting the above information as indicated: I, the undersigned, certify that (name of contracted carrier) holds a Motor Carrier Permit, Number (permit number), which is valid through (expiration date), a copy of which is attached. I further certify that I, or a company officer, will immediately notify users of this company's services if the permit is suspended, revoked, or is otherwise rendered invalid. (signature of contracted motor carrier or agent) (date) (printed name, title, and driver's license number of contracted motor carrier or agent)

(g) As used in subsection (f), contracted motor carrier means the motor carrier providing the transportation service. The motor carrier for whom the transportation service is provided shall be referred to as the contracting motor carrier.

2-1 DRIVER CERTIFICATION PROCESS.

a. Interview and Test Location. Applicants should be interviewed and tested at the CHP office located within the area where they will be doing the majority of their driving. Exceptions can be made for unusual circumstances with the concurrence of the involved CHP areas. This restriction is necessary for record-keeping and monitoring drivers for compliance with pupil transportation laws and regulations. Applicants should contact the CHP office to ascertain times when the initial CHP interview, testing, and certification can be accomplished.
b. Initial CHP Interview. Schoolbus officers and coordinators will conduct an initial interview with each original applicant. The purpose of the interview is to ensure that the applicant is aware of the minimum requirements for the certificate and to identify and eliminate applicants who may be unqualified. This informational interview will be conducted prior to accepting the certificate fee or fingerprinting the applicant. The following items will be discussed:

(1) The minimum physical and medical requirements;
(2) The specifics of the criminal background check, complete driving record check, certificate testing process, and work history;
(3) The importance of being thorough and accurate on all pre-employment documents, as well as the consequences of knowingly providing false information on the certificate application forms.

c. Testing. Applicants will have three opportunities to pass the written, driving, and, if applicable, first aid tests. The pre-trip inspection is part of the driving test, and the first aid examination is independent of both the written and driving tests. Officers and coordinators may recommend an applicant for remedial training after failing the written or driving test after the first or second attempt. The officer or coordinator will return the applicant’s California Department of Education Training Certificate, T-01 form, for the instructor to document any remedial training. The duration of such training will be at the discretion of the instructor or employer after consulting with the officer or coordinator. Applicants will be retested after seven calendar days have elapsed from the date of the failure. Instructors must return the T-01 training certificate indicating any remedial training prior to a retest. A third failure will disqualify the applicant. Disqualified applicants may not reapply for a certificate until 45 days have elapsed from the date of the third failure and the applicant has completed remedial training. Instructors must return the T-01 training certificate indicating any remedial training prior to a retest.

2-2 V C Section 12517.2 Medical Examination Requirements
http://www.dmv.ca.gov/pubs/vctop/d06/vc12517_2.htm

12517.2. (a) Applicants for an original or renewal certificate to drive a schoolbus, school pupil activity bus, youth bus, general public paratransit vehicle, or farm labor vehicle shall submit a report of a medical examination of the applicant given not more than two years prior to the date of the application by a physician licensed to practice medicine, a licensed advanced practice registered nurse qualified to perform a medical examination, or a licensed physician assistant. The report shall be on a form approved by the ( ) department.

(b) Schoolbus drivers, within the same month of reaching 65 years of age and each 12th month thereafter, shall undergo a medical examination, pursuant to Section 12804.9, and shall submit a report of that medical examination on a form as specified in subdivision (a).

2-2 V C Section 12517.3 Fingerprint Requirements
http://www.dmv.ca.gov/pubs/vctop/d06/vc12517_3.htm

12517.3. (a) (1) An applicant for an original certificate to drive a schoolbus, school pupil activity bus, youth bus, or general public paratransit vehicle shall be fingerprinted by the Department of the California Highway Patrol, on a form provided or approved by the Department of the California Highway Patrol for submission to the Department of Justice, utilizing the Applicant Expedite Service or an electronic fingerprinting system.

(2) An applicant fingerprint form shall be processed and returned to the office of the Department of the California Highway Patrol from which it originated not later than 15 working days from the date on which the fingerprint form was received by the Department of Justice, unless circumstances, other than the administrative duties of the Department of Justice, warrant further investigation.
(3) Applicant fingerprints that are submitted by utilizing an electronic fingerprinting system shall be processed and returned to the appropriate office of the Department of the California Highway Patrol within three working days.

(4) The commissioner may utilize the California Law Enforcement Telecommunications System to conduct a preliminary criminal and driver history check to determine an applicant’s eligibility to hold an original or renewal certificate to drive a schoolbus, school pupil activity bus, youth bus, or general public paratransit vehicle.

(b) (1) Notwithstanding subdivision (a), an applicant for an original certificate to drive a schoolbus, school pupil activity bus, youth bus, or general public paratransit vehicle may be fingerprinted by a public law enforcement agency, a school district, or a county office of education utilizing an electronic fingerprinting system with terminals managed by the Department of Justice.

(2) The Department of Justice shall provide the fingerprint information processed pursuant to this subdivision to the appropriate office of the Department of the California Highway Patrol within three working days of receipt of the information.

(3) An applicant for an original certificate to drive an ambulance shall submit a completed fingerprint card to the department.

2-3 FBI FINGERPRINT – Officer or coordinator will complete a second set of fingerprint for applicants who cannot establish seven continuous years of California residency. The second set of fingerprints will be submitted to the Department of Justice (DOJ), who will forward it to the FBI for a background investigation of the applicant.

2-3 V C Section 12522 First Aid Exam for Schoolbus and Youth Bus Drivers
http://www.dmv.ca.gov/pubs/vctop/d06/ve12522.htm

12522. (a) Every person who operates a schoolbus or youth bus in the transportation of school pupils shall, in addition to any other requirement for a schoolbus or youth bus driver's certificate, qualify by an examination on first aid practices deemed necessary for schoolbus operators or youth bus operators. Standards for examination shall be determined by the Emergency Medical Services Authority after consultation with the State Department of Education, the Department of Motor Vehicles, and the Department of the California Highway Patrol. The local school authority employing the applicant shall provide a course of instruction concerning necessary first aid practices.

(b) The Department of the California Highway Patrol shall conduct the first aid examination as part of the examination of applicants for a schoolbus or youth bus driver's certificate and shall certify to the Department of Motor Vehicles that the applicant has satisfactorily demonstrated his or her qualifications in first aid practices, knowledge of schoolbus or youth bus laws and regulations, and ability to operate a schoolbus or youth bus. The first aid certifications shall be valid for the term of the schoolbus or youth bus driver's certificate.

(c) The first aid examination may be waived if the applicant possesses either of the following minimum qualifications:

(1) A current first aid certificate issued by the American Red Cross or by an organization whose first aid training program is at least equivalent to the American Red Cross first aid training program, as determined by the Emergency Medical Services Authority. The Emergency Medical Services Authority may charge a fee, sufficient to cover its administrative costs of approval, to an organization that applies to have its first aid training program approved for purposes of this paragraph.
(2) A current license as a physician and surgeon, osteopathic physician and surgeon, or registered nurse, or a current certificate as a physician's assistant or emergency medical technician. The first aid certificate or license shall be maintained throughout the term of the schoolbus or youth bus driver's certificate and shall be presented upon demand of any traffic officer. The schoolbus or youth bus driver's certificate shall not be valid during any time that the driver fails to maintain and possess that license or certificate after the first aid examination has been waived.

2-6 Application Process

a. Original Applicants.

(1) Original applicants need the following when reporting initially to the CHP:

(a) A valid class A, B, or C driver license
(b) A DMV (H6) printout
(c) A $67 fee (exact amount)

(2) To facilitate the certificate process, it is also desirable that the applicant initially present:

(a) Driver license. All applicants shall possess a valid class A or B driver license with a passenger endorsement (Section 15250 VC). An interim, temporary driver license or instruction permit of the appropriate class is acceptable. A GPPV applicant shall have a valid class A, B, or C license with the proper endorsements. All schoolbus applicants and all applicants employed for compensation by another for the purpose of driving a motor vehicle on the highway shall be at least 18 years old (Sections 12515 and 12516 VC).

(b) Out-of-State License. A valid out-of-state driver license for a nonresident is acceptable if the requirements of Sections 12502 and 12505 VC are met. The license must be issued by a U. S. jurisdiction and be valid for driving in California.

(c) Special Certificate Application - CHP 295. NOTE: This form should be completed but not signed.

(d) A current medical certificate DL-51A. Applicants shall present their current medical certificates to the officers and coordinators. "Current" for an original applicant means that the certificate was issued within the past two years.

(e) DMV Printout. Each applicant will provide a DMV printout (H5). If the printout provided does not cover a 10-year period, schoolbus officers and coordinators will obtain a 10-year driver history record from DMV.

(f) Training Verification. Once the applicant has completed the required training and is scheduled for testing, the applicant shall present proper verification of the training he or she received.

(3) Original applicants will accomplish the following at the CHP office:

(a) Complete a Special Certificate Application, CHP 295. Original applicants shall complete the front of the application to provide information needed to prepare and process the DL-45, California Special Driver Certificate. Applicants may complete this form prior to reporting to the CHP office, but shall sign the form in the presence of CHP personnel. If CHP personnel identify a potential problem, they will complete an Applicant Discrepancy Identifier, CHP 295D (ANNEX G). The applicant shall sign the card, and the employer shall receive a copy. This will alert the applicant and the employer to problems requiring correction prior to issuance of a temporary certificate.

(b) Complete the application portion of the DL-45, California Special Driver Certificate, and pay a $67 fee.

(c) The CHP officer or coordinator will fingerprint all original applicants except for FLV applicants. If an applicant is unable to establish a continuous 7-year California residency, he or she will be fingerprinted twice.
The second fingerprint card shall be submitted to the FBI. The FBI background investigation will significantly increase the length of the certification process.

(d) CHP Notification. Employers must immediately notify the schoolbus officer or coordinator when an applicant has withdrawn from the certification process. Applicants who subsequently wish to resume the process after 1 year has elapsed from the application date will be re-fingerprinted.

(e) Resubmission of Fingerprints. If, for any reason, the DOJ or the FBI returns a set of fingerprints because they are unacceptable, the schoolbus officer or coordinator will schedule the applicant for reprinting.

(4) Criminal History Review.

(a) Schoolbus officers and coordinators will critically review the criminal history record received from the DOJ and, if applicable, the FBI, for any disqualifying information. If the applicant's record is clear, the local officer or coordinator will contact the prospective employer so the applicant may be scheduled for testing.

(b) If, after the review, it is learned the applicant may be disqualified, the applicant shall be scheduled for testing. However, no temporary certificate will be issued. Schoolbus officers or coordinators will complete and forward the applicant file to DMV for review pending a final decision on issuance of the permanent certificate.

(c) If, after this review, it is learned the applicant will be disqualified, he/she shall not be scheduled for testing. The schoolbus officer or coordinator will notify the applicant's prospective employer of the situation, and forward the applicant file to DMV.

2-8 Renewal Applicants

(1) Applicants seeking to renew a certificate need the following when reporting to the CHP office:

(a) A valid class A or B commercial driver license (except GPPV drivers must possess a valid class A, B, or C driver license);
(b) A current medical certificate, DL-51A;
(c) Schoolbus, SPAB, and FLV drivers must present a state Department of Education T-01 Training Certificate properly documenting successful completion of the required renewal training. Youth bus and GPPV drivers must present a letter from their employer documenting successful completion of the required renewal training;
(d) A $12 fee (exact amount).

(2) Renewal applicants will accomplish the following at the CHP office:

(a) Complete a Special Certificate Application, CHP 295;
(b) Complete the application portion of the DL-45, California Special Driver Certificate, and pay a $12 fee.

2-10 Applicant Testing

(1) Applicants must pass a written examination on laws and regulations governing pupil and farm labor transportation safety, and all applicable requirements of Sections 12517, 12519, and 31401 VC.

(2) Applicants for a schoolbus or youth bus driver certificate must pass a written examination on first aid practices or obtain a first aid certificate from the American Red Cross or from an organization whose first aid training program is at least equivalent to the American Red Cross first aid training program, as determined by the Emergency Medical Services Authority. Applicants must maintain the first aid certificate's validity. Failure to do so will invalidate the special driver certificate (Section 12522 VC).

(a) Once the CHP has waived the driver's first aid test, the first aid restriction cannot be removed until the driver renews his or her schoolbus or youth bus special driver certificate.
(3) Applicants must pass a driving test to demonstrate their knowledge of applicable laws and regulations, and their ability to operate a schoolbus, SPAB, youth bus, GPPV, or FLV (Sections 12517.4 and 12804.9 VC).

(a) The driving test includes a pre-trip vehicle inspection and the demonstration of a driver's familiarity with all gauges, instruments, and controls on the bus or FLV. An applicant's knowledge of brake systems and their operation is critical.

(b) Applicants shall bring the vehicle requiring the highest level of driver skill. Certificates are restricted based upon the type of vehicle used in the driving test. Applicants wishing an unrestricted certificate may use more than one vehicle to test their driving skills.

(c) It is unlawful for the holder of a certificate to violate any restriction placed on a special driver certificate. Depending upon the type of vehicle used in the driving test, and the abilities and physical condition of the applicant, the CHP and DMV may place restrictions on a certificate to ensure the safe operation of a motor vehicle and the safe transportation of passengers. Such restrictions may include, but shall not be limited to, the following:

1 Automatic transmission only;
3 Hydraulic brakes only;
2 Type 2 bus only;
4 Conventional or type 2 bus only
5 Two-axle motor truck or passenger vehicle only;
6 First aid test waived; must comply with Section 12522(c) VC;
7 The driver certificate must be endorsed "may drive vehicle with two-speed rear axle" if the applicant wishes to drive a vehicle so equipped [Section 12517.4(e) VC].

(4) Renewal applicants may receive an abbreviated driving test if the applicant has not been involved in any preventable accidents and has not received any citations or schoolbus-related driving complaints since the issuance of the current certificate. Participation in a local schoolbus "roadeo" within the 12 months preceding the renewal application date, will satisfy the driving test requirements if the "roadeo" included a driving test given or directed by an attending schoolbus officer or coordinator. The driving test requirements may also be satisfied if the officer or coordinator rode with the renewal applicant on a regular schoolbus run within the 12 months preceding the renewal application date and completed a CHP 295A.

NOTE: Any area not having an established "roadeo" may conduct a local schoolbus "roadeo" program using the Annual California Schoolbus Safety Roadeo Program, sponsored by the California Association of School Transportation Officials (CASTO).

(5) Renewal applicants must renew their certificate within 6 months before or 12 months after the certificate expiration date. If a renewal applicant renews his/her certificate after 12 months have elapsed from the expiration date of the certificate, he/she will be considered an original applicant.

2-12 Canceled Applicants

(1) Applicants seeking reinstatement after cancellation of a certificate need the following when reporting to the CHP office:

(a) A valid class A or B commercial driver license (except GPPV drivers must possess a valid class A, B, or C driver license);
(b) A current medical certificate, DL-51A;
(c) A $12 fee if any permanent or temporary certificate is lost by the applicant/driver during the cancellation period;
(d) Evidence that the deficiency that resulted in cancellation has been corrected.

(2) Canceled applicants will accomplish the following at the CHP office:

(a) Complete a Special Certificate Application, CHP 295;
(b) Provide evidence to the CHP Area office that the deficiency that resulted in
Cancellation has been corrected.

2-12 **Up-Grade Applicants**

(1) Applicants seeking to eliminate a restriction on their special certificate need the following when reporting to the CHP office:

(a) A valid class A or B commercial driver license (except GPPV drivers shall possess a valid class A, B, or C driver license);
(b) A current medical certificate, DL-51A;
(c) A $12 fee (exact amount);
(d) A valid special certificate.

(2) Applicants will accomplish the following at the CHP office:

(a) Complete a Special Certificate Application, CHP 295;
(b) Complete the application portion of the DL-45, California Special Driver Certificate and pay an $12 fee;
(c) Pass a driving test to demonstrate their knowledge of applicable laws and regulations, and their ability to operate the appropriate vehicle. The driving test includes a pre-trip vehicle inspection and a demonstration of the driver's familiarity with all gauges, instruments, and controls on the bus or FLV. Special emphasis is placed on brake systems and their operation.

2-13 **V C Section 12517.4 Certificates Issuance and Restrictions**

http://www.dmv.ca.gov/pubs/vctop/d06/vc12517_4.htm

12517.4. This section governs the issuance of a certificate to drive a schoolbus, school pupil activity bus, youth bus, general public paratransit vehicle, or farm labor vehicle.

(a) The driver certificate shall be issued only to applicants meeting all applicable provisions of this code and passing the examinations prescribed by the department and the Department of the California Highway Patrol. The examinations shall be conducted by the Department of the California Highway Patrol, pursuant to Sections 12517, 12519, 12522, 12523, and 12523.5.

(b) A temporary driver certificate shall be issued by the Department of the California Highway Patrol after an applicant has cleared a criminal history background check by the Department of Justice and, if applicable, the Federal Bureau of Investigation, and has passed the examinations and meets all other applicable provisions of this code.

(c) A permanent driver's certificate shall be issued by the department after an applicant has passed all tests and met all applicable provisions of this code. Certificates are valid for a maximum of five years and shall expire on the fifth birthday following the issuance of an original certificate or the expiration of the certificate renewed.

(d) A holder of a certificate may not violate any restriction placed on the certificate. Depending upon the type of vehicle used in the driving test and the abilities and physical condition of the applicant, the Department of the California Highway Patrol and the department may place restrictions on a certificate to assure the safe operation of a motor vehicle and safe transportation of passengers. These restrictions may include, but are not limited to, all of the following:

(1) Automatic transmission only.
(2) Hydraulic brakes only.
(3) Type 2 bus only.
(4) Conventional or type 2 bus only.
(5) Two-axle motor truck or passenger vehicle only.
(e) A holder of a certificate may not drive a motor vehicle equipped with a two-speed rear axle unless the certificate is endorsed: "May drive vehicle with two-speed rear axle."

(f) This section shall become operative on September 20, 2005.

2-14 **V C Section 13375 Definition of Conviction**
http://www.dmv.ca.gov/pubs/vctop/d06/vc13375.htm

13375. For the purpose of this article, any plea or verdict of guilty, plea of nolo contendere, or court finding of guilt in a trial without a jury, or forfeiture of bail, is deemed a conviction, notwithstanding subsequent action under Section 1203.4 or 1203.4a of the Penal Code allowing withdrawal of the plea of guilty and entering a plea of not guilty, setting aside the verdict of guilty, or dismissing the accusation or information.

2-14 **V C Section 13369 Refusal to Issue or Renew Suspension or Revocation of Certificate or Endorsement**
http://www.dmv.ca.gov/pubs/vctop/d06/vc13369.htm

13369. (a) This section applies to the following endorsements and certificates:

(1) Passenger transportation vehicle.
(2) Hazardous materials.
(3) School bus.
(4) School pupil activity bus.
(5) Youth bus.
(6) General public paratransit vehicle.
(7) Farm labor vehicle.
(8) Vehicle used for the transportation of developmentally disabled persons.

(b) The department shall refuse to issue or renew, or shall revoke the certificate or endorsement of any person who meets the following conditions:

(1) Within three years, has committed any violation that results in a conviction assigned a violation point count of two or more, as defined in Sections 12810 and 12810.5. The department may not refuse to issue or renew, nor may it revoke, a person’s hazardous materials or passenger transportation vehicle endorsement if the violation leading to the conviction occurred in the person’s private vehicle and not in a commercial motor vehicle, as defined in Section 15210.

(2) Within three years, has had his or her driving privilege suspended, revoked, or on probation for any reason involving unsafe operation of a motor vehicle. The department may not refuse to issue or renew, nor may it revoke, a person’s passenger transportation vehicle endorsement if the person’s driving privilege has, within three years, been placed on probation only for any reason involving unsafe operation of a motor vehicle.

(3) Notwithstanding paragraphs (1) and (2), does not meet the qualifications for issuance of a hazardous materials endorsement set forth in Parts 383, 384, and 1572 of Title 49 of the Code of Federal Regulations.

(c) The department may refuse to issue or renew, or may suspend or revoke the certificate or endorsement of any person who meets any of the following conditions:

(1) Within 12 months, has been involved as a driver in three accidents in which the driver caused or contributed to the causes of the accidents.

(2) Within 24 months, as a driver, caused or contributed to the cause of an accident resulting in a fatality or serious injury or serious property damage in excess of seven hundred fifty dollars ($750).
(3) Has violated any provision of this code, or any rule or regulation pertaining to the safe operation of a vehicle for which the certificate or endorsement was issued.

(4) Has violated any restriction of the certificate, endorsement, or commercial driver’s license.

(5) Has knowingly made a false statement or failed to disclose a material fact on an application for a certificate or endorsement.

(6) Has been determined by the department to be a negligent or incompetent operator.

(7) Has demonstrated irrational behavior to the extent that a reasonable and prudent person would have reasonable cause to believe that the applicant’s ability to perform the duties of a driver may be impaired.

(8) Excessively or habitually uses, or is addicted to, alcoholic beverages, narcotics, or dangerous drugs.

(9) Does not meet the minimum medical standards established or approved by the department.

(d) The department may cancel the certificate or endorsement of any driver who meets any of the following conditions:

(1) Does not have a valid driver’s license of the appropriate class.

(2) Has requested cancellation of the certificate or endorsement.

(3) Has failed to meet any of the requirements for issuance or retention of the certificate or endorsement, including, but not limited to, payment of the proper fee, submission of an acceptable medical report and fingerprint cards, and compliance with prescribed training requirements.

(4) Has had his or her driving privilege suspended or revoked for a cause involving other than the safe operation of a motor vehicle.

(e) (1) The department shall refuse to issue or renew, or shall suspend or revoke, the passenger vehicle endorsement of a person who violates subdivision (b) of Section 5387 of the Public Utilities Code.

(2) A person found to be in violation of subdivision (b) of Section 5387 of the Public Utilities Code shall be ineligible for a passenger vehicle endorsement that would permit him or her to drive a bus of any kind, including, but not limited to, a bus, schoolbus, youth bus, school pupil activity bus, trailer bus, or a transit bus, with passengers, for a period of five years.

(f) (1) Reapplication following refusal or revocation under subdivision (b) or (c) may be made after a period of not less than one year from the effective date of denial or revocation, except in cases where a longer period of suspension or revocation is required by law.

(2) Reapplication following cancellation under subdivision (d) may be made at any time without prejudice.

2-16 V C Section 13370 Denial, Suspension or Revocation of Certificate
http://www.dmv.ca.gov/pubs/vctop/d06/vc13370.htm

13370. (a) The department shall refuse to issue or shall revoke a schoolbus, school pupil activity bus, general public paratransit vehicle, or youth bus driver certificate, or a certificate for a vehicle used for the transportation of developmentally disabled persons if any of the following causes apply to the applicant or certificate holder:

(1) Has been convicted of a sex offense as defined in Section 44010 of the Education Code.
(2) Has been convicted, within two years, of an offense specified in Section 11361.5 of the Health and Safety Code.

(3) Has failed to meet prescribed training requirements for certificate issuance.

(4) Has failed to meet prescribed testing requirements for certificate issuance.

(5) Has been convicted of a violent felony listed in subdivision (c) of Section 667.5 of the Penal Code, or a serious felony listed in subdivision (c) of Section 1192.7 of the Penal Code. This paragraph shall not be applied to revoke a license that was valid on January 1, 2005, unless the certificate holder is convicted for an offense that is committed on or after that date.

(b) The department may refuse to issue or renew, or may suspend or revoke a schoolbus, school pupil activity bus, general public paratransit vehicle, or youth bus driver certificate, or a certificate for a vehicle used for the transportation of developmentally disabled persons if any of the following causes apply to the applicant or certificate holder:

(1) Has been convicted of a crime specified in Section 44424 of the Education Code within seven years. This paragraph does not apply if denial is mandatory.

(2) Has committed an act involving moral turpitude.

(3) Has been convicted of an offense, not specified in this section and other than a sex offense, that is punishable as a felony, within seven years.

(4) Has been dismissed as a driver for a cause relating to pupil transportation safety.

(5) Has been convicted, within seven years, of an offense relating to the use, sale, possession, or transportation of narcotics, habit-forming drugs, or dangerous drugs, except as provided in paragraph (3) of subdivision (a).

(c) (1) Reapplication following refusal or revocation under paragraph (1), (2), or (3) of subdivision (a) or (b) may be made after a period of not less than one year after the effective date of refusal or revocation.

(2) Reapplication following refusal or revocation under paragraph (4) of subdivision (a) may be made after a period of not less than 45 days after the date of the applicant’s third testing failure.

(3) An applicant or holder of a certificate may reapply for a certificate whenever a felony or misdemeanor conviction is reversed or dismissed. A termination of probation and dismissal of charges pursuant to Section 1203.4 of the Penal Code or a dismissal of charges pursuant to Section 1203.4a of the Penal Code is not a dismissal for purposes of this section.
compliance with any rehabilitation or return to duty program that is imposed by the employer that meets the controlled substances and alcohol use and testing requirements set forth in Part 382 (commencing with Section 382.101) of Title 49 of the Code of Federal Regulations. The driver shall be allowed to participate in a rehabilitation or return to duty program only once within a three-year period. The employer or program shall report any subsequent positive test result or drop from the program to the department on a form approved by the department.

(2) If an applicant refuses to submit to a test for, fails to comply with the testing requirements for, or receives a positive test for a controlled substance, the department shall refuse the application for a certificate listed in subdivision (a) for three years from the date of the confirmed positive test result.

(3) The carrier that requested the test shall report the refusal, failure to comply, or positive test result to the department not later than five days after receiving notification of the test result on a form approved by the department.

(4) The department shall maintain a record of any action taken for a refusal, failure to comply, or positive test result in the driving record of the applicant or certificate holder for three years from the date of the refusal, failure to comply, or positive test result.

(c) (1) The department may temporarily suspend a schoolbus, school pupil activity bus, youth bus, or general public paratransit driver certificate, or temporarily withhold issuance of a certificate to an applicant, if the holder or applicant is arrested for or charged with any sex offense, as defined in Section 44010 of the Education Code.

(2) Upon receipt of a notice of temporary suspension, or of the department's intent to withhold issuance, of a certificate, the certificate holder or applicant may request a hearing within 10 days of the effective date of the department's action.

(3) The department shall, upon request of the holder of, or applicant for, a certificate, within 10 working days of the receipt of the request, conduct a hearing on whether the public interest requires suspension or withholding of the certificate pursuant to paragraph (1).

(4) If the charge is dismissed or results in a finding of not guilty, the department shall immediately terminate the suspension or resume the application process, and shall expunge the suspension action taken pursuant to this subdivision from the record of the applicant or certificate holder.

(d) An applicant or holder of a certificate may reapply for a certificate whenever a felony or misdemeanor conviction is reversed or dismissed. A termination of probation and dismissal of charges pursuant to Section 1203.4 of the Penal Code or a dismissal of charges pursuant to Section 1203.4a of the Penal Code is not a dismissal for purposes of this section.

(e) The determination of the facts pursuant to this section is a civil matter which is independent of the determination of the person's guilt or innocence, has no collateral estoppel effect on a subsequent criminal prosecution, and does not preclude the litigation of the same or similar facts in a criminal proceeding.

2-17 V C Section 13371 Denial, Suspension or Revocation: Request and Scope of Hearing
http://www.dmv.ca.gov/pubs/vctop/d06/vc13371.htm

13371. This section applies to schoolbus, school pupil activity bus, youth bus, general public paratransit vehicle certificates, and a certificate for a vehicle used for the transportation of developmentally disabled persons.
(a) Any driver or applicant who has received a notice of refusal, suspension, or revocation, may, within 15 days after the mailing date, submit to the department a written request for a hearing. Failure to demand a hearing within 15 days is a waiver of the right to a hearing.

(1) Upon receipt by the department of the hearing request, the department may stay the action until a hearing is conducted and the final decision has been rendered by the Certificate Action Review Board pursuant to paragraph (2) of subdivision (d). The department shall not stay an action when there is reasonable cause to believe the stay would pose a significant risk to the safety of pupils being transported in a schoolbus, school pupil activity bus, youth bus, or persons being transported in a general public paratransit vehicle.

(2) An applicant or driver is not entitled to a hearing whenever the action by the department is made mandatory by this article or any other applicable law or regulation except where the cause for refusal is based on failure to meet medical standards or excessive and habitual use of or addiction to alcoholic beverages, narcotics, or dangerous drugs.

(b) The department shall appoint a hearing officer to conduct the hearing in accordance with Section 14112. After the hearing, the hearing officer shall prepare and submit findings and recommendations to the department.

(c) The department shall mail, as specified in Section 22, a copy of the hearing officer's findings and recommendations to the driver or applicant and to the driver or applicant's hearing representative, either of whom may file a statement of exception to the findings and recommendations within 24 days after the mailing date.

(d) (1) The Certificate Action Review Board consists of the following three members: a chairperson appointed by the director of the department, a member appointed by the Commissioner of the California Highway Patrol, and a member appointed by the Superintendent of Public Instruction.

(2) After a hearing, the board shall review the findings and recommendations of the hearing officer, and any statement of exception, and make a decision concerning disposition of the action taken by the department, which decision shall be final. At this stage, no evidence shall be heard that was not presented at the hearing, unless the person wishing to present the new evidence establishes, to the satisfaction of the board, that it could not have been obtained with due diligence prior to the hearing.

V C Section 2804 Inspection by Patrol Members
http://www.dmv.ca.gov/pubs/vctop/d02/vc2804.htm

2804. A member of the California Highway Patrol upon reasonable belief that any vehicle is being operated in violation of any provisions of this code or is in such unsafe condition as to endanger any person, may require the driver of the vehicle to stop and submit to an inspection of the vehicle, and its equipment, license plates, and registration card.

V C Section 24004 Unlawful Operation After Notice by Officer
http://www.dmv.ca.gov/pubs/vctop/d12/vc24004.htm

24004. No person shall operate any vehicle or combination of vehicles after notice by a peace officer, as defined in Section 830.1 or subdivision (a) of Section 830.2 of the Penal Code, that the vehicle is in an unsafe condition or is not equipped as required by this code, except as may be necessary to return the vehicle or combination of vehicles to the residence or place of business of the owner or driver or to a garage, until the vehicle and its equipment have been made to conform with the requirements of this code.

The provisions of this section shall not apply to an employee who does not know that such notice has been issued, and in such event the provisions of Section 40001 shall be applicable.
13 CCR § 1212 Driver Hours of Service
http://www.gamutonline.net/district/pinero/displayPolicy/368226/0

(a) General. The rules in this section and Sections 1212.5 and 1213 apply to all motor carriers and drivers, except as provided in paragraphs (b) through (l) of this section.

(b) Adverse driving conditions.

(1) A driver who encounters adverse driving conditions, as defined in Section 1201, and cannot, because of those conditions, safely complete the run within the maximum driving time permitted by Section 1212.5 may drive and be permitted or required to drive for not more than 2 additional hours in order to complete that run or to reach a place offering safety for vehicle occupants and security for the vehicle and its cargo. However, that driver may not drive or be permitted to drive:

(A) Interstate drivers: for more than 12 hours in the aggregate following eight consecutive hours off duty; or

(B) Intrastate drivers: for more than 14 hours in the aggregate following eight consecutive hours off duty; or

(C) After he/she has been on duty 15 hours following eight consecutive hours off duty.

(2) Emergency conditions. In the event of a traffic accident, medical emergency, or disaster, a driver may complete his/her run without being in violation of the provisions of these regulations, if such run reasonably could have been completed absent the emergency.

(3) Relief Point. Bus drivers (other than schoolbus and school pupil activity bus drivers) in urban and suburban service may exceed their regulated hours in order to reach a regularly scheduled relief point, providing the additional time does not exceed one hour.

(c) Driver-salesperson. The provisions of Section 1212.5(b) shall not apply to any driver-salesperson whose total driving time does not exceed 40 hours in any period of seven consecutive days.

(e) 100 air-mile radius driver. A driver is exempt from the requirements of Section 1213 if:

(1) The driver operates within a 100 air-mile radius of the normal work reporting location;

(2) The driver, except a driver salesperson, returns to the work reporting location and is released from work within 12 consecutive hours;

(3) The driver of a schoolbus, school pupil activity bus, youth bus, or farm labor vehicle returns to the work reporting location and is released from work within 16 consecutive hours;

(4) At least eight consecutive hours off duty separate each 12 hours on duty;

(5) The interstate driver does not exceed ten hours maximum driving time following eight consecutive hours off duty; and

(6) The motor carrier that employs the driver maintains and retains for a period of six months accurate and true time records showing:

(A) The time the driver reports for duty each day;

(B) The total number of hours the driver is on duty each day;

(C) The time the driver is released from duty each day; and

(D) The total time for the preceding seven days in accordance with Section 1213(k)(2) for drivers used for the first time or intermittently.
(7) The permanent record produced by a time-recording device such as a tachograph (Figure 1) may be used as a driver's record for any tour of duty for an intrastate driver that does not exceed 15 consecutive hours or the 100 air-mile radius, provided the intrastate bus driver does not exceed ten hours and the intrastate truck driver does not exceed 12 hours maximum driving time following eight consecutive hours off duty, and the driver enters:

(A) The time the driver reports for duty each day;
(B) The previous day’s time of going off duty; and
(C) The data required by Section 1213(e).

(g) Sleeper berths.

(1) Drivers using sleeper berth equipment constructed and equipped in compliance with Section 1265 or who are off duty at a natural gas or oil well location, may accumulate the required eight consecutive hours off duty, as required by Section 1212.5, resting in a sleeper berth in two separate periods totaling eight hours, neither period to be less than two hours, or resting while off duty in other sleeping accommodations at a natural gas or oil well location.

(2) When two sleeper berth periods are used to accumulate the required eight consecutive hours off duty as permitted in this section, all driving time accumulated between the first and second sleeper berth periods shall be subtracted from the ten or 12 hours, as applicable, of driving time that the driver may drive in the new tour of duty that commences following the second sleeper berth period, and all on-duty and driving time between the first and second sleeper berth periods shall count toward the new 15-hour on-duty limit.

(h) Travel time. When a driver at the direction of the motor carrier is traveling, but not driving or assuming any other responsibility to the carrier, such time shall be counted as on-duty time unless the driver is afforded at least eight consecutive hours off duty when arriving at destination, in which case he/she shall be considered off duty for the entire period.

(j) Fire fighters. For drivers of vehicles owned and operated by any forestry or fire department of any public agency or fire department organized as provided in the Health and Safety Code:

(1) Section 1212.5 does not apply while involved in emergency and related operations.
(2) Upon termination of the emergency and release of a driver from duty, the total on-duty hours accumulated by the driver during the most recent eight consecutive days shall be considered reset to zero upon the driver's completion of an off-duty period of 24 or more consecutive hours.

(l) Law Enforcement. Sections 1212.5 and 1213 do not apply to intrastate drivers employed by a law enforcement agency during an emergency or when restoring the public peace.

3-3 13 CCR § 1212 Driver Hours of Service

Example: A driver works for a local food market every morning for 4 hours prior to reporting for work to drive a schoolbus in the afternoon. Is this driver required to report this time to his/her motor carrier? Since the definition of on-duty time in 13 CCR Section 1201 (q) includes "performing any compensated work for any non-motor carrier entity," in order for the motor carrier to maintain the true and accurate time record as required, which must contain the total number of hours the driver is on-duty each day, this driver is required to report the additional on-duty time when reporting to work for a motor carrier.

3-4 13 CCR § 1212.5 Maximum Driving and On-Duty Time

http://www.gamutonline.net/district/pinero/displayPolicy/368225/0

(a) Except as provided in Sections 1212(b)(1), 1212(f), 1212(i), 1212(j), and 1212(k), no motor carrier shall permit or require any driver used by it to drive nor shall any such driver drive:

(1) Interstate drivers, intrastate bus drivers, and drivers of tank vehicles with a capacity of more than 500 gallons transporting flammable liquid:

   (A) More than ten hours following eight consecutive hours off duty; or

   (B) For any period after having been on duty 15 hours following eight consecutive hours off duty.

(2) Intrastate Truck Drivers:

   (A) More than 12 hours following eight consecutive hours off duty; or

   (B) For any period after having been on duty 15 hours following eight consecutive hours off duty.

(3) Schoolbus, School Pupil Activity Bus, Youth Bus and Farm Labor Vehicle Drivers:

   (A) More than ten hours within a work period; or

   (B) After 16 consecutive hours have elapsed since first reporting for duty.

(b) Maximum On-Duty Time. No motor carrier shall permit or require a driver, regardless of the number of motor carriers using the driver's services, to drive nor shall any driver drive for any period after:

(1) Interstate drivers:

   (A) Having been on duty 60 hours in any seven consecutive days if the employing motor carrier does not operate motor vehicles every day of the week; or

   (B) Having been on duty 70 hours in any period of eight consecutive days if the employing motor carrier operates motor vehicles every day of the week.

(2) Intrastate drivers, except as provided in Section 1212(k), having been on duty for 80 hours in any consecutive eight days.

3-5 13 CCR § 1212.5 Maximum Driving and On-Duty Time

Example: (1) A driver (driver #1) drives a bus for 8 hours en-route to an amusement park, where the passengers will spend 7 hours. Upon departure from the amusement park, a second driver...
(driver #2) from the local area is dispatched to the nearby park to drive for the 8 hour return trip. Driver #1 will ride in the bus as a passenger only, at the direction of the motor carrier, assuming no other responsibility to the motor carrier. In this case, upon arrival at the final destination, if driver #1 immediately goes off-duty for at least 8 consecutive hours, driver #1 may log the entire return trip as off-duty.

Example: (2) A driver reports for duty at a tour bus carrier in Sacramento at 7 a.m. The driver operates a chartered tour bus to South Lake Tahoe, which is within 100 miles from Sacramento, and goes off-duty at 12 noon. After 24 hours off-duty, the driver begins a new tour of duty and returns to Sacramento arriving at 4 p.m. The driver in this example cannot utilize the 100 mile exception because the driver did not return to the work reporting location (Sacramento) to be released from duty within 12 consecutive hours. Therefore, the driver in this example is required to maintain a duty status record (log book).

3-6 13 CCR § 1213 Driver Record of Duty Status
http://www.gamutonline.net/district/pinero/displayPolicy/368229/0
(a) Carrier responsibility. Except as provided in subsection (b), every motor carrier shall require every driver used by the motor carrier to record his/her duty status for each 24-hour period using the methods prescribed in either paragraphs (a)(1) or (2) of this section.

(1) Every driver shall record his/her duty status, in duplicate, for each 24-hour period. The duty status time shall be recorded on a specified grid, as shown in paragraph (h) of this section. The grid and the requirements of paragraph (e) of this section may be combined with any company forms. The previously approved format of the Daily Log, Form MCS-59 or the Multiday Log, MCS-139 and 139A, which meets the requirements of this section, may continue to be used.

(2) Every driver shall record his/her duty status by using an automatic on-board recording device that meets the requirements of Section 1213.2. The requirements of Section 1213 shall not apply, except paragraphs (f) and (l).

(3) The record shall be presented for inspection immediately upon request by any authorized employee of the department, or any regularly employed and salaried police officer or deputy sheriff.

(b) Exceptions. A driver's record of duty status is not required for drivers of the following vehicles, provided documentation of their total days worked and time of reporting on and off duty each day, is maintained by the motor carrier for six months:

(1) Vehicles owned and operated by any forestry or fire department of any public agency or fire department organized as provided in the Health and Safety Code.

(2) Vehicles, owned and operated by local law enforcement agencies, which are engaged in the transportation of inmates or prisoners within the county where the agency is located.

(c) Duty status. The duty status shall be recorded as follows:

(1) "Off duty" or "OFF."
(2) "Sleeper berth" or "SB" (only if a sleeper berth used).
(3) "Driving" or "D."
(4) "On-duty not driving" or "ON."

(d) Location of change of duty status. For each change of duty status (e.g., the place of reporting for work, starting to drive, on-duty not driving and where released from work), the name of the city, town, or village, with State abbreviation, shall be recorded.
NOTE: If a change of duty status occurs at a location other than a city, town, or village, show one of the following: (1) The highway number and nearest milepost followed by the name of the nearest city, town, or village and State abbreviation, (2) the highway number and the name of the service plaza followed by the name of the nearest city, town, or village and State abbreviation, or (3) the highway numbers of the nearest two intersecting roadways followed by the name of the nearest city, town, or village and State abbreviation.

(e) Required information. The following information must be included on the form in addition to the grid:

(1) Date;
(2) Total miles driving today;
(3) Bus, truck or tractor, and trailer number;
(4) Name of carrier;
(5) Driver's signature/certification;
(6) 24-hour period starting time (e.g., midnight, 9:00 a.m., noon, 3:00 p.m.);
(7) Main office address;
(8) Remarks;
(9) Name of co-driver;
(10) Total hours (far right edge of grid);
(11) Shipping document number(s), or name of shipper and commodity;

(f) Incomplete or false records. Failure to complete the record of duty activities of this section or Section 1213.2, failure to preserve a record of such duty activities, or making of false reports in connection with such duty activities shall make the driver and/or the carrier liable to prosecution.

(g) Driver responsibility. The driver's activities shall be recorded in accordance with the following provisions:

(1) Entries to be current. Drivers shall keep their record of duty status current to the time shown for the last change of duty status.

(2) Entries made by driver only. All entries relating to driver's duty status must be legible and in the driver's own handwriting.

(3) Date. The month, day and year for the beginning of each 24-hour period shall be shown on the form containing the driver's duty status record.

(4) Total mileage driven. Total mileage driven during the 24-hour period shall be recorded on the form containing the driver's duty status record.

(5) Vehicle identification. The carrier's vehicle number or State and license number of each bus, truck, truck tractor and trailer operated during that 24-hour period shall be shown on the form containing the driver's duty status record.

(6) Name of carrier. The name(s) of the motor carrier(s) for which work is performed shall be shown on the form containing the driver's duty status record. When work is performed for more than one motor carrier during the same 24-hour period, the beginning and finishing time, shown a.m. or p.m., worked for each carrier shall be shown after each carrier's name. Drivers of leased vehicles shall show the name of the motor carrier performing the transportation.
(7) Signature/certification. The driver shall certify to the correctness of all entries by signing the form containing the driver's duty status record with his/her legal name or name of record. The driver's signature certifies that all entries required by this section made by the driver are true and correct.

(8) Time base to be used. (A) The driver's duty status record shall be prepared, maintained, and submitted using the time standard in effect at the driver's home terminal, for a 24-hour period beginning with the time specified by the motor carrier for that driver's home terminal.

(B) The term "seven or eight consecutive days" means the seven or eight consecutive 24-hour periods as designated by the carrier for the driver's home terminal.

(C) The 24-hour period starting time must be identified on the driver's duty status record. One-hour increments must appear on the graph, be identified, and preprinted. The words "Midnight" and "Noon" must appear above or beside the appropriate one-hour increment.

(9) Main office address. The motor carrier's main office address shall be shown on the form containing the driver's duty status record.

(10) Recording days off duty. Two or more consecutive 24-hour periods off duty may be recorded on one duty status record.

(11) Total hours. The total hours in each duty status: off duty other than in a sleeper berth; off duty in a sleeper berth; driving, and on duty not driving, shall be entered to the right of the grid. The total of such entries shall equal 24 hours.

(12) Shipping document number(s), or name of shipper and commodity shall be shown on the driver's record of duty status.

(h) Graph grid. The following graph grid (Figure 2) must be incorporated into a motor carrier recordkeeping system which must also contain the information required in paragraph (e) of this section.

(i) Graph grid preparation. The graph grid may be used horizontally or vertically and shall be completed as follows:

(1) Off duty. Except for time spent resting in a sleeper berth, a continuous line shall be drawn between the appropriate time markers to record the period(s) of time when the driver is not on duty, is not required to be in readiness to work, or is not under any responsibility for performing work.

(2) Sleeper berth. A continuous line shall be drawn between the appropriate time markers to record the period(s) of time off duty resting in a sleeper berth, as defined in Section 1201. (If a non-sleeper berth operation, sleeper berth need not be shown on the grid.)
(3) Driving. A continuous line shall be drawn between the appropriate time markers to record the period(s) of time on duty driving a motor vehicle, as "drive or operate" is defined in Section 1201.

(4) On duty not driving. A continuous line shall be drawn between the appropriate time markers to record the period(s) of time on duty not driving as specified in Section 1201(q).

(5) Location-remarks. The name of the city, town, or village, with State abbreviations where each change of duty status occurs shall be recorded.

NOTE: If a change of duty status occurs at a location other than a city, town, or village, show one of the following: (1) The highway number and nearest milepost followed by the name of the nearest city, town, or village and State abbreviation, (2) the highway number and the name of the service plaza followed by the name of the nearest city, town, or village and State abbreviation, or (3) the highway numbers of the nearest two intersecting roadways followed by the name of the nearest city, town, or village and State abbreviation.

(j) Filing driver's record of duty status. Each day, the driver shall submit or forward the original driver's record of duty status to the regular employing motor carrier following the completion of the form. Drivers who do not return to the home terminal each day may submit their original records of duty status upon their first return to the home terminal, provided the interval does not exceed 13 days. Interstate drivers, subject to and in compliance with the record requirements of Sections 395.8 or 395.15, 49 CFR, shall be deemed in compliance with this section.

(k) Drivers used by more than one motor carrier. (1) When the services of a driver are used by more than one motor carrier during any 24-hour period in effect at the driver's home terminal, the driver shall submit a copy of the record of duty status to each motor carrier. The record shall include:

(A) All duty time for the entire 24-hour period;
(B) The name of each motor carrier served by the driver during that period; and
(C) The beginning and finishing time, including a.m. or p.m., worked for each carrier.

(2) Motor carriers, when using a driver for the first time or intermittently, shall obtain from the driver a signed statement giving the total time on duty during the immediately preceding seven days and the time at which the driver was last relieved from duty prior to beginning work for the motor carriers.

(l) Retention of driver's record of duty status. The driver shall retain the duplicate copy of each record of duty status for the previous seven consecutive days which shall be in his/her possession and available for inspection while on duty.

NOTE: Driver's Record of Duty Status. The graph grid, when incorporated as part of any form used by a motor carrier, must be of sufficient size to be legible.

3-10 13 CCR § 1213.1 Placing a Driver Out of Service
http://www.gamutonline.net/district/pinero/displayPolicy/368227/0

(a) Members of the department may place a driver out of service, and shall note in the driver's record of duty status that an out-of-service order was given, at the time and place of examination upon finding that the driver:

(1) Has driven or been on duty longer than the periods specified in Section 1212.5, or
(2) Has failed to maintain a driver's record as required by Section 1213 and is unable to establish eligibility to drive pursuant to Section 1212.5.
(b) Eligibility to resume driving. A driver placed out of service pursuant to subdivision (a) shall not operate a motor vehicle until he or she can establish eligibility to drive pursuant to Section 1212.5.

(c) Alcohol zero tolerance. No person may operate a commercial motor vehicle, as defined in Vehicle Code Section 15210, when that person's blood alcohol content is found to be 0.01%, by weight, or greater.

(d) Possession of alcoholic beverages. No person shall be on-duty or operate a commercial motor vehicle while the driver possesses wine of not less than one-half of one centum of alcohol by volume, beer as defined in 26 United States Code 5052(a), of the Internal Revenue Code of 1954, or distilled spirits as defined in 5002(a)(8) of such code. However, this does not apply to possession of wine, beer, or distilled spirits which are manifested and transported as part of a shipment; or possessed or used by bus passengers.

(1) This does not prohibit an owner-operator using his/her own vehicle in an off-duty status, or a driver using a company truck or tractor in an off-duty status from carrying any bottle, can, or other receptacle containing any alcoholic beverage unless that container has been opened, or a seal broken, or the contents of which have been partially removed, in a commercial motor vehicle, as defined in Section 15210 of the Vehicle Code, when transported to locations such as a motel, restaurant, or residence.

(e) Alcohol-related out-of-service. Members of this Department shall place a driver out of service, and note in the driver's record of duty status that such an order was given, at the time and place that the driver was found to be in violation of Section 1213.1(c) or (d).

(f) Minimum out-of-service period. A driver placed out of service pursuant to subdivision (c) or (d) shall not operate a commercial motor vehicle for a period of 24 hours.

3-11 13 CCR § 1214 Driver Condition
http://www.gamutonline.net/district/pinero/displayPolicy/368230/0

No driver shall operate a motor vehicle, and a motor carrier shall not require or permit a driver to operate a motor vehicle, while the driver's ability or alertness is so impaired, or so likely to become impaired, through fatigue, illness, or any other cause, as to make it unsafe for him/her to begin or continue to operate the motor vehicle. However, in a case of grave emergency where the hazard to occupants of the motor vehicle or other users of the highway would be increased by compliance with this section, the driver may continue to operate the motor vehicle to the nearest place at which that hazard is removed.

3-11 13 CCR § 1231 (a) Display of Vehicle Inspection Approval Certificate
http://www.gamutonline.net/district/pinero/displayPolicy/368248/0

A vehicle inspection approval certificate designed and furnished by the department shall be displayed in each schoolbus, SPAB, youth bus, farm labor vehicle, and GPPV pursuant to Vehicle Code Sections 2807, 2807.1, 2807.3, 31401, and 34501.8. The following provisions shall apply to vehicle inspection approval certificates:

(a) Display of Certificate. The certificate shall be placed in a certificate holder provided by the motor carrier and posted in an easy-to-reach and visible area of the driver's compartment of the vehicle for which it was issued. The certificate holder shall be designed so the certificate can be easily inserted and removed and is clearly legible under a transparent covering.

(b) Issuance of Certificate. The certificate shall be issued to the specific vehicle and motor carrier named on the certificate. The certificate will be signed and dated by an authorized employee of the department certifying that on the inspection date the vehicle complied with applicable laws and regulations governing its construction, design, and equipment (and color, if a schoolbus).
(c) Youth Bus Inspection Fee. The fee for inspection of a youth bus is eighty-five dollars ($85). When necessary to verify that corrections have been made, not more than one reinspection may be scheduled at each terminal or facility without payment of another inspection fee.

(d) GPPV Inspection. The fee for inspection of a GPPV is fifty dollars ($50). When necessary to verify that corrections have been made, not more than one reinspection may be scheduled at each terminal or facility without payment of another inspection fee. Application for inspection of GPPVs shall be made to the department on forms provided by the department and shall be accompanied by the prescribed fees.

3-11 13 CCR § 1215 Vehicle Condition
http://www.gamutonline.net/district/pinero/displayPolicy/368231/0

(a) It shall be unlawful for the driver to drive a vehicle that is not in safe operating condition or is not equipped as required by all provisions of law and this chapter.

(b) Daily Inspection. Pursuant to Sections 1202.1 and 1202.2, all drivers shall perform vehicle inspections and submit written reports in accordance with the requirements of Title 49, Code of Federal Regulations, Sections 396.11 and 396.13, as follows:

(1) Before driving a motor vehicle, the driver shall:

(A) Inspect each vehicle daily to ascertain that it is in safe operating condition and equipped as required by all provisions of law, and all equipment is in good working order;

(B) Review the last vehicle inspection report;

(C) Sign the report, only if defects or deficiencies were noted by the driver who prepared the report, to acknowledge that the driver has reviewed it and that there is a certification pursuant to subsection (f) that the required repairs have been performed. The signature requirement does not apply to listed defects on a towed unit which is no longer part of the vehicle combination.

(2) Subsections (B) and (C) do not apply to schoolbus drivers or publicly owned and operated transit system drivers.

(c) Daily Report. Every motor carrier shall require its drivers to report, and every driver shall prepare a report in writing at the completion of each day's work on each vehicle operated. Schoolbus drivers' reports shall cover at least the items listed in subdivision (d), and all other drivers' reports shall cover at least the following parts and accessories:

(1) Service brakes including trailer brake connections

(2) Parking (hand) brake

(3) Steering mechanism

(4) Lighting devices and reflectors

(5) Tires

(6) Horn

(7) Windshield wipers

(8) Rear vision mirrors

(9) Coupling devices

(10) Wheels and rims

(11) Emergency equipment
(d) Schoolbus drivers. For schoolbus drivers, the inspection shall include, but is not limited to:

1. All gauges, indicators, and warning devices
2. Horns
3. Driver’s seat and seat belts
4. All doors, door emergency releases, and windows
5. All seats, handrails, and modesty panels
6. Interior and exterior lighting systems
7. All heating, cooling, and ventilating systems
8. All glass and mirrors, including adjustment of mirrors
9. Windshield wipers and washers
10. All required emergency equipment
11. All tires, wheels, and lug nuts
12. Brake system
    A. Air compressor governor cut in and cut out pressures
    B. Static pressure for air loss
    C. Applied brake pressure loss
    D. Low air pressure warning devices
    E. Emergency stopping systems (draining reservoirs in dual air systems is not required)
    F. Parking brake
    G. Antiskid device (if equipped)
    H. Vacuum gauge, ensuring it reads not less than 15 inches
    I. Low vacuum warning devices
    J. Brake pedal for brake adjustment

(e) Report Content. The report shall identify the motor vehicle and all towed vehicles and list any defect or deficiency discovered by or reported to the driver which would affect safety of operation of the motor vehicle or combination or result in its mechanical breakdown. If no defect or deficiency is discovered by or reported to the driver, the report(s) shall so indicate. In all instances, the driver shall sign the vehicle inspection report. On two-driver operations, only one driver needs to sign the report, provided both drivers agree as to the defects or deficiencies. If a driver operates more than one vehicle during the day, a report shall be prepared for each vehicle operated.

(f) Corrective Action. Prior to operating a motor vehicle, motor carriers or their authorized agent(s) shall effect repair of any item listed on the motor vehicle inspection report(s) that would be likely to affect the safety of operation of the motor vehicle or any towed vehicles.

1. Motor carriers or their authorized agents shall certify on the report(s) which lists any defects or deficiencies, that the defects or deficiencies have been corrected or that correction is unnecessary before the vehicle is again dispatched.
(2) Subsection (1) does not apply to schoolbus or publicly owned and operated transit system motor carriers.

(g) Repairs. Unless the driver of a schoolbus or SPAB is the mechanic charged with the care and maintenance of the bus, the driver shall not make any repairs of the bus or its equipment except necessary emergency repairs on the road.

(h) Exception. Subsection (c) shall not apply to a motor carrier operating only one motor vehicle, provided the motor vehicle is a motor truck or truck tractor, and the motor carrier is the owner and sole driver of the motor vehicle. A motor carrier, otherwise excepted from the reporting requirement by this subdivision, who tows trailer(s) not owned by or leased to that motor carrier, shall submit documented daily report(s) for the trailers as required by subsection (b). Such reports shall be submitted to the person(s) from whom the trailers were obtained.

(i) Private motor carriers of passengers. The exemption provided to private motor carriers of passengers in 49 CFR Section 396.11(d), shall not apply to intrastate private motor carriers of passengers operating any bus, as defined in Vehicle Code Section 233.

3-18 13 CCR § 1216 Transportation of Property

http://www.gamutonline.net/district/pinero/displayPolicy/368232/0

The following requirements govern the transportation of hazardous materials and other property on buses and farm labor vehicles:

(a) Hazardous Materials. Motor carriers and drivers shall not transport, or knowingly permit passengers to carry, any hazardous material as defined in Vehicle Code Section 353. These restrictions shall not apply to:

1. Oxygen medically prescribed for, and in the possession of, a passenger and in a container designed for personal use.
2. Personal-use articles in the immediate possession of a driver or passenger.
3. Hazardous materials transported in a bus (except a schoolbus, SPAB, or youth bus) subject to federal jurisdiction and in compliance with the applicable provisions of 49 CFR Part 177.

(b) Fuel. Fuel shall not be transported except in the vehicle's regular fuel tanks.

(c) General Property. Drivers and motor carriers shall not permit any greater quantity of freight, express, or baggage in vehicles than can be safely and conveniently carried without causing discomfort or unreasonable annoyance to passengers. In no event shall aisles, doors, steps, or emergency exits be blocked.

(d) Animals. A driver or motor carrier may refuse to transport dogs or other animals except as provided in Civil Code Section 54.2. When transported upon a bus engaged in public passenger transportation, all other animals shall be muzzled or securely crated to eliminate the possibility of injury to passengers. No animals except those specified in Civil Code Section 54.2 shall be transported in a schoolbus, SPAB, or youth bus. In such cases, the driver may determine whether the animal should be muzzled.

(e) Tools in Farm Labor Vehicles. All cutting tools or tools with sharp edges carried in the passenger compartment of a farm labor vehicle shall be placed in covered containers. All other tools, equipment, or materials carried in the passenger compartment shall be secured to the body of the vehicle.

(f) Wheelchairs. Wheelchairs transported on buses, except schoolbuses, shall meet the following requirements:
(1) Brakes. The wheelchair shall have brakes or other effective mechanical means of holding it stationary during raising and lowering of a wheelchair platform.

(2) Batteries. Batteries used to propel wheelchairs shall be spill resistant or in a spill resistant container and shall be securely attached to the wheelchair.

(3) Flammable Fuel. The wheelchair shall not use flammable fuel.

3-19 TRANSPORTATION OF FIREARMS AND OTHER WEAPONS.

a. Loaded Firearms. It is unlawful for any person to carry a loaded firearm on his/her person or in a vehicle while in any public place or on any public street in an incorporated city or in any public place or on any public street in a prohibited area of unincorporated territory Peace officers, special police officers, and persons with a concealed weapons permit are exempt. (Reference 12031 PC)

b. Concealed Firearms. It is unlawful for any person to carry concealed upon his/her person or concealed within any vehicle any pistol, revolver or other firearm capable of being concealed upon the person. This applies to both loaded and unloaded firearms. Peace officers, special police officers, and persons with a concealed weapons permit are exempt. A starter pistol not capable of expelling a projectile is not a firearm. (Reference 12025 and 12027 PC)

c. Other Weapons. It is unlawful for any person to possess any instrument or weapon of the kind commonly known as a blackjack, sling-shot, billy, nunchaku, sandclub, sandbag, sawed-off shotgun, or metal knuckles, or to carry concealed upon his/her person any dirk or dagger (Reference 12020 PC)

3-20 13 CCR § 1217 Transportation of Passengers

http://www.gamutonline.net/district/pinero/displayPolicy/368233/0

No driver shall drive a vehicle transporting passengers in violation of the following provisions:

(a) Seating Capacity. Except as provided in subsection (e), the number of passengers (excluding infants in arms) shall not exceed the number of safe and adequate seating spaces, or for schoolbuses, school pupil activity buses, youth buses, and farm labor vehicles, the number of passengers specified by the seating capacity rating set forth in the departmental Vehicle Inspection Approval Certificate.

(b) Weight. No more passengers shall be transported than the number whose weight, in addition to the weight of any property transported, can be carried without exceeding the manufacturer's maximum gross vehicle weight rating or the combined maximum rating of the tires supporting each axle.

(c) Step Wells. Passengers shall not be permitted in the front step well of any bus while the vehicle is in motion.

(d) Seat Beside Driver. No more than two pupils shall be allowed to occupy the seating space beside the driver of a Type 2 schoolbus.

(e) Standing Passengers. A vehicle shall not be put in motion until all passengers are seated, and all passengers must remain seated while the vehicle is in motion. Standing passengers are permitted only on a bus (except a schoolbus, SPAB, or youth bus) operated in regularly scheduled passenger stage service or urban and suburban service by a common carrier or publicly-owned transit system, and equipped with grab handles or other means of support for standing passengers, and constructed so that standing room in the aisle is at least 74 in. high.

(f) Open Doors. While passengers are aboard, a vehicle shall not be put in motion until the doors are closed. The doors shall not be opened until the vehicle is stopped. The doors of a schoolbus shall be closed while the bus is in motion, whether or not there are passengers in the schoolbus.
(g) Emergency Exits. While a passenger is aboard, no bus shall be put in motion with any emergency exit locked or otherwise secured against being opened from the inside. While a passenger is aboard, no bus, equipped with emergency exits that are designed to be opened from the outside, shall be put in motion with such emergency exits locked or otherwise secured against being opened from either the outside or the inside. This paragraph shall not apply to buses operated by or under contract to law enforcement agencies while transporting persons in police custody.

(h) Interior Lighting. During darkness, the driver shall ensure that the interior lighting is sufficient for passengers to enter and exit safely and whenever otherwise deemed necessary.

(i) Ejection of Pupils. The driver of a schoolbus, youth bus, or SPAB shall not eject any school pupil unless the pupil is given into the custody of a parent or any person designated by the parent or school.

(j) Exemptions. The provisions of subsections (c) and (e) shall not apply to persons testing or training a driver, maintenance personnel, a sales or manufacturers' representative, or an adult acting upon a request by a schoolbus or SPAB driver to supervise or assist a pupil.

3-21 V C Section 22406 Maximum Speed for Designated Vehicles
http://www.dmv.ca.gov/pubs/vctop/d11/vc22406.htm

22406. No person may drive any of the following vehicles on a highway at a speed in excess of 55 miles per hour:

(a) A motortruck or truck tractor having three or more axles or any motortruck or truck tractor drawing any other vehicle.

(b) A passenger vehicle or bus drawing any other vehicle.

(c) A schoolbus transporting any school pupil.

(d) A farm labor vehicle when transporting passengers.

(e) A vehicle transporting explosives.

(f) A trailer bus, as defined in Section 636.

*** V C Section 22406.1 Commercial Motor Vehicle Driver Speeding Penalties
https://www.dmv.ca.gov/pubs/vctop/d11/vc22406_1.htm

22406.1. (a) A person who operates a commercial motor vehicle, as defined in subdivision (b) of Section 15210, upon a highway at a speed exceeding a posted speed limit established under this code by 15 miles per hour or more, is guilty of a misdemeanor.

(b) A person who holds a commercial driver’s license, as defined in subdivision (a) of Section 15210, and operates a noncommercial motor vehicle upon a highway at a speed exceeding a posted speed limit established under this code by 15 miles per hour or more, is guilty of an infraction.

(c) A violation of either subdivision (a) or (b) is a "serious traffic violation," as defined in subdivision (p) of Section 15210, and is subject to the sanctions provided under Section 15306 or 15308, in addition to any other penalty provided by law.

(d) This section shall become operative on September 20, 2005.

3-21 13 CCR § 1218 Fueling Restrictions
http://www.gamutonline.net/district/pinero/displayPolicy/368234/0

When a vehicle is being refueled, the nozzle of the fuel hose shall be in contact with the intake of the fuel tank throughout the entire time of refueling. No driver or motor carrier shall permit a
vehicle to be fueled while the engine is running, a radio on the vehicle is transmitting, the vehicle is close to any open flame or ignition source (including persons who are smoking), or passengers are aboard any bus except one fueled with diesel fuel in an open area or in a structure open on both the entrance and exit ends.

3-21 **V C Section 20001 Duty to Stop at Scene of Accident**
http://www.dmv.ca.gov/pubs/vctop/d10/vc20001.htm

20001. (a) The driver of a vehicle involved in an accident resulting in injury to a person, other than himself or herself, or in the death of a person shall immediately stop the vehicle at the scene of the accident and shall fulfill the requirements of Sections 20003 and 20004.

(b) (1) Except as provided in paragraph (2), a person who violates subdivision (a) shall be punished by imprisonment in the state prison, or in a county jail for not more than one year, or by a fine of not less than one thousand dollars ($1,000) nor more than ten thousand dollars ($10,000), or by both that imprisonment and fine.

(2) If the accident described in subdivision (a) results in death or permanent, serious injury, a person who violates subdivision (a) shall be punished by imprisonment in the state prison for two, three, or four years, or in a county jail for not less than 90 days nor more than one year, or by a fine of not less than one thousand dollars ($1,000) nor more than ten thousand dollars ($10,000), or by both that imprisonment and fine. However, the court, in the interests of justice and for reasons stated in the record, may reduce or eliminate the minimum imprisonment required by this paragraph.

(3) In imposing the minimum fine required by this subdivision, the court shall take into consideration the defendant’s ability to pay the fine and, in the interests of justice and for reasons stated in the record, may reduce the amount of that minimum fine to less than the amount otherwise required by this subdivision.

(c) A person who flees the scene of the crime after committing a violation of Section 191.5 of, or paragraph (1) of subdivision (c) of Section 192 of the Penal Code, upon conviction of any of those sections, in addition and consecutive to the punishment prescribed, shall be punished by an additional term of imprisonment of five years in the state prison. This additional term shall not be imposed unless the allegation is charged in the accusatory pleading and admitted by the defendant or found to be true by the trier of fact. The court shall not strike a finding that brings a person within the provisions of this subdivision or an allegation made pursuant to this subdivision.

(d) As used in this section, "permanent, serious injury" means the loss or permanent impairment of function of a bodily member or organ.

3-22 **V C Section 20002 Duty at Scene of Accident Where Property Damage**
http://www.dmv.ca.gov/pubs/vctop/d10/vc20002.htm

20002. (a) The driver of any vehicle involved in an accident resulting only in damage to any property, including vehicles, shall immediately stop the vehicle at the nearest location that will not impede traffic or otherwise jeopardize the safety of other motorists. Moving the vehicle in accordance with this subdivision does not affect the question of fault. The driver shall also immediately do either of the following:

(1) Locate and notify the owner or person in charge of that property of the name and address of the driver and owner of the vehicle involved and, upon locating the driver of any other vehicle involved or the owner or person in charge of any damaged property, upon being requested, present his or her driver’s license, and vehicle registration, to the other driver, property owner, or person in charge of that property. The information presented shall include the current residence address of the driver and of the registered owner. If the registered owner of an involved vehicle is present at the scene, he or she shall also, upon request, present his or her driver’s license.
information, if available, or other valid identification to the other involved parties.

(2) Leave in a conspicuous place on the vehicle or other property damaged a written notice giving
the name and address of the driver and of the owner of the vehicle involved and a statement of the
circumstances thereof and shall without unnecessary delay notify the police department of the
city wherein the collision occurred or, if the collision occurred in unincorporated territory, the
local headquarters of the Department of the California Highway Patrol.

(b) Any person who parks a vehicle which, prior to the vehicle again being driven, becomes a
runaway vehicle and is involved in an accident resulting in damage to any property, attended or
unattended, shall comply with the requirements of this section relating to notification and
reporting and shall, upon conviction thereof, be liable to the penalties of this section for failure to
comply with the requirements.

(c) Any person failing to comply with all the requirements of this section is guilty of a
misdemeanor and, upon conviction thereof, shall be punished by imprisonment in the county jail
not exceeding six months, or by a fine not exceeding one thousand dollars ($1,000), or by both
that imprisonment and fine.

3-23 V C Section 20003 Duty Upon Injury or Death
http://www.dmv.ca.gov/pubs/vctop/d10/vc20003.htm

20003. (a) The driver of any vehicle involved in an accident resulting in injury to or death of any
person shall also give his or her name, current residence address, the names and current residence
addresses of any occupant of the driver's vehicle injured in the accident, the registration number
of the vehicle he or she is driving, and the name and current residence address of the owner to the
person struck or the driver or occupants of any vehicle collided with, and shall give the
information to any traffic or police officer at the scene of the accident. The driver also shall
render to any person injured in the accident reasonable assistance, including transporting, or
making arrangements for transporting, any injured person to a physician, surgeon, or hospital for
medical or surgical treatment if it is apparent that treatment is necessary or if that transportation is
requested by any injured person.

(b) Any driver or injured occupant of a driver's vehicle subject to the provisions of subdivision (a)
shall also, upon being requested, exhibit his or her driver's license, if available, or, in the case of
an injured occupant, any other available identification, to the person struck or to the driver or
occupants of any vehicle collided with, and to any traffic or police officer at the scene of the
accident.

3-23 V C Section 20004 Duty Upon Death
http://www.dmv.ca.gov/pubs/vctop/d10/vc20004.htm

20004. In the event of death of any person resulting from an accident, the driver of any vehicle
involved after fulfilling the requirements of this division, and if there be no traffic or police
officer at the scene of the accident to whom to give the information required by Section 20003,
shall, without delay, report the accident to the nearest office of the Department of the California
Highway Patrol or office of a duly authorized police authority and submit with the report the
information required by Section 20003.

6-5 V C Section 12517.1 Definition of Schoolbus Accident
http://www.dmv.ca.gov/pubs/vctop/d06/vc12517_1.htm

12517.1. (a) A "schoolbus accident" means any of the following:

(1) A motor vehicle accident resulting in property damage in excess of seven hundred fifty dollars
($750) or personal injury, on public or private property, and involving a schoolbus, youth bus,
school pupil activity bus, or general public paratransit vehicle transporting a pupil.
(2) A collision between a vehicle and a pupil or a schoolbus driver while the pupil or driver is crossing the highway when the schoolbus flashing red signal lamps are required to be operated pursuant to Section 22112.

(3) Injury of a pupil inside a vehicle described in paragraph (1) as a result of acceleration, deceleration, or other movement of the vehicle.

(b) The Department of the California Highway Patrol shall investigate all schoolbus accidents, except that accidents involving only property damage and occurring entirely on private property shall be investigated only if they involve a violation of this code.

6-6 13 CCR § 1219 Schoolbus Accidents
http://www.gamutonline.net/district/pinero/displayPolicy/368235/0

(a) Reporting. Whenever any schoolbus accident occurs, the driver shall stop at the scene, immediately notify or cause to be notified the department, his or her employer, and the school district for which the bus may be operated under contract.

(b) Sending for Help. In the event of an accident or emergency, a driver shall not leave the immediate vicinity of the bus to seek aid unless no pupil aboard can be sent to summon help.

6-6 13 CCR § 1237 Carriers Reporting of Accidents
http://www.gamutonline.net/district/pinero/DisplayPolicy/368262/

Whenever a schoolbus, SPAB, or youth bus driver is involved in an accident specified in Section 1219, that requires the Department to be notified immediately by the driver, the carrier shall ensure the accident has been reported within 24 hours to the department and the superintendent of the school district for which the bus was operated. If the driver is physically incapable of reporting the accident, the carrier shall make the required notifications immediately upon becoming aware of such accident.

3-23 V C Section 12517.1 Definition of Schoolbus Accident
http://www.dmv.ca.gov/pubs/vctop/d06/vc12517_1.htm

12517.1. (a) A "schoolbus accident" means any of the following:

(1) A motor vehicle accident resulting in property damage in excess of seven hundred fifty dollars ($750) or personal injury, on public or private property, and involving a schoolbus, youth bus, school pupil activity bus, or general public paratransit vehicle transporting a pupil.

(2) A collision between a vehicle and a pupil or a schoolbus driver while the pupil or driver is crossing the highway when the schoolbus flashing red signal lamps are required to be operated pursuant to Section 22112.

(3) Injury of a pupil inside a vehicle described in paragraph (1) as a result of acceleration, deceleration, or other movement of the vehicle.

(b) The Department of the California Highway Patrol shall investigate all schoolbus accidents, except that accidents involving only property damage and occurring entirely on private property shall be investigated only if they involve a violation of this code.

3-24 V C Section 16000 Accident Report
http://www.dmv.ca.gov/pubs/vctop/d07/vc16000.htm

16000. (a) (a) The driver of a motor vehicle who is in any manner involved in an accident originating from the operation of the motor vehicle on a street or highway, or is involved in a reportable off-highway accident, as defined in Section 16000.1, that has resulted in damage to the property of any one person in excess of seven hundred fifty dollars ($750), or in bodily injury, or in the death of any person shall report the accident, within 10 days after the accident, either personally or through an insurance agent, broker, or legal representative, on a form approved by
the department, to the office of the department at Sacramento, subject to this chapter. The driver shall identify on the form, by name and current residence address, if available, any person involved in the accident complaining of bodily injury.

(b) A report is not required under subdivision (a) if the motor vehicle involved in the accident was owned or leased by, or under the direction of, the United States, this state, another state, or a local agency.

(c) If none of the parties involved in an accident has reported the accident to the department under this section within one year following the date of the accident, the department is not required to file a report on the accident and the driver’s license suspension requirements of Section 16004 or 16070 do not apply.

3-25 13 CCR § 1219 Requirements for Schoolbus, SPAB, and Youth Bus Drivers Schoolbus Accidents
http://www.gamutonline.net/district/pinero/displayPolicy/368235/0

(a) Reporting. Whenever any schoolbus accident occurs, the driver shall stop at the scene, immediately notify or cause to be notified the department, his or her employer, and the school district for which the bus may be operated under contract.

(b) Sending for Help. In the event of an accident or emergency, a driver shall not leave the immediate vicinity of the bus to seek aid unless no pupil aboard can be sent to summon help.

3-25 V C Section 25300 Warning Devices on Disabled or Parked Vehicles
http://www.dmv.ca.gov/pubs/vctop/d12/vc25300.htm

25300. (a) Every vehicle which, if operated during darkness, would be subject to the provisions of Section 25100, and every truck tractor, irrespective of width, shall at all times be equipped with at least three red emergency reflectors. The reflectors need be carried by only one vehicle in a combination.

All reflectors shall be maintained in good working condition.

(b) When any such vehicle is disabled on the roadway during darkness, reflectors of the type specified in subdivision (a) shall be immediately placed as follows:

(1) One at the traffic side of the disabled vehicle, not more than 10 feet to the front or rear thereof;

(2) One at a distance of approximately 100 feet to the rear of the disabled vehicle in the center of the traffic lane occupied by such vehicle; and

(3) One at a distance of approximately 100 feet to the front of the disabled vehicle in the center of the traffic lane occupied by such vehicle.

(4) If disablement of any such vehicle occurs within 500 feet of a curve, crest of a hill, or other obstruction to view, the driver shall so place the reflectors in that direction as to afford ample warning to other users of the highway, but in no case less than 100 nor more than 500 feet from the disabled vehicle.

(5) If disablement of the vehicle occurs upon any roadway of a divided or one-way highway, the driver shall place one reflector at a distance of approximately 200 feet and one such reflector at a distance of approximately 100 feet to the rear of the vehicle in the center of the lane occupied by the stopped vehicle, and one such reflector at the traffic side of the vehicle not more than 10 feet to the rear of the vehicle.

(c) When any such vehicle is disabled or parked off the roadway but within 10 feet thereof during darkness, warning reflectors of the type specified in subdivision (a) shall be immediately placed by the driver as follows: one at a distance of approximately 200 feet and one at a distance of
approximately 100 feet to the rear of the vehicle, and one at the traffic side of the vehicle not more than 10 feet to the rear of the vehicle. The reflectors shall, if possible, be placed between the edge of the roadway and the vehicle, but in no event less than two feet to the left of the widest portion of the vehicle or load thereon.

(d) Until the reflectors required by this section can be placed properly, the requirements of this section may be complied with temporarily by either placing lighted red fusees in the required locations or by use of turn signal lamps, but only if front turn signal lamps at each side are being flashed simultaneously and rear turn signal lamps at each side are being flashed simultaneously.

(e) The reflectors shall be displayed continuously during darkness while the vehicle remains disabled upon the roadway or parked or disabled within 10 feet thereof.

(f) Subdivisions (b), (c), (d), and (e) do not apply to a vehicle under either of the following circumstances:

1. Parked in a legal position within the corporate limits of any city.
2. Parked in a legal position upon a roadway bounded by adjacent curbs.

(g) In addition to the reflectors specified in subdivision (a), an emergency warning sign or banner may be attached to a vehicle which is disabled upon the roadway or which is parked or disabled within 10 feet of a roadway.

3-26 V C Section 25251 Permitted Flashing Lights (4 Way Flashers/Hazard Lights)
http://www.dmv.ca.gov/pubs/vctop/d12/ve25251.htm

25251. (a) Flashing lights are permitted on vehicles as follows:

1. To indicate an intention to turn or move to the right or left upon a roadway, turn signal lamps and turn signal exterior pilot indicator lamps and side lamps permitted under Section 25106 may be flashed on the side of a vehicle toward which the turn or movement is to be made.

2. When disabled or parked off the roadway but within 10 feet of the roadway, or when approaching, stopped at, or departing from, a railroad grade crossing, turn signal lamps may be flashed as warning lights if the front turn signal lamps at each side are being flashed simultaneously and the rear turn signal lamps at each side are being flashed simultaneously.

3. To warn other motorists of accidents or hazards on a roadway, turn signal lamps may be flashed as warning lights while the vehicle is approaching, overtaking, or passing the accident or hazard on the roadway if the front turn signal lamps at each side are being flashed simultaneously and the rear turn signal lamps at each side are being flashed simultaneously.

4. For use on authorized emergency vehicles.

5. To warn other motorists of a funeral procession, turn signal lamps may be flashed as warning lights on all vehicles actually engaged in a funeral procession, if the front turn signal lamps at each side are being flashed simultaneously and the rear turn signal lamps at each side are being flashed simultaneously.

(b) Turn signal lamps shall be flashed as warning lights whenever a vehicle is disabled upon the roadway and the vehicle is equipped with a device to automatically activate the front turn signal lamps at each side to flash simultaneously and the rear turn signal lamps at each side to flash simultaneously, if the device and the turn signal lamps were not rendered inoperative by the event which caused the vehicle to be disabled.

(c) Side lamps permitted under Section 25106 and used in conjunction with turn signal lamps may be flashed with the turn signal lamps as part of the warning light system, as provided in paragraphs (2) and (3) of subdivision (a).
(d) Required or permitted lamps on a trailer or semitrailer may flash when the trailer or semitrailer has broken away from the towing vehicle and the connection between the vehicles is broken.

(e) Hazard warning lights, as permitted by paragraphs (2) and (3) of subdivision (a) may be flashed in a repeating series of short and long flashes when the driver is in need of help.

3-27 **V C Section 25257.5 Flashing Lights Schoolbuses**
http://www.dmv.ca.gov/pubs/vctop/d12/vc25257_5.htm

25257.5. To warn other motorists or pedestrians on a roadway during a backing maneuver, the operator of a schoolbus may flash turn signal lamps if the front turn signal lamps at each side are flashed simultaneously and the rear signal lamps at each side are flashed simultaneously.

3-27 **V C Section 22107 Use of Turn Signal**

22107. No person shall turn a vehicle from a direct course or move right or left upon a roadway until such movement can be made with reasonable safety and then only after the giving of an appropriate signal in the manner provided in this chapter in the event any other vehicle may be affected by the movement.

V C Section 22108 Use of Turn Signal
http://www.dmv.ca.gov/pubs/vctop/d12/vc22108.htm

22108. Any signal of intention to turn right or left shall be given continuously during the last 100 feet traveled by the vehicle before turning.

3-29 **Airborne Toxic Control Measure to Limit Schoolbus Idling and Idling at Schools**
http://www.arb.ca.gov/toxics/sbidling/SBVIdling.pdf

13 CCR § 2480 AMENDED REGULATION: AIRBORNE TOXIC CONTROL MEASURE TO LIMIT SCHOOLBUS IDLING AND IDLING AT SCHOOLS Amended on December 24, 2010, Chapter 10- Mobile Source Operational Controls, Article 1-Motor Vehicles, Section 2480, title 13, California Code of Regulation (CCR) to read as follows:

Section 2480. Airborne Toxic Control Measure to Limit Schoolbus Idling and Idling at Schools.

(a) Purpose. This airborne toxic control measure seeks to reduce public exposure, especially school age children's exposure, to diesel exhaust particulate matter and other toxic air contaminants by limiting un-necessary idling of specified vehicular sources.

(b) Applicability. Except as provided in subsection (d), this section applies to the operation of every schoolbus, transit bus, school pupil activity bus, youth bus, general public paratransit vehicle, and other commercial motor vehicle as defined in subsection (h).

(c) Idling Control Measure.

(1) A driver of a schoolbus, school pupil activity bus, youth bus, or general public paratransit vehicle:

(A) must turn off the bus or vehicle engine upon stopping at a school or within 100 feet of a school, and must not turn the bus or vehicle engine on more than 30 seconds before beginning to depart from a school or from within 100 feet of a school; and

(B) must not cause or allow a bus or vehicle to idle at any location greater than 100 feet from a school for:

(i) more than five consecutive minutes; or

(ii) a period or periods aggregating more than five minutes in any one hour.
(2) A driver of a transit bus or of a commercial motor vehicle not identified in (c)(1):

(A) must turn off the bus or vehicle engine upon stopping at a school and must not turn the bus or vehicle engine on more than 30 seconds before beginning to depart from a school; and

(B) must not cause or allow a bus or vehicle to idle at any location within 100 feet of, but not at, a school for:

   (i) more than five consecutive minutes; or

   (ii) a period or periods aggregating more than five minutes in any one hour.

(3) A motor carrier of a schoolbus, school pupil activity bus, youth bus, or general public paratransit vehicle must ensure that:

(A) the bus or vehicle driver, upon employment and at least once per year thereafter, is informed of the requirements in (c)(1), and of the consequences, under this section and the motor carrier’s terms of employment, of not complying with those requirements;

(B) all complaints of non-compliance with, and enforcement actions related to, the requirements of (c)(1) are reviewed and remedial action is taken as necessary; and

(C) records of (3)(A) and (B) are kept for at least three years and made available or accessible to enforcement personnel as defined in subsection (g) within three business days of their request.

(4) A motor carrier of a transit bus or of a commercial motor vehicle not identified in (c)(1) must ensure that:

(A) the bus or vehicle driver, upon employment and at least once per year thereafter, is informed of the requirements in (c)(2), and of the consequences, under this section and the motor carrier’s terms of employment, of not complying with those requirements;

(B) all complaints of non-compliance with, and enforcement actions related to, the requirements of (c)(2) are reviewed and remedial action is taken as necessary; and

(C) records of (4)(A) and (B) are kept for at least three years and made available or accessible to enforcement personnel as defined in subsection (g) within three business days of their request.

(d) Exemptions

This section does not apply for the period or periods during which:

(1) idling is necessary while stopped:

   (A) for an official traffic control device;

   (B) for an official traffic control signal;

   (C) for traffic conditions over which the driver has no control, including, but not limited to: stopped in a line of traffic; or

   (D) at the direction of a peace officer;

(2) idling is necessary to ascertain that the schoolbus, transit bus, school pupil activity bus, youth bus, general public paratransit vehicle, or other commercial motor vehicle is in safe operating condition and equipped as required by all provisions of law, and all equipment is in good working order, either as part of the driver’s daily vehicle inspection, or as otherwise needed;

(3) idling is necessary for testing, servicing, repairing, or diagnostic purposes;
(4) idling is necessary, for a period not to exceed three to five minutes (as per the recommendation of the manufacturer), to cool down a turbo-charged diesel engine before turning the engine off;

(5) idling is necessary to accomplish work for which the vehicle was designed, other than transporting passengers, for example:

(A) collection of solid waste or recyclable material by an entity authorized by contract, license, or permit by a school or local government;
(B) controlling cargo temperature; or
(C) operating a lift, crane, pump, drill, hoist, mixer, or other auxiliary equipment other than a heater or air conditioner;

(6) idling is necessary to operate:

(A) a lift or other piece of equipment designed to ensure safe loading, unloading, or transport of persons with one or more disabilities; or
(B) a heater or an air conditioner of a bus or vehicle that has, or will have, one or more children with exceptional needs aboard;

(7) idling is necessary to operate defrosters, heaters, air conditioners, or other equipment to ensure the safety or health of the driver or passengers, or as otherwise required by federal or State motor carrier safety regulations; or

(8) idling is necessary solely to recharge a battery or other energy storage unit of a hybrid electric bus or vehicle.

(e) Relationship to Other Law
Nothing in this section allows idling in excess of other applicable law, including, but not limited to:

(1) Title 13 California Code of Regulations Section 1226;
(2) Vehicle Code Section 22515; or

(3) any local ordinance or requirement as stringent as, or more stringent than, this section.

(f) Penalties

(1) For each violation of subsection (c)(1), a driver of a schoolbus, school pupil activity bus, youth bus, or general public paratransit vehicle is subject to the civil and criminal penalties specified in Health and Safety Code section 39642.

(2) For each violation of subsection (c)(2), a driver of a transit bus or other commercial motor vehicle is subject to the civil and criminal penalties specified in Health and Safety Code section 39642.

(3) For each violation of subsection (c)(3), a motor carrier of a schoolbus, school pupil activity bus, youth bus, or general public paratransit vehicle is subject to the civil and criminal penalties specified in Health and Safety Code section 39642.

(4) For each violation of subsection (c)(4), a motor carrier of a transit bus or other commercial motor vehicle is subject to the civil and criminal penalties specified in Health and Safety Code section 39642.

(g) Enforcement. This section may be enforced by the Air Resources Board, peace officers as defined in California Penal Code, title 3, chapter 4.5, Sections 830 et seq. and their respective law
Definitions.
The following terms are defined for the purposes of this section:

(1) Children with Exceptional Needs. “Children with exceptional needs” mean children meeting eligibility criteria described in Education Code Section 56026.

(2) Commercial Motor Vehicle. “Commercial Motor Vehicle” means any vehicle or combination of vehicles defined in Vehicle Code Section 15210(b) and any other motor truck with a gross vehicle weight rating of 10,001 pounds or more, with the following exceptions:
   (A) a zero emission vehicle; or
   (B) a pickup truck defined in Vehicle Code Section 471.

(3) Driver. “Driver” means any person who drives or is in actual physical control of a vehicle.

(4) General Public Paratransit Vehicle. “General public paratransit vehicle” means any motor vehicle defined in Vehicle Code Section 336, other than a zero emission general public paratransit vehicle, that is transporting school pupils at or below the 12th grade level to or from public or private schools or public or private school activities.

(5) Gross Vehicle Weight Rating. “Gross vehicle weight rating” means the weight specified by the manufacturer as the loaded weight of a single vehicle.

(6) Hybrid Electric Bus or Vehicle. “Hybrid electric bus or vehicle” means any schoolbus, transit bus, school pupil activity bus, youth bus, general public paratransit vehicle, or other commercial motor vehicle equipped with at least the following two sources of motive energy on board:
   (A) an electric drive motor that must be used to partially or fully drive the bus or vehicle wheels; and
   (B) one of the following:
      (i) an internal combustion engine;
      (ii) a turbine; or
      (iii) a fuel cell.

(7) Idling. “Idling” means the engine is running while the bus or vehicle is stationary.

(8) Motor Carrier. “Motor carrier” means the registered owner, lessee, licensee, school district superintendent, or bailee of any schoolbus, transit bus, school pupil activity bus, youth bus, general public paratransit vehicle, or other commercial motor vehicle who operates or directs the operation of any such bus or vehicle on either a for-hire or not-for-hire basis.

(9) Motor Truck. “Motor truck” or “motortruck” means a motor vehicle designed, used, or maintained primarily for the transportation of property.

(10) Official Traffic Control Device. “Official traffic control device” means any sign, signal, marking or device, consistent with Section 21400 of the Vehicle Code, placed or erected by authority of a public body or official having jurisdiction, for the purpose of regulating, warning, or guiding traffic, but does not include islands, curbs, traffic barriers, speed humps, speed bumps, or other roadway design features.
(11) Official Traffic Control Signal. “Official traffic control signal” means any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and proceed and which is erected by authority of a public body or official having jurisdiction.

(12) School. “School” means any public or private school used for the purposes of education and instruction of more than 12 school pupils at or below the 12th grade level, but does not include any private school in which education and instruction is primarily conducted in private homes. The term includes any building or structure, playground, athletic field, or other area of school property. The term excludes unimproved school property.

(13) Schoolbus. “Schoolbus” means any schoolbus defined in Vehicle Code Section 545, except a zero emission schoolbus.


(17) Zero Emission Schoolbus, Transit Bus, School Pupil Activity Bus, Youth Bus, General Public Paratransit Vehicle, or Other Commercial Motor Vehicle. A “zero emission schoolbus, transit bus, school pupil activity bus, youth bus, general public paratransit vehicle, or other commercial motor vehicle” means any bus or vehicle certified to zero-emission standards.


23125. (a) A person may not drive a schoolbus or transit vehicle, as defined in subdivision (g) of Section 99247 of the Public Utilities Code, while using a wireless telephone.

(b) This section does not apply to a driver using a wireless telephone for work-related purposes, or for emergency purposes, including, but not limited to, an emergency call to a law enforcement agency, health care provider, fire department, or other emergency service agency or entity.

(c) Notwithstanding any other provision of law, a violation of subdivision (a) does not constitute a serious traffic violation within the meaning of subdivision (i) of Section 15210.

4-1 V C Section 40001 Owner s Responsibility Fine [http://www.dmv.ca.gov/pubs/vctop/d17/vc40001.htm](http://www.dmv.ca.gov/pubs/vctop/d17/vc40001.htm)

40001. (a) It is unlawful for the owner, or any other person, employing or otherwise directing the driver of any vehicle to cause the operation of the vehicle upon a highway in any manner contrary to law.

(b) It is unlawful for an owner to request, cause, or permit the operation of any vehicle that is any of the following:

(1) Not registered or for which any fee has not been paid under this code.

(2) Not equipped as required in this code.

(3) Not in compliance with the size, weight, or load provisions of this code.

(4) Not in compliance with the regulations promulgated pursuant to this code, or with applicable city or county ordinances adopted pursuant to this code.
(5) Not in compliance with the provisions of Part 5 (commencing with Section 43000) of Division 26 of the Health and Safety Code and the rules and regulations of the State Air Resources Board.

(c) Any employer who violates an out-of-service order, that complies with Section 396.9 of Title 49 of the Code of Federal Regulations, or who knowingly requires or permits a driver to violate or fail to comply with that out-of-service order, is guilty of a misdemeanor.

(d) An employer who is convicted of allowing, permitting, requiring, or authorizing a driver to operate a commercial motor vehicle in violation of any statute or regulation pertaining to a railroad-highway grade crossing is subject to a fine of not more than ten thousand dollars ($10,000).

(e) Whenever a violation is chargeable to the owner or lessee of a vehicle pursuant to subdivision (a) or (b), the driver shall not be arrested or cited for the violation unless the vehicle is registered in a state or country other than California, or unless the violation is for an offense that is clearly within the responsibility of the driver.

(f) Whenever the owner, or lessee, or any other person is prosecuted for a violation pursuant to this section, the court may, on the request of the defendant, take appropriate steps to make the driver of the vehicle, or any other person who directs the loading, maintenance or operation of the vehicle, a codefendant. However, the court may make the driver a codefendant only if the driver is the owner or lessee of the vehicle, or the driver is an employee or a contractor of the defendant who requested the court to make the driver a codefendant. If the codefendant is held solely responsible and found guilty, the court may dismiss the charge against the defendant.

(g) In any prosecution under this section, it is a rebuttable presumption that any person who gives false or erroneous information in a written certification of actual gross cargo weight has directed, requested, caused, or permitted the operation of a vehicle in a manner contrary to law in violation of subdivision (a) or (b), or both.

4-2 V C Section 14606 Employment of Person to Drive Motor Vehicle License and Medical Certificate

http://www.dmv.ca.gov/pubs/vctop/d06/vc14606.htm

14606. (a) (1) A person shall not employ or hire any person to drive a motor vehicle or knowingly permit or authorize the driving of a motor vehicle, owned by him or her or under his or her control, upon the highways by any person unless that person is licensed for the appropriate class of vehicle to be driven.

(b) (1) Whenever a person fails to qualify, on reexamination, to operate a commercial motor vehicle, an employer shall report that failure to the department within 10 days.

(2) Until January 30, 2014, if a driver has no medical certification status information in the Commercial Driver License Information System motor vehicle record obtained from the driver's state licensing agency, the employing motor carrier may accept as proof of medical certification a medical examiner's certificate issued to that driver prior to January 30, 2012, and shall retain a copy as part of a driver qualification file.

(c) This section shall remain in effect only until January 30, 2014, and as of that date is repealed, unless a later enacted statute, that is enacted before January 30, 2014, deletes or extends that date.


The 2012 amendment added the italicized material, and at the point(s) indicated, deleted the following:
1. " No"
2. " nor shall he "

This information was put together by Kevin Wedemeyer for use with his class
3. "the"
4. "then"
5. "any person employs or hires any person, including a subhauler, to drive a class A or class B vehicle, the employer shall ascertain that the person has in his or her possession a medical certificate as provided in subdivision (c) of Section 12804.9 which has been issued within two years prior to the date of the person’s employment or hiring. Whenever the person fails to qualify for a medical certificate on reexamination, the"
6. "department."

NOTE: The preceding section becomes inoperative on January 30, 2014, at which time the following section becomes operative. The preceding section is repealed January 30, 2014.

14606 (a) A person shall not employ, hire, knowingly permit, or authorize any person to drive a motor vehicle owned by him or her or under his or her control upon the highways unless that person is licensed for the appropriate class of vehicle to be driven.

(b) Whenever a person fails to qualify, on reexamination, to operate a commercial motor vehicle, an employer shall report that failure to the department within 10 days.

(c) An employer shall obtain from a driver required to have a commercial driver’s license or commercial endorsement a copy of the driver’s medical certification before allowing the driver to operate a commercial motor vehicle. The employer shall retain the certification as part of a driver qualification file.

(d) This section shall become operative on January 1, 2014.

4-3 13 CCR § 1229 Driving Proficiency
http://www.gamutonline.net/district/pinero/displayPolicy/368244/0

Motor carriers shall require each driver to demonstrate that the driver is capable of safely operating each different type of vehicle or vehicle combination (i.e., vehicles with different controls, gauges, of different size, or requiring different driving skills) before driving such vehicle(s) on a highway unsupervised. The driver’s capability to operate the vehicle shall include special equipment such as wheelchair lifts, ramps, or wheelchair tie downs. This Section shall not apply to a motor carrier who is the owner and sole driver of a vehicle or combination of vehicles.

4-3 V C Section 26508(o) Emergency Stopping System (Driver Familiarity)

Every owner or lessee shall instruct and require that the driver be thoroughly familiar with the requirements of this section. The driver of a vehicle or combination of vehicles required to comply with the requirements of this section shall be able to demonstrate the application and release of the emergency system on the vehicle and each vehicle in the combination.

4-4 13 CCR § 1230 Unlawful Operation
http://www.gamutonline.net/district/pinero/displayPolicy/368246/0

Motor carriers shall require each driver to demonstrate that the driver is capable of safely operating each different type of vehicle or vehicle combination (i.e., vehicles with different controls, gauges, of different size, or requiring different driving skills) before driving such vehicle(s) on a highway unsupervised. The driver’s capability to operate the vehicle shall include special equipment such as wheelchair lifts, ramps, or wheelchair tie downs. This Section shall not apply to a motor carrier who is the owner and sole driver of a vehicle or combination of vehicles.

4-4 13 CCR § 1231 Vehicle Inspection Approval Certificate
http://www.gamutonline.net/district/pinero/displayPolicy/368248/0
A vehicle inspection approval certificate designed and furnished by the department shall be displayed in each schoolbus, SPAB, youth bus, farm labor vehicle, and GPPV pursuant to Vehicle Code Sections 2807, 2807.1, 2807.3, 31401, and 34501.8. The following provisions shall apply to vehicle inspection approval certificates:

(a) Display of Certificate. The certificate shall be placed in a certificate holder provided by the motor carrier and posted in an easy-to-reach and visible area of the driver's compartment of the vehicle for which it was issued. The certificate holder shall be designed so the certificate can be easily inserted and removed and is clearly legible under a transparent covering.

(b) Issuance of Certificate. The certificate shall be issued to the specific vehicle and motor carrier named on the certificate. The certificate will be signed and dated by an authorized employee of the department certifying that on the inspection date the vehicle complied with applicable laws and regulations governing its construction, design, and equipment (and color, if a schoolbus).

(c) Youth Bus Inspection Fee. The fee for inspection of a youth bus is eighty-five dollars ($85). When necessary to verify that corrections have been made, not more than one reinspection may be scheduled at each terminal or facility without payment of another inspection fee.

(d) GPPV Inspection. The fee for inspection of a GPPV is fifty dollars ($50). When necessary to verify that corrections have been made, not more than one reinspection may be scheduled at each terminal or facility without payment of another inspection fee. Application for inspection of GPPVs shall be made to the department on forms provided by the department and shall be accompanied by the prescribed fees.

4-5 V C Section 12525 Operation by Mechanics or Maintenance Personnel  
http://www.dmv.ca.gov/pubs/vctop/d06/vc12525.htm

12525. Mechanics or other maintenance personnel may operate vehicles requiring a schoolbus endorsement or certificates issued pursuant to Section 2512, 12517, 12519, 12523, or 12523.5 without obtaining a schoolbus endorsement or those certificates if that operation is within the course of their employment and they do not transport pupils or members of the public.

4-5 49 CFR 383.93 – Endorsements  
http://www.law.cornell.edu/cfr/text/49/383.93

(a) General.

(1) In addition to passing the knowledge and skills tests described in subpart G of this part, all persons who operate or expect to operate the type(s) of motor vehicles described in paragraph (b) of this section must pass specialized tests to obtain each endorsement. The State shall issue CDL endorsements only to drivers who successfully complete the tests.

(2) The only endorsements allowed on a CLP are the following:

   (i) Passenger (P);
   (ii) Schoolbus (S); and
   (iii) Tank vehicle (N).

(3) The State must use the codes listed in § 383.153 when placing endorsements on a CLP or CDL.

(b) Endorsement descriptions. An operator must obtain State-issued endorsements to his/her CDL to operate commercial motor vehicles which are:

(1) Double/triple trailers;
(2) Passenger vehicles;
(3) Tank vehicles;
(4) Used to transport hazardous materials as defined in § 383.5, or
(5) Schoolbuses.

(c) Endorsement testing requirements. The following tests are required for the endorsements contained in paragraph (b) of this section:

(1) Double/Triple Trailers— a knowledge test;
(2) Passenger— a knowledge and a skills test;
(3) Tank vehicle— a knowledge test;
(4) Hazardous Materials— a knowledge test; and
(5) Schoolbus— a knowledge and a skills test.

4-6 13 CCR § 1232 Vehicle Inspection and Preventative Maintenance
http://www.gamutonline.net/district/pinero/displayPolicy/368249/0

(a) Preventive Maintenance. Motor carriers shall ensure that all vehicles subject to their control, and all required accessories on the vehicles, are regularly and systematically inspected, maintained, and lubricated to ensure they are in safe and proper operating condition. The carriers shall have a means of indicating the types of inspection, maintenance, and lubrication operations to be performed on each vehicle and the date or mileage when these operations are due. The inspection required by this subsection is more in depth than the daily inspection performed by the driver. Motor carriers shall ensure compliance with this subsection when a vehicle is assigned away from the carrier's regular maintenance facility for periods exceeding normal inspection, maintenance, and lubrication intervals.

(b) Periodic Preventive Maintenance Inspection. Schoolbus, SPAB, and GPPV carriers shall ensure every bus is inspected every 3,000 miles or 45 calendar days, whichever occurs first; or more often if necessary to ensure safe operation. Buses out of service exceeding 45 calendar days need not be inspected at 45-day intervals, provided they are inspected prior to being placed back into service.

This periodic inspection shall at a minimum cover:

(1) Brake adjustment
(2) Brake system leaks
(3) Two-way check valve in dual air systems, alternately draining and recharging primary and secondary air reservoirs
(4) All tank mounting brackets
(5) All belts and hoses for wear
(6) Tires and wheels
(7) Steering and suspension
(8) Oil or Grease Accumulations. Excessive amounts of grease or oil on the vehicle shall be removed and their cause corrected.

(d) Cleanliness of Buses. Every bus shall be kept clean and free of litter.
Inspector Qualifications. Motor carriers shall ensure that individuals performing inspections, maintenance, repairs or service to the brakes or brake systems of vehicles subject to this chapter are qualified in accordance with 49 CFR 396.25 (published October 1, 2006).

4-7 13 CCR § 1233 Safety Compliance Rating
http://www.gamutonline.net/district/pinero/displayPolicy/368251/0

(a) Definitions of Safety Compliance Ratings. Compliance ratings shall have the following meanings:

(1) Satisfactory. A satisfactory rating means compliance with applicable laws and regulations or only minor discrepancies in statutory or regulatory requirements were noted, and overall compliance was within reasonable bounds.

(2) Unsatisfactory. An unsatisfactory rating means a continued disregard of statutory or regulatory requirements, a finding of numerous violations, a finding of serious violations that adversely affect the safe operation of vehicles, or a lack of compliance with hazardous materials shipping or carriage requirements.

(3) Conditional. A conditional rating means there was a previous rating of "unsatisfactory;" and the carrier, terminal, facility or shipper has been reinspected and compliance is no longer necessarily "unsatisfactory," but that actual compliance cannot be determined. A follow-up inspection will be conducted to determine compliance.

(b) Inspections by the Department.

(1) Motor carriers. Motor carriers are inspected by the Department at their principal places of business and assigned safety compliance ratings which reflect each motor carrier's overall compliance with the requirements of Vehicle Code Section 34520.

(2) Motor carrier terminals and maintenance facilities. Motor carrier terminals and maintenance facilities are inspected by the Department pursuant to Vehicle Code Sections 34501(a)(4), 34501(c), and 34501.12(d) and assigned safety compliance ratings which reflect each terminal's overall compliance with the laws and regulations governing drivers' hours of service, vehicle condition, preventive maintenance practices, hazardous materials carriage, and records required by statute or regulation.

(3) Hazardous materials shippers. Hazardous materials shippers are inspected by the Department and are assigned safety compliance ratings which reflect each shipper's overall compliance with laws and regulations governing the packaging, description, marking, labeling, offering and other requirements of the United States Department of Transportation governing the transportation of hazardous materials, including any exceptions contained in state law or regulation.

(c) Assignment of Safety Compliance Ratings. The Department's evaluation of the motor carrier's, terminal's, or hazardous materials shipper's potential for overall safety shall be the final determining factor in the rating assigned.

(d) Rating Review. Any motor carrier, or shipper who receives an unsatisfactory rating and believes the rating is not justified, may, within five calendar days following the assignment of the rating, request a review of the rating by contacting the Department at the telephone number indicated on the inspection report. The sole purpose of the rating review is to determine whether the inspection and its findings are consistent with laws, regulations, and Department policy in effect at the time of the inspection. A rating review is not for the purpose of evaluating any corrective actions taken by the carrier or shipper since the time of the inspection.

(e) Consistent Failure. For the purposes of initiating civil, criminal, or administrative action against any motor carrier, permit, operating authority, or license, and as used in Sections 34505.1,
34505.6, 34505.7, and 34623 of the Vehicle Code, a finding of consistent failure shall be made following the assignment of three or more consecutive unsatisfactory safety compliance ratings as the result of any inspection described in Subsection (b).

(f) Imminent Danger. For the purposes of initiating civil, criminal, or administrative action against any motor carrier, permit, operating authority, or license, and as used in Sections 34505.1, 34505.6, 34505.7, and 34623 of the Vehicle Code, a finding of imminent danger shall be made as the result of any inspection described in Subsection (b), under any of the following conditions:

(1) Unsafe mechanical condition of commercial motor vehicles resulting in more than one-half of the inspection sample being placed out of service for conditions meeting the Commercial Vehicle Safety Alliance North American Standard Out-of-Service Criteria incorporated by Section 1239.

(2) A motor carrier requiring or permitting any driver to exceed the maximum allowable driving time, or make false reports in conjunction with any duty activities, exceeding ten percent of the total days audited.

(3) A motor carrier allowing, permitting, requiring, or authorizing a driver to operate a commercial motor vehicle when the driver's license status prohibits such operation.

(4) Lack of compliance with any hazardous materials requirement which jeopardizes public or environmental safety, or hinders prompt action by emergency response personnel.

(5) A motor carrier allowing a driver to perform a safety sensitive function in violation of Title 49, Code of Federal Regulations, as follows:

(A) A driver performing a safety sensitive function or a motor carrier permitting a driver to perform a safety sensitive function following a test result of 0.04 blood alcohol concentration or greater, when the driver has used alcohol while on duty, or when the driver has used alcohol within four hours prior to going on duty.

(B) A driver performing a safety sensitive function or a motor carrier permitting a driver to perform a safety sensitive function, after the driver has refused to submit to any controlled substances or alcohol test.

(C) A driver performing a safety sensitive function or a motor carrier permitting a driver to perform a safety sensitive function after the driver has used a controlled substance, has a verified positive test result, or has adulterated or substituted a test specimen.

(g) Carrier Responsibility for Disclosure of Safety Compliance Ratings.

(1) A motor carrier contracting to transport passengers in a bus shall give notice to the user of the carrier's most recent safety compliance rating.

(2) A motor carrier transporting school pupils to or from school activities in a schoolbus or school pupil activity bus (SPAB) shall give notice to the school district superintendent of the carrier's most recent safety compliance rating.

(3) Notice may be given by posting the safety compliance rating in the public area of the carrier's terminal or principal place of business, or by publishing the rating in the local news media.

(4) The carrier shall provide its latest rating upon any request from the public whether received in writing, in person, or by telephone. Safety compliance ratings are also available from the Department.
The following records are required:

(a) Driver's Record. Motor carriers shall require each driver and each co-driver to keep a driver's record pursuant to Section 1213. Motor carriers shall keep the original copies of all drivers' records with any supporting documents, as defined in Section 1201(w), for 6 months. Drivers' records of duty status and all supporting documents shall be made available for inspection immediately upon request by an authorized employee of the department. Drivers' records and/or supporting documents not readily available or accessible shall be made available within 3 business days.

(b) Driver's Authorized Vehicles. Motor carriers shall maintain a record of the different types of vehicles and vehicle combinations each driver is capable of driving as specified in Section 1229.

(c) Driver's Records. Schoolbus, SPAB, youth bus, farm labor vehicle, and GPPV carriers shall maintain a record of required documents for each driver they employ. The carrier shall notify each driver of the expiration date of the documents listed in (1) through (4), and the carrier shall ensure each document is renewed prior to expiration. The record shall contain the following data:

(1) Driver's license class, number, restrictions and expiration date.

(2) Driver's certificate restrictions, expiration date, certificate issuance date and driver's date of birth.

(3) Date medical certificate expires.

(4) Expiration date of driver's first aid certificate, license as a physician and surgeon, osteopath, or registered nurse, or certificate as a physician's assistant or emergency medical technician when such certificate or license is used to obtain a waiver of the first aid examination pursuant to Vehicle Code Section 12522.

(5) Date and number of hours of training specified in Education Code Sections 40080-40090 or Vehicle Code Section 12523 since issuance of the driver's current certificate.

(d) Mileage Records. Schoolbus, SPAB, and youth bus carriers shall keep records of the mileage each bus travels during the fiscal year (July 1 through June 30). These records shall be retained for the current fiscal year plus the previous year.

(e) Daily Vehicle Inspection Reports. Motor carriers shall require drivers to submit a documented daily vehicle inspection report pursuant to Section 1215(c). Reports shall be carefully examined, defects likely to affect the safe operation of the motor vehicle or combination or result in a mechanical breakdown shall be corrected before the vehicle or combination is driven on the highway, and carriers shall retain such reports for at least three months.

(f) Inspection, Maintenance, Lubrication, and Repair Records. Motor carriers shall document each systematic inspection, maintenance, and lubrication, and repair performed for each vehicle under their control. These vehicle records shall be kept at the carrier's maintenance facility or terminal where the vehicle is regularly garaged. Such records shall be retained by the carrier for one year and include at least:

(1) Identification of the vehicle, including make, model, license number, or other means of positive identification

(2) Date or mileage and nature of each inspection, maintenance, lubrication, and repair performed
(3) Date or mileage and nature of each inspection, maintenance, and lubrication to be performed; i.e., the inspection, maintenance, and lubrication intervals

(4) The name of the lessor or contractor furnishing any vehicle

(5) On schoolbus, SPAB, and GPPV records, the signature of the person performing the inspection

(g) Temporarily Assigned Vehicle. When a vehicle is garaged at other than the carrier's regular maintenance facility for periods exceeding normal intervals for inspection, maintenance, and lubrication, carriers shall ensure the record(s) indicating the date or mileage and nature of these operations to be performed, are kept in the vehicle.

(h) Schoolbus Accident Reports. Schoolbus carriers shall maintain a report of each accident that occurred on public or private property involving a schoolbus with pupils aboard. The report shall contain pertinent details of the accident and it shall be retained for 12 months from the date of the accident. If the accident was not investigated by the CHP, the carrier shall forward a copy of the report to the local CHP within five work days of the date of the accident.

4-9 13 CCR § 1235 Towing Other Vehicles

A schoolbus or SPAB shall not tow any vehicle. Other buses and farm labor vehicles shall not tow any vehicle except as follows:

(a) Urban or Suburban Service--Farm Labor Vehicle. A bus operated in urban or suburban service by a common carrier, publicly owned transit system, or passenger charter-party carrier, and a farm labor vehicle, may tow a trailer or semitrailer, used to carry property for use by passengers, provided the trailer/semitrailer and property does not exceed a gross weight of 6,000 lbs.

(b) Bus. A bus may tow a trailer-bus pursuant to the provisions of the Vehicle Code.

(c) Bus Under 10,000 lb. GVW. A bus with a gross vehicle weight of less than 10,000 lb. may tow any vehicle, pursuant to the provisions of the Vehicle Code.

4-10 13 CCR § 1236 Schoolbus, SPAB, and Youth Bus Carriers Reporting Driver Status

(a) Dismissal. Dismissal of any driver for a cause relating to pupil transportation safety shall be reported by the carrier to the Department of Motor Vehicles within five days of the dismissal date.

(b) Employment or Training Status. Carriers shall notify the local CHP office within 10 calendar days of the hiring of a certified schoolbus, SPAB, or youth bus driver, or of any driver who fails to receive the training specified in California Education Code Sections 40082, 40083, 40084, 40085 and 40086 or Vehicle Code Section 12523.

4-10 13 CCR § 1237 Reporting of Accidents

Whenever a schoolbus, SPAB, or youth bus driver is involved in an accident specified in Section 1219, that requires the Department to be notified immediately by the driver, the carrier shall ensure the accident has been reported within 24 hours to the department and the superintendent of the school district for which the bus was operated. If the driver is physically incapable of reporting the accident, the carrier shall make the required notifications immediately upon becoming aware of such accident.

4-10 EC Section 39831.3 Schoolbus Regulations

This information was put together by Kevin Wedemeyer for use with his class
39831.3. (a) The county superintendent of schools, the superintendent of a school district, or the owner or operator of a private school that provides transportation to or from a school or school activity shall prepare a transportation safety plan containing procedures for school personnel to follow to ensure the safe transport of pupils. The plan shall be revised as required. The plan shall address all of the following:

(1) Determining if pupils require escort pursuant to paragraph (3) of subdivision (c) of Section 22112 of the Vehicle Code.

(2) (A) Procedures for all pupils in prekindergarten, kindergarten, and grades 1 to 8, inclusive, to follow as they board and exit the appropriate schoolbus at each pupil’s schoolbus stop.

(B) Nothing in this paragraph requires a county superintendent of schools, the superintendent of a school district, or the owner or operator of a private school that provides transportation to or from a school or school activity, to use the services of an onboard schoolbus monitor, in addition to the driver, to carry out the purposes of this paragraph.

(3) Boarding and exiting a schoolbus at a school or other trip destination.

(b) A current copy of a plan prepared pursuant to subdivision (a) shall be retained by each school subject to the plan and made available upon request to an officer of the Department of the California Highway Patrol.

4-11 EC Section 39831.5 Schoolbus Emergency Procedure and Passenger Safety Instructions
http://www.weblaws.org/california codes/ca Educ Section 39831.5

(a) All pupils in prekindergarten, kindergarten, and grades 1 to 12, inclusive, in public or private school who are transported in a schoolbus or school pupil activity bus shall receive instruction in schoolbus emergency procedures and passenger safety. The county superintendent of schools, superintendent of the school district, or owner/operator of a private school, as applicable, shall ensure that the instruction is provided as follows:

(1) Upon registration, the parents or guardians of all pupils not previously transported in a schoolbus or school pupil activity bus and who are in prekindergarten, kindergarten, and grades 1 to 6, inclusive, shall be provided with written information on schoolbus safety. The information shall include, but not be limited to, all of the following:

(A) A list of schoolbus stops near each pupil’s home.

(B) General rules of conduct at schoolbus loading zones.

(C) Red light crossing instructions.

(D) Schoolbus danger zone.

(E) Walking to and from schoolbus stops.

(2) At least once in each school year, all pupils in prekindergarten, kindergarten, and grades 1 to 8, inclusive, who receive home-to-school transportation shall receive safety instruction that includes, but is not limited to, proper loading and unloading procedures, including escorting by the driver, how to safely cross the street, highway, or private road, instruction on the use of passenger restraint systems, as described in paragraph (3), proper passenger conduct, bus evacuation, and location of emergency equipment. Instruction also may include responsibilities of passengers seated next to an emergency exit. As part of the instruction, pupils shall evacuate the schoolbus through emergency exit doors.

(3) Instruction on the use of passenger restraint systems, when a passenger restraint system is installed, shall include, but not be limited to, all of the following:
(A) Proper fastening and release of the passenger restraint system.
(B) Acceptable placement of passenger restraint systems on pupils.
(C) Times at which the passenger restraint systems should be fastened and released.
(D) Acceptable placement of the passenger restraint systems when not in use.

(4) Prior to departure on a school activity trip, all pupils riding on a schoolbus or school pupil activity bus shall receive safety instruction that includes, but is not limited to, location of emergency exits, and location and use of emergency equipment. Instruction also may include responsibilities of passengers seated next to an emergency exit.

(b) The following information shall be documented each time the instruction required by paragraph (2) of subdivision (a) is given:

(1) Name of school district, county office of education, or private school.
(2) Name and location of school.
(3) Date of instruction.
(4) Names of supervising adults.
(5) Number of pupils participating.
(6) Grade levels of pupils.
(7) Subjects covered in instruction.
(8) Amount of time taken for instruction.
(9) Bus driver’s name.
(10) Bus number.
(11) Additional remarks.

The information recorded pursuant to this subdivision shall remain on file at the district or county office, or at the school, for one year from the date of the instruction, and shall be subject to inspection by the Department of the California Highway Patrol.

4-12 V C Section 34501.6 Schoolbuses Reduced Visibility

34501.6. The governing board of a local educational agency that provides for the transportation of pupils shall adopt procedures that limit the operation of schoolbuses when atmospheric conditions reduce visibility on the roadway to 200 feet or less during regular home-to-school transportation service. Operational policies for school activity trips shall give schoolbus drivers discretionary authority to discontinue schoolbus operation if the driver determines that it is unsafe to continue operation because of reduced visibility.

4-13 13 CCR § 1202(b) Authority of District Boards.
The governing board of any school district, county superintendent of schools, or equivalent private school entity or official, may adopt and enforce additional requirements governing the transportation of pupils. Such requirements shall not conflict with any law or state administrative regulation.
4-19  **V C Section 34501.16 Information for Employees**

34501.16.  (a) Every employer of a commercial driver shall provide information to that employee at the time of hiring and to all employed commercial drivers annually, concerning all of the following:

(1) The prohibition against driving a commercial motor vehicle with over 0.04 percent or more, by weight, alcohol in his or her blood on and after January 1, 1992.

(2) The requirement to be placed out of service for 24 hours if the person's blood-alcohol concentration is tested to be 0.01 percent or more, by weight, on and after January 1, 1992.

(b) The Department of Motor Vehicles shall include the information prescribed in subdivision (a), together with information concerning the alcohol concentration in a person's blood resulting from consumption of alcoholic beverages, in each publication of the commercial driver's handbook published after January 1, 1990.

(c) This section shall remain operative until the director determines that federal regulations adopted pursuant to the Commercial Motor Vehicle Safety Act of 1986 (49 U.S.C. Sec. 2701 et seq.) do not require the state to implement the prohibitions and requirements in paragraphs (1) and (2) of subdivision (a).

(d) The director shall submit a notice of the determination under subdivision (c) to the Secretary of State, and this section shall be repealed upon the receipt of that notice.

4-20  **V C Section 34520 Motor Carriers and Drivers Controlled Substances and Alcohol Use Testing**  http://www.dmv.ca.gov/pubs/vctop/d14_8/vc34520.htm

34520.  (a) Motor carriers and drivers shall comply with the controlled substances and alcohol use, transportation, and testing requirements of the United States Secretary of Transportation as set forth in Part 382 (commencing with Section 382.101) of, and Sections 392.5(a)(1) and 392.5(a)(3) of, Title 49 of the Code of Federal Regulations.

(b) (1) A motor carrier shall make available for inspection, upon the request of an authorized employee of the department, copies of all results and other records pertaining to controlled substances and alcohol use and testing conducted pursuant to federal law, as specified in subdivision (a), including those records contained in individual driver qualification files.

(2) For the purposes of complying with the return-to-duty alcohol or controlled substances test requirements, or both, of Section 382.309 of Title 49 of the Code of Federal Regulations and the follow up alcohol or controlled substances test requirements, or both, of Section 382.311 of that title, the department may use those test results to monitor drivers who are motor carriers.

(3) Evidence derived from a positive test result in the possession of a motor carrier shall not be admissible in a criminal prosecution concerning unlawful possession, sale, or distribution of controlled substances.

(c) A drug or alcohol testing consortium, as defined in Section 382.107 of Title 49 of the Code of Federal Regulations, shall mail a copy of all drug and alcohol positive test result summaries to the department within three days of the test. This requirement applies only to drug and alcohol positive tests of those drivers employed by motor carriers who operate terminals within this state.

(d) A transit agency receiving federal financial assistance under Section 3, 9, or 18 of the Federal Transit Act, or under Section 103(e)(4) of Title 23 of the United States Code, shall comply with the controlled substances and alcohol use and testing requirements of the United States Secretary of Transportation as set forth in Part 655 (commencing with Section 655.1) of Title 49 of the Code of Federal Regulations.

This information was put together by Kevin Wedemeyer for use with his class
(e) The owner-operator shall notify all other motor carriers with whom he or she is under contract when the owner-operator has met the requirements of subdivision (c) of Section 15242. Notwithstanding subdivision (i), a violation of this subdivision is an infraction.

(f) Except as provided in Section 382.301 of Title 49 of the Code of Federal Regulations, an applicant for employment as a commercial driver or an owner-operator seeking to provide transportation services and meeting the requirements of subdivision (b) of Section 34624, may not be placed on duty by a motor carrier until a pre-employment test for controlled substances and alcohol use meeting the requirements of the federal regulations referenced in subdivision (a) have been completed and a negative test result has been reported.

(g) An applicant for employment as a commercial driver or an owner-operator, seeking to provide transportation services and meeting the requirements of subdivision (b) of Section 34624, may not be placed on duty by a motor carrier until the motor carrier has completed a full investigation of the driver's employment history meeting the requirements of the federal regulations cited under subdivision (a). Every motor carrier, whether making or receiving inquiries concerning a driver's history, shall document all activities it has taken to comply with this subdivision.

(h) A motor carrier that utilizes a pre-employment screening service to review applications is in compliance with the employer duties under subdivisions (e) and (f) if the pre-employment screening services that are provided satisfy the requirements of state and federal law and the motor carrier abides by any findings that would, under federal law, disqualify an applicant from operating a commercial vehicle.

(i) It is a misdemeanor punishable by imprisonment in the county jail for six months and a fine not to exceed five thousand dollars ($5,000), or by both the imprisonment and fine, for a person to willfully violate this section. As used in this subdivision, "willfully" has the same meaning as defined in Section 7 of the Penal Code.

(j) This section does not apply to a peace officer, as defined in Section 830.1 or 830.2 of the Penal Code, who is authorized to drive vehicles described in Section 34500, or to a firefighter, as defined in subdivision (f) of Section 15250.6, who is authorized to operate firefighting equipment as defined in subdivision (g) of Section 15250.6, if that peace officer or firefighter is participating in a substance abuse detection program within the scope of his or her employment.

6-15 5 CCR § 14103 Authority of the Driver

(a) Pupils transported in a schoolbus or in a school pupil activity bus shall be under the authority of, and responsible directly to, the driver of the bus, and the driver shall be held responsible for the orderly conduct of the pupils while they are on the bus or being escorted across a street, highway or road. Continued disorderly conduct or persistent refusal to submit to the authority of the driver shall be sufficient reason for a pupil to be denied transportation. A bus driver shall not require any pupil to leave the bus enroute between home and school or other destinations. (b) Governing boards shall adopt rules to enforce this section. Such rules shall include, but not be limited to, specific administration procedures relating to suspension of riding privileges and shall be made available to parents, pupils, teachers, and other interested parties.

6-15 13 CCR § 1217(i) Ejection of Pupils.

The driver of a schoolbus, youth bus, or SPAB shall not eject any school pupil unless the pupil is given into the custody of a parent or any person designated by the parent or school.

6-19 V C Section 25257.2 Flashing Lights Schoolbuses Transporting Disabled

http://www.dmv.ca.gov/pubs/vctop/d12/vc25257_2.htm

25257.2. If a schoolbus is used for the transportation of persons of any age who are developmentally disabled, as defined by the Lanterman Developmental Disabilities Services Act...
(Division 4.5 (commencing with Section 4500) of the Welfare and Institutions Code), the amber light signal system, flashing red light signal system, and stop signal arm shall not be used other than as required by Sections 22112 and 22454.

6-20 V C Section 25257.5 Flashing Lights Schoolbuses
http://www.dmv.ca.gov/pubs/vctop/d12/vc25257_5.htm

25257.5. To warn other motorists or pedestrians on a roadway during a backing maneuver, the operator of a schoolbus may flash turn signal lamps if the front turn signal lamps at each side are flashed simultaneously and the rear signal lamps at each side are flashed simultaneously.

6-20 13 CCR § 1217 (d) Seat Beside Driver.

No more than two pupils shall be allowed to occupy the seating space beside the driver of a Type 2 schoolbus.

6-20 13 CCR § 1217 (e) and (j).

(e) Standing Passengers. A vehicle shall not be put in motion until all passengers are seated, and all passengers must remain seated while the vehicle is in motion. Standing passengers are permitted only on a bus (except a schoolbus, SPAB, or youth bus) operated in regularly scheduled passenger stage service or urban and suburban service by a common carrier or publicly-owned transit system, and equipped with grab handles or other means of support for standing passengers, and constructed so that standing room in the aisle is at least 74 in. high.

(j) Exemptions. The provisions of subsections (c) and (e) shall not apply to persons testing or training a driver, maintenance personnel, sales or manufacturers' representative, or an adult acting upon a request by a schoolbus or SPAB driver to supervise or assist a pupil.

6-20 13 CCR § 1220 Discontinuance from Use
http://www.gamutonline.net/district/pinero/displayPolicy/368236/0

When a bus is rendered unsafe for continued operation due to accident damage or a mechanical failure, the driver shall discontinue use of the bus and notify the motor carrier of these circumstances. The driver or motor carrier shall then make the necessary arrangements to have the pupils safely transported to their destinations.

6-21 13 CCR § 1221 Alcoholic Beverages
http://www.gamutonline.net/district/pinero/displayPolicy/368237/0

Alcoholic beverages shall not be transported in a school bus, SPAB, or youth bus at any time.

6-21 13 CCR § 1222 Smoking
http://www.gamutonline.net/district/pinero/displayPolicy/368238/0

When a pupil is aboard, smoking is prohibited in a school bus or SPAB.

6-21 13 CCR § 1223 Driver’s Vision
http://www.gamutonline.net/district/pinero/displayPolicy/368239/0

The driver shall not allow any person to occupy a position that will interfere with the driver's vision to the front or sides, or in the rear view mirrors.

6-21 13 CCR § 1224 Seat Belt
http://www.gamutonline.net/district/pinero/displayPolicy/368240/0

The driver shall be properly secured to the driver's seat with the seat belt at all times while the bus is in motion.
6-21 13 CCR § 1225 Headlamps
http://www.gamutonline.net/district/pinero/displayPolicy/368241/0
The driver shall ensure the headlamps are lighted while the bus is in motion.

6-21 13 CCR § 1226 Leaving Driver’s Compartment
http://www.gamutonline.net/district/pinero/displayPolicy/368242/0
When a pupil is aboard, the driver shall not leave the driver's compartment without first stopping the engine, effectively setting the parking brake, placing the transmission in first or reverse gear or park position, and removing the ignition keys, which shall remain in the driver's possession. On vehicles with automatic transmissions which do not have a park position, the transmission shall be placed in neutral.

6-24 EC Section 39831.5 Bus Emergency Instructions
http://www.weblaws.org/california/codes/ca_educ_section_39831.5
(a) All pupils in prekindergarten, kindergarten, and grades 1 to 12, inclusive, in public or private school who are transported in a schoolbus or school pupil activity bus shall receive instruction in schoolbus emergency procedures and passenger safety. The county superintendent of schools, superintendent of the school district, or owner/operator of a private school, as applicable, shall ensure that the instruction is provided as follows:

(1) Upon registration, the parents or guardians of all pupils not previously transported in a schoolbus or school pupil activity bus and who are in prekindergarten, kindergarten, and grades 1 to 6, inclusive, shall be provided with written information on schoolbus safety. The information shall include, but not be limited to, all of the following:

(A) A list of schoolbus stops near each pupil’s home.
(B) General rules of conduct at schoolbus loading zones.
(C) Red light crossing instructions.
(D) Schoolbus danger zone.
(E) Walking to and from schoolbus stops.

(2) At least once in each school year, all pupils in prekindergarten, kindergarten, and grades 1 to 8, inclusive, who receive home-to-school transportation shall receive safety instruction that includes, but is not limited to, proper loading and unloading procedures, including escorting by the driver, how to safely cross the street, highway, or private road, instruction on the use of passenger restraint systems, as described in paragraph (3), proper passenger conduct, bus evacuation, and location of emergency equipment. Instruction also may include responsibilities of passengers seated next to an emergency exit. As part of the instruction, pupils shall evacuate the schoolbus through emergency exit doors.

(3) Instruction on the use of passenger restraint systems, when a passenger restraint system is installed, shall include, but not be limited to, all of the following:

(A) Proper fastening and release of the passenger restraint system.
(B) Acceptable placement of passenger restraint systems on pupils.
(C) Times at which the passenger restraint systems should be fastened and released.
(D) Acceptable placement of the passenger restraint systems when not in use.

(4) Prior to departure on a school activity trip, all pupils riding on a schoolbus or school pupil activity bus shall receive safety instruction that includes, but is not limited to, location of
emergency exits, and location and use of emergency equipment. Instruction also may include responsibilities of passengers seated next to an emergency exit.

(b) The following information shall be documented each time the instruction required by paragraph (2) of subdivision (a) is given:

1. Name of school district, county office of education, or private school.
2. Name and location of school.
3. Date of instruction.
5. Number of pupils participating.
6. Grade levels of pupils.
7. Subjects covered in instruction.
8. Amount of time taken for instruction.
9. Bus driver’s name.
10. Bus number.
11. Additional remarks.

The information recorded pursuant to this subdivision shall remain on file at the district or county office, or at the school, for one year from the date of the instruction, and shall be subject to inspection by the Department of the California Highway Patrol.

6-24 V C Section 1808.8 Carrier Notification
http://www.dmv.ca.gov/pubs/vctop/d02/vc1808_8.htm

1808.8. (a) Dismissal of any driver certified pursuant to Section 12517, 12523, 12523.5, for a cause relating to pupil transportation safety, shall be reported by the carrier to the department within five days of the dismissal date.

(b) Reinstatement of any driver whose dismissal has been reported under subdivision (a) shall be reported by the carrier to the department within five days of the reinstatement date.

6-25 V C Section 2808 Private Schoolbus Requirements
http://www.dmv.ca.gov/pubs/vctop/d02/vc2808.htm

2808. (a) Except as provided in subdivision (b), all schoolbuses transporting pupils to or from any private school or private school activity shall be subject to the same statutes, rules, and regulations relating to construction, design, operation, equipment, and color as are now or hereafter applicable to schoolbuses transporting pupils to or from any public school or public school activity.

(b) Schoolbuses shall be exempt from such statutes, rules, and regulations relating to construction, design, safe operation, and equipment as the Commissioner of the California Highway Patrol shall determine necessary to permit such schoolbuses to continue in operation or when it appears that the results intended to be attained by such rules and regulations are being accomplished by the use of other methods. Such exemption shall be specified by rule or regulation of the commissioner. No such exemption shall be made which in the opinion of the commissioner would jeopardize the safety of the pupils so transported.
6-25  V C Section 2807 Schoolbus Inspections
http://www.dmv.ca.gov/pubs/vctop/d02/vc2807.htm

2807. (a) The California Highway Patrol shall inspect every schoolbus at least once each school year to ascertain whether its construction, design, equipment, and color comply with all provisions of law.

(b) No person shall drive any schoolbus unless there is displayed therein a certificate issued by the California Highway Patrol stating that on a certain date, which shall be within 13 months of the date of operation, an authorized employee of the California Highway Patrol inspected the bus and found that on the date of inspection the bus complied with the applicable provisions of state law relating to construction, design, equipment, and color. The Commissioner of the California Highway Patrol shall provide by rule or regulation for the issuance and display of distinctive inspection certificates.

6-26  V C Section 2807.2 Preventive Maintenance Inspections
http://www.dmv.ca.gov/pubs/vctop/d02/vc2807_2.htm

2807.2. The Department of the California Highway Patrol shall, by regulation, provide for a preventive maintenance inspection guide for use by operators of tour buses, motor vehicles specified in Sections 2807 and 2807.1, and vehicles described in subdivisions (a), (b), (d), (e), (f), and (g) of Section 34500. The regulations shall provide that the record of inspection shall be signed by the person making the inspection, and the record of the inspections shall be retained on file by the operator for review and inspection by the Department of the California Highway Patrol.

6-26  V C Section 2570 Private Schoolbuses Contractors Licensing
http://www.dmv.ca.gov/pubs/vctop/d02/vc2570.htm

Private Schoolbuses Contractors: Licensing

2570. It is the intent of the Legislature, in enacting this chapter, that the public be provided additional protection through the licensing of private schoolbus contractors transporting school pupils under contracts with school districts, and that the Department of the California Highway Patrol be authorized to inspect and license the contractors described in subdivision (a), giving special attention directed to negligent operators or repeat violators.

6-26  V C Section 2572 Regulations Violations
http://www.dmv.ca.gov/pubs/vctop/d02/vc2572.htm

2572. (a) The commissioner may adopt whatever regulations are necessary to administer this chapter. The regulations shall be consistent with regulations regarding schoolbuses and schoolbus drivers adopted by the commissioner pursuant to other provisions of law.

(b) In addition to any other requirements, it is unlawful for the private schoolbus contractor or the person who directs the driver to operate a vehicle transporting school pupils, when that transportation requires a license, to knowingly cause the operation of the vehicle unless the private schoolbus contractor holds a valid license for the transportation of school pupils. A violation of this subdivision shall be punished by a fine of not more than two thousand dollars ($2,000).

6-28  EC Section 39842 Unauthorized Entry; Offense; Penalty; Notice
http://www.weblaws.org/california/codes/ca_educ_section_39842
(a) Any person who enters a schoolbus or school pupil activity bus without prior authorization of the driver or other school official with intent to commit any crime and who refuses to disembark after being ordered to do so by the driver or other school official is guilty of a misdemeanor and is punishable by imprisonment in the county jail for not more than six months, by a fine of not more than one thousand dollars ($1,000), or by both.

(b) A school district or county superintendent of schools may place a notice at the entrance of a schoolbus or school pupil activity bus that complies with the requirements of paragraph (3) of subdivision (c) of Section 1256.5 of Title 13 of the California Code of Regulations and that warns against unauthorized entry.

6-29 V C Section 35400 Maximum Vehicle Length General Limitation
http://www.dmv.ca.gov/pubs/vctop/d15/vc35400.htm

35400. (a) A vehicle may not exceed a length of 40 feet.

(b) This section does not apply to any of the following:

(1) A vehicle used in a combination of vehicles when the excess length is caused by auxiliary parts, equipment, or machinery not used as space to carry any part of the load, except that the combination of vehicles shall not exceed the length provided for combination vehicles.

(2) A vehicle, when the excess length is caused by any parts necessary to comply with the fender and mudguard regulations of this code.

(3) (A) An articulated bus or articulated trolley coach that does not exceed a length of 60 feet.

(B) An articulated bus or articulated trolley coach described in subparagraph (A) may be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles. The device, including any bicycles transported thereon, shall be mounted in a manner that does not materially affect efficiency or visibility of vehicle safety equipment, and shall not extend more than 36 inches from the front body of the bus or trolley coach when fully deployed. The handlebars of a bicycle that is transported on a device described in this subparagraph shall not extend more than 42 inches from the front of the bus.

(4) A semitrailer while being towed by a motortruck or truck tractor, if the distance from the kingpin to the rearmost axle of the semitrailer does not exceed 40 feet for semitrailers having two or more axles, or 38 feet for semitrailers having one axle if the semitrailer does not, exclusive of attachments, extend forward of the rear of the cab of the motortruck or truck tractor.

(5) A bus or house car when the excess length is caused by the projection of a front safety bumper or a rear safety bumper, or both. The safety bumper shall not cause the length of the vehicle to exceed the maximum legal limit by more than one foot in the front and one foot in the rear. For the purposes of this chapter, "safety bumper" means any device that is fitted on an existing bumper or which replaces the bumper and is constructed, treated, or manufactured to absorb energy upon impact.

(6) A schoolbus, when the excess length is caused by the projection of a crossing control arm. For the purposes of this chapter, "crossing control arm" means an extendable and retractable device fitted to the front of a schoolbus that is designed to impede movement of pupils exiting the schoolbus directly in front of the schoolbus so that pupils are visible to the driver while they are moving in front of the schoolbus. An operator of a schoolbus shall not extend a crossing control arm while the schoolbus is in motion. Except when activated, a crossing control arm shall not cause the maximum length of the schoolbus to be extended by more than 10 inches, inclusive of any front safety bumper. Use of a crossing control arm by the operator of a schoolbus does not, in
and of itself, fulfill his or her responsibility to ensure the safety of students crossing a highway or private road pursuant to Section 22112.

(7) A bus, when the excess length is caused by a device, located in front of the front axle, for lifting wheelchairs into the bus. That device shall not cause the length of the bus to be extended by more than 18 inches, inclusive of any front safety bumper.

(8) A bus, when the excess length is caused by a device attached to the rear of the bus designed and used exclusively for the transporting of bicycles. This device may be up to 10 feet in length, if the device, along with any other device permitted pursuant to this section, does not cause the total length of the bus, including any device or load, to exceed 50 feet.

(9) A bus operated by a public agency or a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, used in transit system service, other than a schoolbus, when the excess length is caused by a folding device attached to the front of the bus which is designed and used exclusively for transporting bicycles. The device, including any bicycles transported thereon, shall be mounted in a manner that does not materially affect efficiency or visibility of vehicle safety equipment, and shall not extend more than 36 inches from the front body of the bus when fully deployed. The handlebars of a bicycle that is transported on a device described in this paragraph shall not extend more than 42 inches from the front of the bus. A device described in this paragraph may not be used on a bus that, exclusive of the device, exceeds 40 feet in length or on a bus having a device attached to the rear of the bus pursuant to paragraph (8).

(10) (A) A bus of a length of up to 45 feet when operating on those highways specified in subdivision (a) of Section 35401.5. The Department of Transportation or local authorities, with respect to highways under their respective jurisdictions, may not deny reasonable access to a bus of a length of up to 45 feet between the highways specified in subdivision (a) of Section 35401.5 and points of loading and unloading for motor carriers of passengers as required by the federal Intermodal Surface Transportation Efficiency Act of 1991 (P.L. 102-240).

(B) A bus operated by a public agency and on those highways specified in subparagraph (A) may be equipped with a folding device attached to the front of the bus that is designed and used exclusively for transporting bicycles. The device, including all bicycles transported thereon, may be mounted in a manner that does not materially affect efficiency or visibility of vehicle safety equipment, and may not extend more than 36 inches from the front body of the bus when fully deployed. The handlebars of a bicycle that is transported on a device described in this subparagraph may not extend more than 42 inches from the front of the bus. The total length of the bus, including the folding device or load, may not exceed 48.5 feet. A Route Review Committee, established under this subparagraph, shall review the routes where a public agency proposes to operate a 45-foot bus equipped with a front mounted bicycle rack. The Route Review Committee shall be comprised of one member from the public agency appointed by the general manager of the public agency; one member who is a traffic engineer and is employed and selected by the public agency that has jurisdiction over the largest proportional share of routes among all affected agencies; and one member appointed by the labor organization that is the exclusive representative of the bus drivers of the public agency. If there is no exclusive representative of the bus drivers, a bus driver member shall be chosen by a majority vote of the bus drivers employed by the agency. The members of the Route Review Committee shall be selected not more than 30 days after receipt of a public agency proposal to equip a 45-foot bus with a front mounted bicycle rack. The review shall include a field review of the proposed routes. The purpose of the Route Review Committee is to ensure the safe operation of a 45-foot bus that is equipped with a front mounted bicycle rack. The Route Review Committee, by a unanimous vote, shall make a determination of which routes are suitable for the safe operation of a 45-foot bus that is equipped with a front mounted bicycle rack. These determinations shall be consistent with the operating
requirements specified in subparagraph (A). It is the intent of the Legislature that the field review required under this subparagraph include consultation with traffic engineers from affected public agencies that have jurisdiction over segments of the route or routes under review, to ensure coordination with all affected state and local public road agencies that may potentially be impacted due to the operation of a 45-foot bus with a front mounted bicycle rack.

(11) (A) A house car of a length of up to 45 feet when operating on the National System of Interstate and Defense Highways or when using those portions of federal aid primary system highways that have been qualified by the United States Secretary of Transportation for that use, or when using routes appropriately identified by the Department of Transportation or local authorities, with respect to highways under their respective jurisdictions.

(B) A house car described in subparagraph (A) may be operated on a highway that provides reasonable access to facilities for purposes limited to fuel, food, and lodging when that access is consistent with the safe operation of the vehicle and when the facility is within one road mile of identified points of ingress and egress to or from highways specified in subparagraph (A) for use by that vehicle.

(C) As used in this paragraph and paragraph (10), "reasonable access" means access substantially similar to that authorized for combinations of vehicles pursuant to subdivision (c) of Section 35401.5.

(D) Any access route established by a local authority pursuant to subdivision (d) of Section 35401.5 is open for access by a house car of a length of up to 45 feet. In addition, local authorities may establish a process whereby access to services by house cars of a length of up to 45 feet may be applied for upon a route not previously established as an access route. The denial of a request for access to services shall be only on the basis of safety and an engineering analysis of the proposed access route. In lieu of processing an access application, local authorities, with respect to highways under their jurisdiction, may provide signing, mapping, or a listing of highways, as necessary, to indicate the use of these specific routes by a house car of a length of up to 45 feet.

(c) The Legislature, by increasing the maximum permissible kingpin to rearmost axle distance to 40 feet effective January 1, 1987, as provided in paragraph (4) of subdivision (b), does not intend this action to be considered a precedent for any future increases in truck size and length limitations.

(d) Any transit bus equipped with a folding device installed on or after January 1, 1999, that is permitted under subparagraph (B) of paragraph (3) of subdivision (b) or under paragraph (9) of subdivision (b) shall be additionally equipped with any of the following:

(1) An indicator light that is visible to the driver and is activated whenever the folding device is in an extended position.

(2) Any other device or mechanism that provides notice to the driver that the folding device is in an extended position.

(3) A mechanism that causes the folding device to retract automatically from an extended position.

(e) (1) A person may not improperly or unsafely mount a bicycle on a device described in subparagraph (B) of paragraph (3) of subdivision (b), or in paragraph (9) or (10) of subdivision (b).

(2) Notwithstanding subdivision (a) of Section 23114 or subdivision (a) of Section 24002 or any other provision of law, when a bicycle is improperly or unsafely loaded by a passenger onto a transit bus, the passenger, and not the driver, is liable for any violation of this code that is attributable to the improper or unlawful loading of the bicycle.
7-1  **V C Section 546 School Pupil Activity Bus (SPAB)**
http://www.dmv.ca.gov/pubs/vctop/d01/vc546.htm

546. A "school pupil activity bus" is any motor vehicle, other than a schoolbus, operated by a
common carrier, or by and under the exclusive jurisdiction of a publicly owned or operated transit
system, or by a passenger charter-party carrier, used under a contractual agreement between a
school and carrier to transport school pupils at or below the 12th-grade level to or from a public
or private school activity, or used to transport pupils to or from residential schools, when the
pupils are received and discharged at off-highway locations where a parent or adult designated by
the parent is present to accept the pupil or place the pupil on the bus. As used in this section,
common carrier, publicly owned or operated transit system, and passenger charter-party carrier
refer to carriers in business for the principal purpose of transporting members of the public on a
commercial basis. This section shall not apply to a motor vehicle operated by a carrier licensed by
the Interstate Commerce Commission that is transporting pupils on a school activity trip entering
or returning to the state from another state or country.

The driver of a school pupil activity bus shall be subject to the regulations adopted by the
California Highway Patrol governing schoolbus drivers, except that the regulations shall not
require drivers to duplicate training or schooling that they have otherwise received which is
equivalent to that required pursuant to the regulations, and the regulations shall not require
drivers to take training in first aid. However, a valid certificate to drive a school pupil activity bus
shall not entitle the bearer to drive a schoolbus.

8-1  **V C Section 680 Youth Bus**
http://www.dmv.ca.gov/pubs/vctop/d01/vc680.htm

680. (a) A "youth bus" is any bus, other than a schoolbus, designed for and when actually
transporting not more than 16 persons and the driver, used to transport children at or below the 12th-
grade level directly from a public or private school to an organized non-school-related youth
activity within 25 miles of the school or directly from a location which provides the organized
non-school-related youth activity to a public or private school within 25 miles of that location.

(b) In addition to the destinations specified in subdivision (a), a youth bus may also be used to
transport children at or below the 12th-grade level to or from their place of residence if the driver
has met the requirements of Section 12523 and received additional instruction and training
approved by the Department of the California Highway Patrol.

9-1  **V C Section 336 General Public Paratransit Vehicle**
http://www.dmv.ca.gov/pubs/vctop/d01/vc336.htm

336. "General public paratransit" vehicle means any motor vehicle designed for carrying no
more than 24 persons and the driver, that provides local transportation to the general public,
including transportation of pupils at or below the 12th-grade level to or from a public or private
school or school activity, under the exclusive jurisdiction of a publicly owned and operated transit
system through one of the following modes: dial-a-ride, subscription service, or route-deviated
bus service. Vehicles used in the exclusive transportation of disabled persons as defined in
Section 99206.5 of the Public Utilities Code, or of persons 55 years of age or older, including any
persons necessary to provide assistance to these passengers, are not general public paratransit
vehicles.

However, transportation of attendants, companions, or both traveling together with those
individuals with disabilities who are determined to be eligible for complementary paratransit
services in accordance with Title II of the Americans with Disabilities Act of 1990 (Public Law
and federal regulations adopted pursuant thereto, shall not be sufficient to qualify a vehicle as a general public paratransit vehicle.

A vehicle that provides local transportation for the general public through one of the following modes: dial-a-ride, subscription service, or route-deviated bus service, but does not provide transportation of pupils at or below the 12th-grade level to or from a public or private school or school activity, is a transit bus, as defined by Section 642, and is not a general public paratransit vehicle.

10-7  V C Section 322 Farm Labor Vehicle
http://www.dmv.ca.gov/pubs/vctop/d01/vc322.htm

322. (a) A "farm labor vehicle" is any motor vehicle designed, used, or maintained for the transportation of nine or more farmworkers, in addition to the driver, to or from a place of employment or employment-related activities.

(b) For the purpose of this section, a farmworker is any person engaged in rendering personal services for hire and compensation in connection with the production or harvesting of any farm products.

(c) "Farm labor vehicle" does not include:

(1) Any vehicle carrying only members of the immediate family of the owner or driver thereof.

(2) Any vehicle while being operated under specific authority granted by the Public Utilities Commission or under specific authority granted to a transit system by an authorized city or county agency.

5-1  13 CCR § 1240 Federal Motor Vehicle Safety Standards
http://www.gamutonline.net/district/pinero/displayPolicy/368265/0

A Federal Motor Vehicle Safety Standard that conflicts with an equipment provision of this title as to the same aspect of performance shall supersede that specific provision of this title with respect to vehicles manufactured and maintained in compliance with applicable federal standards.

5-2  13 CCR § 1272 Schoolbuses Data Display and Chassis Certification
http://www.gamutonline.net/district/pinero/DisplayPolicy/368302/

School buses shall comply with the following:

(a) Display of Data. Plates or labels displaying the following data shall be permanently attached in each school bus except Type 2 school buses manufactured before July 1, 1970, and shall be readily visible either in the driver's compartment or where prescribed in Part 567, Certification, of Title 49, Code of Federal Regulations:

(1) Gross vehicle weight rating (GVWR)

(2) Minimum tire size and minimum acceptable load range rating

(3) Gross axle weight rating (GAWR) -- Front, intermediate (if applicable), and rear

(4) Unladen weight of vehicle as defined in Vehicle Code Section 660.

(5) For vehicles manufactured on or after September 1, 1989 and classed as multipurpose passenger vehicles (MPV) as defined in Part 571 of Title 49, Code of Federal Regulations, the statement: This multipurpose passenger vehicle meets or exceeds the requirements of all Federal Motor Vehicle Safety Standards in effect on the date of manufacture for a school bus having a Gross Vehicle Weight Rating of (10,000 pounds or less) (More than 10,000 pounds). The
statement shall be completed with only one of the GVWR ranges shown in parentheses, not by including both and striking out one.

(b) Chassis Manufacturer's Certification. A chassis shall not be used on either any Type 2 school bus manufactured on or after July 1, 1970, and prior to April 1, 1977, or any Type 1 school bus manufactured prior to April 1, 1977, unless the manufacturer of the chassis, as defined in Section 1201 of this title, has filed with the Commissioner a certified statement on the departmental form setting forth the gross vehicle weight rating of such chassis. For buses manufactured after January 1, 1973, and prior to April 1, 1977, the manufacturer of the chassis shall file, on a departmental form, only a certified statement that the models listed comply with all applicable laws and regulations.

(c) Chassis Modifications. Repowering with other than original engines, or other chassis modifications shall be done only with the written permission of the vehicle manufacturer(s) listed on the Federal certification label or data plate. If such permission cannot be obtained, a modification may be made if:

(1) It duplicates an original installation or a previously approved installation on the same make and model of school bus, or

(2) It is done in accordance with engineering plans provided by the component manufacturer or an independent engineering firm, and

(3) In either case, the bus is reinspected by an authorized department employee before it is used for pupil transportation.

5-3 13 CCR § 1241 Major Changes

http://www.gamutonline.net/district/pinero/DisplayPolicy/368266/

Unless otherwise specified, these regulations shall not require major reconstruction or major additions to vehicles in service on March 1, 1965. However, this section shall not limit the power of the department to promulgate regulations for changes or additions based upon a demonstrated need in the interest of safety.

5-3 13 CCR § 1252 Auxiliary Air Tanks

http://www.gamutonline.net/district/pinero/DisplayPolicy/368278/

Air tanks having an inside diameter of more than 6 in. and used for the operation of auxiliary equipment that is not part of the brake system but has the same source of compressed air shall comply with the following requirements:

(a) Air Tanks 1971 and Later. Auxiliary air tanks on vehicles first manufactured and registered after January 1, 1971, shall be constructed and marked in accordance with the 1962 or any later edition of section VIII, Unfired Pressure Vessels, ASME Boiler and Pressure Vessel Code (American Society of Mechanical Engineers), or with SAE Standard J10 in the 1965 or any later edition of the SAE Handbook.

(b) Air Tanks before 1971. Auxiliary air tanks on vehicles registered prior to January 1, 1971, shall meet the requirements of preceding subsection (a), or they shall be designed and constructed in accordance with recognized engineering practices and standards with a safety factor of not less than four times the tank working pressure.

(c) Securement. Auxiliary air tanks shall be positioned and secured so that, when the vehicle is fully loaded, the bottom of the tank and any connection thereto is not lower than the lowest horizontal edge of the vehicle axle.
(d) Tubing and Hose Requirements. All tubing and hose used in the installation of air tanks subject to this section shall comply with the specific requirements for brake tubing and hose in Section 1245(h) through (k) of this title. This provision shall not apply to auxiliary air-actuated systems equipped with air pressure protection devices that prevent the air pressure in the service brake system from dropping below 60 pounds per square inch in the event of air pressure loss from any portion of the auxiliary system, provided the tubing, hose, and fittings used in such installations are designed for air pressure applications.

5-4 13 CCR § 1248 Storage Batteries
http://www.gamutonline.net/district/pinero/DisplayPolicy/368274/

Every storage battery on a motor vehicle first sold and registered after January 1, 1967, unless located in the engine compartment, shall be protected by a substantial and securely fastened enclosure or removable cover. Battery compartments and all adjacent metal parts subject to corrosion from battery leakage shall be finished with an acid-resistant substance, and the compartments shall be vented to provide adequate battery ventilation and drainage. Cables passing through a metal compartment to the starting motor shall be insulated against grounding by acid proof and waterproof bushings. When both the battery and the fuel tank are installed under the driver's seat, they shall be separated by a partition, and each compartment shall be provided with independent covering, ventilation, and drainage.

5-4 13 CCR § 1273 Schoolbus Bodies
http://www.gamutonline.net/district/pinero/DisplayPolicy/368303/

School buses shall comply with the following requirements:

(a) Engine Compartment. The engine compartment shall be sealed from the passenger space, to prevent entrance of exhaust gases, and insulated with fireproofing or other materials to prevent the floor from overheating and the passengers from being injured. All closures between the engine compartment and the bus body shall be fitted with gastight gaskets, and pedal openings shall be closed by bellows, or self-closing gastight boots or gaskets.

(b) Construction. A Type 1 school bus manufactured on and after January 1, 1957, and a Type 2 school bus manufactured on and after July 1, 1970, shall comply with the following additional requirements:

(1) Floors. Floors in Type 1 school buses constructed after January 1, 1957, shall be at least 14-gage steel or equivalent or 5-ply, 5/8 in. laminated wood, marine type, and constructed and maintained to prevent entrance of exhaust gases. Floors in Type 2 buses constructed on and after July 1, 1970, shall be strong enough to support loads and constructed and maintained to prevent entrance of exhaust gases.

(2) Body. The bus body shall be reasonably dustproof and watertight and construction (except of the floor) shall be of prime commercial quality steel or other material with strength at least equivalent to all steel as certified to the department by the bus body manufacturer. If nonmetallic materials are used, they also shall meet the flammability specifications for interior materials in FMVSS 302. In addition, the bus body (including roof bows, body posts, and floor) shall:

(A) Be of sufficient strength to support the entire weight of the fully loaded vehicle on its top or side if overturned.

(B) Have sufficient strainers in the roof structure and corners to provide adequate safety and to resist damage on impact.

(C) As evidence that Type 1 school bus bodies manufactured prior to April 1, 1977, meet these standards, the manufacturer shall furnish to the department for each current body model
certification that the bus body meets the Static Load Test Code for School Bus Body Structure as issued by the School Bus Body Manufacturers Association.

(3) Inside Height. In a Type 1 school bus manufactured on or after January 1, 1965, the inside body height, measured at the centerline from the back of the door opening to the back of the next to the last row of seats, shall be a minimum of 70 in.

(4) Interior. The interior of school buses shall meet the following requirements:

(A) The ceiling shall be free of all projections likely to cause injury to a pupil.

(B) Except as otherwise provided, the ceiling over any aisle shall not have any projection that protrudes more than 3/4 inch or that reduces the minimum inside height requirements.

(C) Ceilings may have projections over the aisle for air conditioners provided that no portion of the projection is more than 35 inches from an emergency exit and no portion projects below the top of the emergency exit opening.

(D) Type 1 school bus ceilings shall not have any projection over any seat where the minimum distance from the highest point of the seat cushion to the projection is less than 40 inches.

(E) No ceiling projection over any seat shall project lower than the top of any window.

5-6 13 CCR § 1274 Used or Changed Schoolbus
http://www.gamutonline.net/district/pinero/DisplayPolicy/368304/

If a new or used body is placed on a new or used chassis, or a used vehicle not previously certified by the Department for use as a school bus is placed into service as a school bus, the vehicle shall comply with all current regulations and laws applicable to new school buses, except that Federal Motor Vehicle Safety Standards specifically adopted by reference in this title shall apply only when a vehicle was manufactured on or after the effective date of the standards. A previously certified bus reinstated in school bus service by the same or different owner shall meet the requirements of all regulations and laws that would have applied if the bus had not been removed from school bus service.

5-6 13 CCR § 1275 Schoolbuses Chassis Mounting
http://www.gamutonline.net/district/pinero/DisplayPolicy/368305/

The rear end of the chassis frame or any extension thereof on Type 1 school buses constructed after January 1, 1950, and on all Type 2 school buses constructed on or after July 1, 1970, shall support the rearmost sill of the bus body.

5-6 V C Section 26311 Service Brakes on All Wheels
http://www.dmv.ca.gov/pubs/vctop/d12/vc26311.htm

26311. (a) Every motor vehicle shall be equipped with service brakes on all wheels, except as follows:

(1) Trucks and truck tractors manufactured before January 1, 1982, having three or more axles need not have brakes on the front wheels, except when such vehicles are equipped with at least two steerable axles, the wheels of one such axle need not be equipped with brakes.

(2) Any vehicle being towed in a driveaway-towaway operation.

(3) Any vehicle manufactured prior to 1930.

(4) Any two-axle truck tractor manufactured prior to 1964.

(5) Any sidecar attached to a motorcycle.
(6) Any motorcycle manufactured prior to 1966. Such motorcycle shall be equipped with brakes on at least one wheel.

(b) Any bus, truck, or truck tractor may be equipped with a manual or automatic means for reducing the braking effort on the front wheels. The manual means shall be used only when operating under adverse road conditions, such as wet, snowy, or icy roads.

(c) Vehicles and combinations of vehicles exempted in subdivisions (a) and (b) from the requirements of brakes on all wheels shall comply with the stopping distance requirements of Section 26454.

3-14  V C Section 26450 Required Brake Systems  
http://www.dmv.ca.gov/pubs/vctop/d12/vc26450.htm

26450. Every motor vehicle shall be equipped with a service brake system and every motor vehicle, other than a motorcycle, shall be equipped with a parking brake system. Both the service brake and parking brake shall be separately applied.

If the two systems are connected in any way, they shall be so constructed that failure of any one part, except failure in the drums, brake shoes, or other mechanical parts of the wheel brake assemblies, shall not leave the motor vehicle without operative brakes.

3-14  V C Section 26451 Parking Brake System  
http://www.dmv.ca.gov/pubs/vctop/d12/vc26451.htm

26451. The parking brake system of every motor vehicle shall comply with the following requirements:

(a) The parking brake shall be adequate to hold the vehicle or combination of vehicles stationary on any grade on which it is operated under all conditions of loading on a surface free from snow, ice or loose material. In any event the parking brake shall be capable of locking the braked wheels to the limit of traction.

(b) The parking brake shall be applied either by the driver's muscular efforts, by spring action, or by other energy which is isolated and used exclusively for the operation of the parking brake or the combination parking brake and emergency stopping system.

(c) The parking brake shall be held in the applied position solely by mechanical means.

3-14  V C Section 26504 Air Governor  
http://www.dmv.ca.gov/pubs/vctop/d12/vc26504.htm

26504. The air governor cut-in and cut-out pressures of every motor vehicle equipped with airbrakes or equipped to operate airbrakes on towed vehicles shall be adjusted so that the maximum pressure in the air system and the minimum cut-in pressure shall be within limits prescribed by the department. In adopting regulations specifying such pressures the department shall consider the safe operating capacities of the various airbrake systems which are now or may be used on motor vehicles and shall be guided by the designed capabilities of those systems.

3-15  13 CCR § 1061 Air Governor Adjustment

Air compressor governors shall be adjusted to operate as follows:
(a) Cut-in Pressure. Cut-in pressure shall not be less than 85 psi for full air brake systems on any motor vehicle and not less than 65 psi for air-assisted hydraulic brakes on motor vehicles with a gross vehicle weight rating of not more than 25,000 pounds.

(b) Cutout Pressure. Cutout pressure shall not be more than 130 pounds per square inch unless the maximum air delivered to the brake system reservoir is regulated to provide between 100 and 130 pounds per square inch, in which case the cutout pressure shall be adjusted to not more than 150 pounds per square inch.

3-15 13 CCR § 1245(k) Air Leakage Rates

Air leakage with the engine stopped and the air reservoir pressure at governor cutout as specified in Section 1061(b) of this title shall not exceed the following rates:

Static Pressure Loss - (1) With service brake released and air or spring parking brakes applied: 2 pounds per square inch per minute for single vehicles,

Applied Brake Pressure Loss - (2) With service brakes applied and air or spring parking brakes released: 3 pounds per square inch per minute for single vehicles

3-15 V C Section 26506 Warning Device

http://www.dmv.ca.gov/pubs/vctop/d12/vc26506.htm

26506. (a) Every motor vehicle airbrake system used to operate the brakes on a motor vehicle or on a towed vehicle shall be equipped with a low air pressure warning device that complies with either the requirements set forth in the Federal Motor Vehicle Safety Standards in effect at the time of manufacture or the requirements of subdivision (b).

(b) The device shall be readily visible or audible to the driver and shall give a satisfactory continuous warning when the air supply pressure drops below a fixed pressure, which shall be not more than 75 pounds per square inch nor less than 55 pounds per square inch with the engine running. A gauge indicating pressure shall not satisfy this requirement.

3-16 13 CCR § 1246(b) Brakes--Schoolbuses and Farm Labor Vehicles (see section “b”)

http://www.gamutonline.net/district/pinero/displayPolicy/368272/index.html

(b) Warning Devices--Type 1 school bus brake systems shall have warning devices as follows:

(1) Air brakes shall have a buzzer or other audible warning signal and a visual, air-operated, flag-type warning device, both used exclusively for the brake system. Both devices shall give a continuous warning when the air supply pressure in the first reservoir to receive air from the compressor, or any service reservoir, drops below a fixed pressure as specified by Vehicle Code Section 26506. The flag-type device is not required on vehicles manufactured on or after March 1, 1975, in compliance with FMVSS 121 (49 CFR 571.121).

(2) Vacuum brakes shall have a buzzer or other audible warning signal and a visual, vacuum-operated, flag-type warning device, both used exclusively for the brake system. They shall provide continuous warning to the driver when the vacuum in the supply system drops to 8 inches of mercury and less. The requirement for the flag device shall not apply to vehicles manufactured with a dual or split type service brake system powered by power-assist vacuum chambers.

(3) The visual warning devices required in (1) and (2) shall be readily visible to the driver when seated in the normal driving position.

(4) Override switches are prohibited for audible warning devices required in (1) and (2).
(5) The requirements in (1) and (2) for warning devices to be used exclusively for the brake system shall not be construed to prohibit multichannel warning devices that monitor other vehicle systems in addition to the brake system if such devices provide a clear brake system warning that cannot be activated by any of the other monitored vehicle systems.

3-16 49 CFR 571 121 § 5.1.5 Warning signal

A signal, other than a pressure gauge, that gives a continuous warning to a person in the normal driving position when the ignition is in the “on” or “run” position and the air pressure in the service reservoir system is below 60 psi. The signal shall be either visible within the driver's forward field of view, or both audible and visible.

3-17 V C Section 26508 Emergency Stopping System
http://www.dmv.ca.gov/pubs/vctop/d12/vc26508.htm

26508. Every vehicle or combination of vehicles using compressed air at the wheels for applying the service brakes shall be equipped with an emergency stopping system meeting the requirements of this section and capable of stopping the vehicle or combination of vehicles in the event of failure in the service brake air system as follows:

(a) Every motor vehicle operated either singly or in a combination of vehicles and every towed vehicle shall be equipped with an emergency stopping system.

(b) Motor vehicles used to tow vehicles which use compressed air at the wheels for applying the service brakes shall be equipped with a device or devices with both a manual and automatic means of actuating the emergency stopping system on the towed vehicle as follows:

(1) The automatic device shall operate automatically in the event of reduction of the service brake air supply of the towing vehicle to a fixed pressure which shall be not lower than 20 pounds per square inch nor higher than 45 pounds per square inch.

(2) The manual device shall be readily operable by a person seated in the driver's seat, with its emergency position or method of operation clearly indicated. In no instance may the manual means be so arranged as to permit its use to prevent operation of the automatic means.

(o) Every owner or lessee shall instruct and require that the driver be thoroughly familiar with the requirements of this section. The driver of a vehicle or combination of vehicles required to comply with the requirements of this section shall be able to demonstrate the application and release of the emergency system on the vehicle and each vehicle in the combination.

3-17 13 CCR § 1246(e) Brakes--Schoolbuses and Farm Labor Vehicles  (see section “e”)
http://www.gamutonline.net/district/pinero/displayPolicy/368272/index.html

(e) Emergency Stopping System--Type 1 school buses manufactured after January 1, 1968, shall comply with the following emergency stopping system requirements:

(1) The brakes shall be capable of being applied, released, and reapplied by the driver but shall not be capable of being released from the driver's seat after any reapplication unless energy is available for an immediate reapplication.

(2) The brakes shall be manually applied and released under modulated control by the driver to maintain directional stability during a complete emergency stop.

(3) Failure or malfunction of any part in either the emergency stopping system or the service brake system shall not leave the vehicle without operative brakes capable of stopping the vehicle loaded up to the manufacturer's gross vehicle weight rating within the requirements of California Vehicle Code Section 26508(k)(3).
This provision does not apply to a failure in the mechanical parts of the wheel brake assemblies or the brake pedal and linkage to the brake valve or master cylinder.

(4) School buses manufactured on or after March 1, 1975, in compliance with FMVSS 121 (49 CFR 571.121) and maintained in compliance with that standard, shall be deemed in compliance with this subsection.

3-17 V C Section 26520 Vacuum Gauge
http://www.dmv.ca.gov/pubs/vctop/d12/vc26520.htm

26520. Motor vehicles required to be equipped with power brakes and which are equipped with vacuum or vacuum-assisted brakes shall be equipped with a properly maintained vacuum gauge of reliable and satisfactory construction, accurate within 10 percent of the actual vacuum in the supply reservoir, and visible and legible to the driver at all times.

This section shall not apply to a two-axle motor truck operated singly.

3-17 V C Section 26521 Vacuum Warning Device
http://www.dmv.ca.gov/pubs/vctop/d12/vc26521.htm

26521. Motor vehicles required to be equipped with power brakes and equipped with vacuum or vacuum-assisted brakes and motor vehicles used to tow vehicles equipped with vacuum brakes or vacuum-assisted brakes shall be equipped with either an audible or visible warning signal to indicate readily to the driver when the vacuum drops to eight inches of mercury and less. A vacuum gauge shall not be deemed to meet this requirement.

This section shall not apply to a two-axle motor truck operated singly nor to any motor vehicle manufactured prior to 1964.

5-7 V C Section 26450 Required Brake Systems
http://www.dmv.ca.gov/pubs/vctop/d12/vc26450.htm

26450. Every motor vehicle shall be equipped with a service brake system and every motor vehicle, other than a motorcycle, shall be equipped with a parking brake system. Both the service brake and parking brake shall be separately applied.

If the two systems are connected in any way, they shall be so constructed that failure of any one part, except failure in the drums, brake shoes, or other mechanical parts of the wheel brake assemblies, shall not leave the motor vehicle without operative brakes.

5-7 V C Section 26453 Condition of Brake Systems
http://www.dmv.ca.gov/pubs/vctop/d12/vc26453.htm

26453. All brakes and component parts thereof shall be maintained in good condition and in good working order. The brakes shall be so adjusted as to operate as equally as practicable with respect to the wheels on opposite sides of the vehicle.

5-11 13 CCR § 1245(k) Air Leakage Rates

Air leakage with the engine stopped and the air reservoir pressure at governor cutout as specified in Section 1061(b) of this title shall not exceed the following rates: Static Pressure Loss - (1) With service brake released and air or spring parking brakes applied: 2 pounds per square inch per minute for single vehicles, Applied Brake Pressure Loss - (2) With service brakes applied and air or spring parking brakes released: 3 pounds per square inch per minute for single vehicles

5-12 13 CCR § 1246(b) Brakes--Schoolbuses and Farm Labor Vehicles
http://www.gamutonline.net/district/pinero/displayPolicy/368272/index.html
The following additional brake requirements shall apply to school buses and farm labor vehicles:

(a) Air Brakes--Type 1 school buses having 10 or more rows of seats and manufactured after January 1, 1970, and prior to April 1, 1977, shall be equipped with full compressed air brakes. Type 1 school buses equipped with air brakes and manufactured after January 1, 1953, shall have at least two reservoirs connected in series. On all school buses manufactured on or after July 1, 1970, the air-actuated devices outside the service and emergency brake systems shall also be provided with a reservoir equal to at least six times the total volume at full travel of all auxiliary devices supplied by the reservoir. The reservoir requirement for the air-actuated devices outside the service and emergency brake systems shall not apply to school buses manufactured on or after March 1, 1975, in compliance with FMVSS 121 (49 CFR 571.121).

(b) Warning Devices--Type 1 school bus brake systems shall have warning devices as follows:

(1) Air brakes shall have a buzzer or other audible warning signal and a visual, air-operated, flag-type warning device, both used exclusively for the brake system. Both devices shall give a continuous warning when the air supply pressure in the first reservoir to receive air from the compressor, or any service reservoir, drops below a fixed pressure as specified by Vehicle Code Section 26506. The flag-type device is not required on vehicles manufactured on or after March 1, 1975, in compliance with FMVSS 121 (49 CFR 571.121).

(2) Vacuum brakes shall have a buzzer or other audible warning signal and a visual, vacuum-operated, flag-type warning device, both used exclusively for the brake system. They shall provide continuous warning to the driver when the vacuum in the supply system drops to 8 inches of mercury and less. The requirement for the flag device shall not apply to vehicles manufactured with a dual or split type service brake system powered by power-assist vacuum chambers.

(3) The visual warning devices required in (1) and (2) shall be readily visible to the driver when seated in the normal driving position.

(4) Override switches are prohibited for audible warning devices required in (1) and (2).

(5) The requirements in (1) and (2) for warning devices to be used exclusively for the brake system shall not be construed to prohibit multichannel warning devices that monitor other vehicle systems in addition to the brake system if such devices provide a clear brake system warning that cannot be activated by any of the other monitored vehicle systems.

(c) Brake System Modification--Brakes on Type 1 school buses may be modified only with the written approval of the school bus chassis manufacturer or by using brake system options of a type available from the bus manufacturer and represented by the bus manufacturer as suitable for use on the specific model school bus. Modifications shall not render the brake system in violation of the provisions of this title or of any other law or regulation. Modifications shall not render inoperative any item of brake-related equipment nor diminish any aspect of performance of a brake system manufactured in compliance with FMVSS 121, except as permitted by written ruling of the National Highway Traffic Safety Administration.

(1) Air system cleaning devices, such as automatic condensate drains and air dryers, are not considered a modification of the brake system if they are installed in accordance with the component manufacturer’s instructions.

(2) A conversion from an air brake chamber that has an air applied parking brake or emergency stopping system function to a brake chamber that has a spring applied parking brake or emergency stopping system function, or vice versa, is not considered a modification if the conversion is made in accordance with the substitute component manufacturer's instructions.
(3) Any advisory recommendations by the component manufacturer shall be considered mandatory. The instructions shall be retained by the school bus operator for reference by California Highway Patrol personnel for comparison with the completed installations.

(d) Service Brake System--Type 1 school buses manufactured on and after January 1, 1968, shall comply with the following requirements:

(1) Foot Pedal Travel--The travel of hydraulic brake foot pedals shall not exceed 60 percent of the available travel when measured statically at the minimum pedal force required for compliance with Vehicle Code Sections 26454 on stopping distance.

(2) Air or Vacuum Reservoirs--The combined volume of all service reservoirs shall be at least 12 times the combined volume of all service brake chambers at maximum travel of the pistons or diaphragms.

(3) Check Valves--Brake systems safeguarded by the check valve referenced in Section 1245(b) of this title shall meet the following requirements:

(A) Air Brake System--At least half of the required air reservoir capacity shall be safeguarded to prevent the stored air from being depleted by any failure or leakage in the connection to the source of compressed air. Air supply for the service brakes shall be protected so that failure of the air-actuated devices outside the service brake system will not drop the service brake supply system pressure to less than 60 pounds per square inch.

(B) Vacuum Brake System--The required vacuum brake system reservoir capacity shall be safeguarded to prevent the stored vacuum from being depleted by any failure or leakage in its connection to the source of vacuum. The supply of vacuum for all devices or systems other than the brake system shall be drawn from between the brake system check valve and the source of vacuum.

(e) Emergency Stopping System--Type 1 school buses manufactured after January 1, 1968, shall comply with the following emergency stopping system requirements:

(1) The brakes shall be capable of being applied, released, and reapplied by the driver but shall not be capable of being released from the driver's seat after any reapplication unless energy is available for an immediate reapplication.

(2) The brakes shall be manually applied and released under modulated control by the driver to maintain directional stability during a complete emergency stop.

(3) Failure or malfunction of any part in either the emergency stopping system or the service brake system shall not leave the vehicle without operative brakes capable of stopping the vehicle loaded up to the manufacturer's gross vehicle weight rating within the requirements of California Vehicle Code Section 26508(k)(3).

This provision does not apply to a failure in the mechanical parts of the wheel brake assemblies or the brake pedal and linkage to the brake valve or master cylinder.

(4) School buses manufactured on or after March 1, 1975, in compliance with FMVSS 121 (49 CFR 571.121) and maintained in compliance with that standard, shall be deemed in compliance with this subsection.

(f) Reservoir Capacity--The reservoir capacity of school buses and farm labor vehicles shall be sufficient to complete one operation of the doors after the engine has stopped and the brakes have been fully applied.

5-15  V C Section 26504 Air Governor
http://www.dmv.ca.gov/pubs/vctop/d12/vc26504.htm
The air governor cut-in and cut-out pressures of every motor vehicle equipped with airbrakes or equipped to operate airbrakes on towed vehicles shall be adjusted so that the maximum pressure in the air system and the minimum cut-in pressure shall be within limits prescribed by the department. In adopting regulations specifying such pressures the department shall consider the safe operating capacities of the various airbrake systems which are now or may be used on motor vehicles and shall be guided by the designed capabilities of those systems.

5-15 13 CCR § 1061 Air Governor Adjustment

Air compressor governors shall be adjusted to operate as follows: (a) Cut-in Pressure. Cut-in pressure shall not be less than 85 psi for full air brake systems on any motor vehicle and not less than 65 psi for air-assisted hydraulic brakes on motor vehicles with a gross vehicle weight rating of not more than 25,000 pounds. (b) Cutout Pressure. Cutout pressure shall not be more than 130 pounds per square inch unless the maximum air delivered to the brake system reservoir is regulated to provide between 100 and 130 pounds per square inch, in which case the cutout pressure shall be adjusted to not more than 150 pounds per square inch.

5-16 V C Section 26507 Check Valve

26507. A check valve shall be installed and properly maintained in the air supply piping of every motor vehicle equipped with airbrakes, either between the air compressor and the first reservoir or tank immediately adjacent to the air intake of said reservoir, or between No. 1 reservoir (wet tank) and No. 2 reservoir (dry tank) immediately adjacent to the air intake of the No. 2 reservoir; provided, that the air supply for the brakes is not drawn from the No. 1 reservoir and that the No. 1 and No. 2 reservoirs are connected by only one pipeline.

5-16 V C Section 26522 Check Valve Vacuum Brakes

26522. Vehicles required to be equipped with power brakes and equipped with vacuum or vacuum-assisted brakes shall have a check valve installed and properly maintained in the vacuum system between the source of vacuum and the vacuum reserve.

5-16 V C Section 26508 Emergency Stopping System

26508. Every vehicle or combination of vehicles using compressed air at the wheels for applying the service brakes shall be equipped with an emergency stopping system meeting the requirements of this section and capable of stopping the vehicle or combination of vehicles in the event of failure in the service brake air system as follows:

(a) Every motor vehicle operated either singly or in a combination of vehicles and every towed vehicle shall be equipped with an emergency stopping system.

(b) Motor vehicles used to tow vehicles which use compressed air at the wheels for applying the service brakes shall be equipped with a device or devices with both a manual and automatic means of actuating the emergency stopping system on the towed vehicle as follows:

(1) The automatic device shall operate automatically in the event of reduction of the service brake air supply of the towing vehicle to a fixed pressure which shall be not lower than 20 pounds per square inch nor higher than 45 pounds per square inch.
(2) The manual device shall be readily operable by a person seated in the driver's seat, with its emergency position or method of operation clearly indicated. In no instance may the manual means be so arranged as to permit its use to prevent operation of the automatic means.

(c) Motor vehicles manufactured prior to 1964 shall be deemed to be in compliance with subdivisions (e) and (f) when equipped with axle-by-axle protected airbrakes using a separate air tank system for each of at least two axles, provided that each system independently meets all other requirements of this section. Each system shall be capable of being manually applied, released, and reapplied from the driver's seat but shall not be capable of being released from the driver's seat after any reapplication unless there is available a means which can be applied from the driver's seat to stop and hold the vehicle or combination of vehicles.

(d) Towed vehicles shall be deemed to be in compliance with this section when:

(1) The towed vehicle is equipped with a no-bleed-back relay-emergency valve or equivalent device, so designed that the supply reservoir used to provide air for the brakes is safeguarded against backflow of air from the reservoir through the supply line.

(2) The brakes are applied automatically and promptly upon breakaway from the towing vehicle and maintain application for at least 15 minutes, and

(3) The combination of vehicles is capable of stopping within the distance and under the conditions specified in subdivisions (k) and (l).

(e) If the service brake system and the emergency stopping system are connected in any way, they shall be so constructed that a failure or malfunction in any one part of either system, including brake chamber diaphragm failure but not including failure in the drums, brake shoes, or other mechanical parts of the wheel brakes, shall not leave the vehicle without one operative stopping system capable of complying with the performance requirements in subdivision (k).

(f) Every emergency stopping system shall be designed so that it is capable of being manually applied, released, and reapplied by a person seated in the driver's seat. The system shall be designed so that it cannot be released from the driver's seat after any reapplication unless immediate further application can be made from the driver's seat to stop and hold the vehicle or combination of vehicles. The emergency stopping system may also be applied automatically.

(g) No vehicle or combination of vehicles upon failure of the service brake air system shall be driven on a highway under its own power except to the extent necessary to move the vehicles off the roadway to the nearest place of safety.

(h) No vehicle or combination of vehicles shall be equipped with an emergency stopping system that creates a hazard on the highway, or increases the service brake stopping distance of a vehicle or combination of vehicles, or interferes in any way with the application of the service brakes on any vehicle or combination of vehicles.

(i) Any energy-storing device which is a part of the emergency stopping system shall be designed so that it is recharged or reset from the source of compressed air or other energy produced by the vehicle, except that energy to release the emergency stopping system may be produced by the driver's muscular effort from the driver's seat. No device shall be used which can be set to prevent automatic delivery of air to protected air supply reservoirs of motor vehicle emergency stopping systems when air is available in the service brake air supply system.

(j) Any vehicle manufactured on or after January 1, 1964, which uses axle-by-axle protected airbrakes as the emergency stopping system shall use a separate air tank system for each axle, except that motor vehicles equipped with a dual or tandem treadle valve system need have no more than two protected air tanks in such system, one for each valve.
(k) Every motor vehicle or combination of vehicles, at all times and under all conditions of loading, upon application of the emergency stopping system, shall be capable of:

(1) Developing a stopping force that is not less than the percentage of its gross weight tabulated herein for its classification.

(2) Decelerating in a stop from 20 miles per hour at not less than the feet per second per second tabulated herein for its classification, and

(3) Stopping from a speed of 20 miles per hour in not more than the distance tabulated herein for its classification, such distance to be measured from the point at which movement of the emergency stopping system control begins.

<table>
<thead>
<tr>
<th>Classification of vehicle and combination of vehicle</th>
<th>Stopping force as a percentage of gross vehicle or combination weight</th>
<th>Deceleration in feet per second</th>
<th>Stopping distance in feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Single-motor vehicle</td>
<td>16.7</td>
<td>5.5</td>
<td>90</td>
</tr>
<tr>
<td>B. Combination of vehicles</td>
<td>19.0</td>
<td>6.0</td>
<td>90</td>
</tr>
<tr>
<td>C. Single-motor vehicle with 3 or more axles manufactured prior to 1964</td>
<td>12.1</td>
<td>4.0</td>
<td>120</td>
</tr>
</tbody>
</table>

(l) Tests for deceleration and stopping distance shall be made on a substantially level, dry, smooth, hard surface that is free from loose material and where the grade does not exceed plus or minus 1 percent. No test of emergency stopping system performance shall be made upon a highway at a speed in excess of 25 miles per hour.

(m) The provisions of this section shall not apply to:

(1) Auxiliary dollies, special mobile equipment, or special construction equipment.

(2) Motor vehicles which are operated in a driveaway-towaway operation and not registered in this State.

(3) Disabled vehicles when being towed.

(4) Vehicles which are operated under a one-trip permit as provided in Section 4003.

(5) Vehicles which because of unladen width, length, height or weight may not be moved upon the highway without the permit specified in Section 35780.

(n) The emergency stopping system requirements specified in subdivision (k) shall not apply to a vehicle or combination of vehicles being operated under a special weight permit nor to any overweight authorized emergency vehicle operated under the provisions of Section 35002.

(o) Every owner or lessee shall instruct and require that the driver be thoroughly familiar with the requirements of this section. The driver of a vehicle or combination of vehicles required to comply with the requirements of this section shall be able to demonstrate the application and release of the emergency system on the vehicle and each vehicle in the combination.

5-20  V C Section 26452 Brakes After Engine Failure

http://www.dmv.ca.gov/pubs/vctop/d12/vc26452.htm

26452. All motor vehicles shall be so equipped as to permit application of the brakes at least once for the purpose of bringing the vehicle to a stop within the legal stopping distance after the engine has become inoperative.
26505. A motor vehicle equipped with airbrakes or equipped to operate airbrakes on towed vehicles shall be equipped with a pressure gauge of reliable and satisfactory construction and maintained in an efficient working condition, accurate within 10 percent of the actual air reservoir pressure, and visible and legible to a person when seated in the driving position.

26503. Every motor vehicle equipped with airbrakes or equipped to operate airbrakes on towed vehicles shall be equipped with a standard type safety valve which shall be installed so as to have an uninterrupted connection with the air reservoir or tank. It shall be adjusted and maintained so that it will open and discharge the air system under any condition at a pressure of not to exceed 150 pounds per square inch and close and reseat itself at a point above the maximum air governor setting. The department may by regulation prescribe a higher maximum opening pressure for air pressure systems designed for, and capable of safely operating with, pressure safety valves with a higher opening pressure.

26520. Motor vehicles required to be equipped with power brakes and which are equipped with vacuum or vacuum-assisted brakes shall be equipped with a properly maintained vacuum gauge of reliable and satisfactory construction, accurate within 10 percent of the actual vacuum in the supply reservoir, and visible and legible to the driver at all times. This section shall not apply to a two-axle motor truck operated singly.

26506. (a) Every motor vehicle airbrake system used to operate the brakes on a motor vehicle or on a towed vehicle shall be equipped with a low air pressure warning device that complies with either the requirements set forth in the Federal Motor Vehicle Safety Standards in effect at the time of manufacture or the requirements of subdivision (b).

(b) The device shall be readily visible or audible to the driver and shall give a satisfactory continuous warning when the air supply pressure drops below a fixed pressure, which shall be not more than 75 pounds per square inch nor less than 55 pounds per square inch with the engine running. A gauge indicating pressure shall not satisfy this requirement.

26521. Motor vehicles required to be equipped with power brakes and equipped with vacuum or vacuum-assisted brakes and motor vehicles used to tow vehicles equipped with vacuum brakes or vacuum-assisted brakes shall be equipped with either an audible or visible warning signal to
indicate readily to the driver when the vacuum drops to eight inches of mercury and less. A vacuum gauge shall not be deemed to meet this requirement.

This section shall not apply to a two-axle motor truck operated singly nor to any motor vehicle manufactured prior to 1964.

5-23 13 CCR § 1290 Schoolbuses Bumpers
http://www.gamutonline.net/district/pinero/DisplayPolicy/368323/

Bumpers on Type 1 school buses constructed after January 1, 1950, and on Type 2 school buses constructed on and after July 1, 1970, shall be installed front and rear and shall be attached directly to the chassis frame or other structural members of sufficient strength. Bumpers shall be strong enough to permit the bus to push a vehicle of equal gross loaded weight or be pushed without permanent distortion of bumper, chassis, or body. Rear bumpers of Type 1 school buses shall be designed to prevent anyone from getting a toehold and hitching a ride. A rear bumper is not required when a vehicle is equipped on the rear with a wheelchair loading device that, when retracted, meets or exceeds the protection provided by the original bumper.

5-23 V C Section 27603 Color Required for Former Schoolbus
http://www.dmv.ca.gov/pubs/vctop/d12/vc27603.htm

27603. When a motor vehicle formerly used as a schoolbus is sold to any person and is used exclusively for purposes other than the transportation of pupils pursuant to Article 3 (commencing with Section 39830) of Chapter 5 of Part 23 of the Education Code, it shall be painted by the purchaser a color different than that prescribed by the Department of the California Highway Patrol for schoolbuses before it is operated on any street or highway other than to have the vehicle painted or moved to a place of storage.

The provisions of this section shall not apply where the ownership of a schoolbus is transferred to a nonprofit organization under a contractual arrangement under which the ownership is required to be retransferred to the original owner within 90 days of the date of the original transfer.

5-23 13 CCR § 1266 Drive Shaft Protection
http://www.gamutonline.net/district/pinero/DisplayPolicy/368293/

A drive shaft guard to prevent broken shafts from whipping through the floor or dropping to the ground shall be required on:

(a) School Buses--On all Type 1 school buses constructed after January 1, 1950, and all Type 2 school buses constructed on or after July 1, 1970, each segment of the drive shaft shall be equipped with a guard.

(b) Other Vehicles--All Type 1 buses and all farm labor vehicles designed for more than 16 passengers and the driver shall be equipped with at least one guard or bracket if the drive shaft extends under the passenger compartment.

5-24 & 6-22 13 CCR § 1242 Fire Extinguisher
http://www.gamutonline.net/district/pinero/DisplayPolicy/368268/

Every motor vehicle or combination of vehicles (except those otherwise specified below) shall be equipped with one fully charged fire extinguisher having at least a 4B:C rating.
(a) Approvals. Each fire extinguisher shall have been rated and labeled by one of the following test labs approved by the State Fire Marshal to test and label portable fire extinguishers for sale in California.

(1) Underwriter's Laboratories, Northbrook, Illinois. All sizes and classifications.

(2) Factory Mutual Research Corporation, Norwood, Massachusetts. Sizes 10B:C, 1A 10B:C, 2A 40B:C, 3A 40B:C, and 4A 80B:C fire extinguishers filled with Halon 1211 or Halon 1301.

(b) Prohibited Extinguishers. Fire extinguishers using any carbon tetrachloride, chlorbromomethane, or methyl bromide as extinguishing agents shall not be carried for use in or about any vehicle.

(c) Exceptions. This section shall not apply to vehicles (except school buses, SPABS, youth buses, farm labor vehicles, and GPPVs) operated solely within a 5-mile radius of one or adjoining municipalities, vehicles subject to more restrictive provisions in this title or other code, or vehicles in any driveaway-towaway operation as defined in Section 303 of the Vehicle Code.

(d) Securement. Each fire extinguisher shall be securely mounted on the motor vehicle or trailer in a conspicuous place or a clearly marked compartment and readily accessible.

(e) Maintenance. Each fire extinguisher shall be maintained in efficient operating condition and equipped with some means of determining if it is fully charged.

(f) School Bus Fire Extinguishers. In addition to the other requirements of this section, school buses shall be equipped with one or two extinguishers having an aggregate rating of not less than 8B:C units, provided each extinguisher is rated at not less than 4B:C. A wheelchair school bus shall be equipped with two extinguishers, each one rated at not less than 8B:C; one to be placed in the driver's compartment and the other at the wheelchair loading door or emergency exit.

(1) School bus fire extinguishers shall be inspected and serviced only by a person, firm, or organization authorized to do so by the State Fire Marshal.

(2) Inspection or servicing shall be done at yearly intervals or at intervals prescribed in regulations adopted by the State Fire Marshal, whichever intervals are shorter.

5-25 & 6-22 13 CCR § 1243 First Aid Kits
http://www.gamutonline.net/district/pinero/DisplayPolicy/368269/

(a) Vehicles Required to Carry Kits. Every school bus, youth bus, farm labor vehicle, and GPPV shall carry a readily visible, accessible, and plainly marked first aid kit.

(b) Construction. The kit shall be constructed to prevent dust and moisture from reaching the contents and maintained in good condition. The kit shall be removable from the place secured.

(c) Minimum Requirements. The required contents of school bus first aid kits and the required number of units (determined by the number of passengers a school bus is designed to carry) are shown in Table I. Each youth bus and farm labor vehicle shall be equipped with a 10-unit first aid kit (Table I). First aid kits in use that conform to the former U. S. Department of Transportation regulations on first aid kits for buses will continue to be accepted.

<table>
<thead>
<tr>
<th>TABLE I. REQUIRED UNITS IN FIRST AID KITS</th>
</tr>
</thead>
<tbody>
<tr>
<td>UNIT</td>
</tr>
<tr>
<td>------</td>
</tr>
<tr>
<td>1-in. adhesive compress</td>
</tr>
<tr>
<td>2-in. bandage compress</td>
</tr>
<tr>
<td>3 in. bandage compress</td>
</tr>
</tbody>
</table>

This information was put together by Kevin Wedemeyer for use with his class
<table>
<thead>
<tr>
<th>Item</th>
<th>Qty</th>
<th>Qty</th>
<th>Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 in. bandage compress</td>
<td>1</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Eye dressing packet (3 cotton eye pads, 3 sets adhesive plastic strips)</td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Plain gauze pads (3x3 in.)</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Gauze roller bandage (2 rolls, 2 in. x 6 yd)</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Plain absorbent gauze (1/2 sq. yd.)</td>
<td>1</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Plain absorbent gauze 24 x72 in.</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Triangular bandages (40 in.)</td>
<td>1</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Scissors, tweezers</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>TOTAL UNITS</td>
<td>10</td>
<td>16</td>
<td>24</td>
</tr>
</tbody>
</table>

(Table 1)

5-26 & 6-22 13 CCR § 1292 Schoolbuses Roadside Warning Devices
http://www.gamutonline.net/district/pinero/DisplayPolicy/368325/

Every school bus shall be equipped with and display emergency reflectors as specified in Vehicle Code Section 25300. (see page 3-25)

5-28 13 CCR § 1283 Emergency Exits Type 2 Schoolbuses
http://www.gamutonline.net/district/pinero/DisplayPolicy/368315/

Type 2 school buses constructed on and after July 1, 1970, shall have at least one emergency exit to the rear of a line drawn crosswise to the bus directly to the rear of the driver's seat. When the required emergency exit is not located at the rear of the bus, emergency exits shall be provided on both the left and right sides. Emergency exits shall provide at least 564 sq. in. of escape area with a minimum dimension of 12 in.

5-29 13 CCR § 1284 Schoolbuses Emergency Exits--All Schoolbuses
http://www.gamutonline.net/district/pinero/DisplayPolicy/368316/

On all school buses, except Type 2 school buses manufactured prior to July 1, 1970, emergency exits shall meet the following requirements:

(a) Opening. Emergency exits shall be capable of being opened outward from both the interior and exterior of the bus except as exempt in 1293(d)(1)(C). The emergency exit shall be equipped with a positive latching device to keep it closed, but of a type that can be readily opened for authorized use.

(b) Latch Obstruction. No obstruction shall be placed over the handle of an emergency exit.

(c) Identification and Operation of Controls. All interior controls for emergency exits shall be readily identifiable and operable by passengers; control of such exits from the driver's seat is not permitted.

(1) Buses manufactured on or after April 1, 1977, shall have operating instructions describing the motions necessary to unlatch and open the emergency exit, in letters at least 3/8 in. high, of a color that contrasts with its background, and located within 6 in. of the door handle on the interior.

(2) A sign reading "Emergency Exit" in letters at least 2 in. high shall be on the interior and exterior of the bus at each emergency exit. Interior letters shall be in a color that contrasts with the background. Exterior letters shall be black, at or above eye level.

(d) Door Glass. All doors shall be equipped with approved safety glazing material.

(e) Side Doors. Single-paneled side emergency doors, if hinged, shall be hinged on the forward edge.
(f) Attachments. No part of a seat shall be a part of or attached to an emergency door.

(g) Aisle to Side Floor-Level Door. The aisle leading between the seats to a side floor-level emergency door shall not be obstructed by any post, wheelhousing, or other obstacle. For purposes of this subsection, a seat is not an obstacle if applicable provisions of FMVSS 217 are met.

(h) Door Guard. Each emergency door opening may be provided with a securely attached safety guard installed completely across the interior of the door opening. On at least one end, the guard shall be equipped with an easily detachable quick release that is releasable under tension and secured at points on each side of the door frame not more than 6 in. above or below the horizontal centerline of the door. The guard shall not interfere with the opening of the door.

(i) Additional Emergency Exits. Additional emergency exits may be installed, but all shall conform with the minimum specifications in the applicable FMVSS.

(j) Emergency Exits in Wheelchair School Buses. School buses used to transport physically handicapped pupils in wheelchairs shall conform to the provisions of this section as well as the provisions of Section 1293 of this subchapter.

5-30 13 CCR § 1261 Exhaust Systems

http://www.gamutonline.net/district/pinero/DisplayPolicy/368288/

Exhaust systems shall comply with the Vehicle Code and the following:

(a) Every motor vehicle propelled by an internal combustion engine shall be equipped with a system to direct the discharge of combustion exhaust gases.

(b) No part of an exhaust system shall be located where its position would likely result in burning, charring, or damaging the electrical wiring, the fuel supply, or any combustible part of the motor vehicle.

(c) No exhaust system shall discharge to the atmosphere at a location directly below the fuel tank or the fuel tank filler pipe unless a shield is installed in a manner that prevents spilled fuel from contacting the exhaust system.

(d) The exhaust system of a Type 1 bus, other than a school bus, powered by a gasoline engine shall discharge to the atmosphere at or within 6 inches forward of the rearmost part of the bus.

(e) The exhaust system of a Type 1 bus, other than a school bus, using fuels other than gasoline shall discharge to the atmosphere either:

1) At or within 15 inches forward of the rearmost part of the vehicle, or

2) To the rear of all doors or windows designed to be opened, except windows designed to be opened solely as emergency exits.

(f) The exhaust system of every truck and truck tractor shall discharge to the atmosphere at a location to the rear of the cab or, if the exhaust projects above the cab, at a location near the rear of the cab. This requirement shall not apply to airport tank trucks used exclusively to fuel aircraft.

(g) Exhaust system repairs shall permit no leakage or discharge of exhaust gases at any location other than the discharge location required or permitted by this section.

(h) The exhaust system shall be securely fastened to the vehicle.

(i) Exhaust systems may use hangers which permit required movement due to expansion and contraction caused by heat of the exhaust and relative motion between engine and chassis of a vehicle.
(j) School Buses. The exhaust pipe of each Type 1 school bus and each Type 2 school bus constructed on or after July 1, 1970, shall project beyond the rear or side of the body of the bus but not beyond the bumper and shall not discharge near an entrance or exit, except that exhaust pipes may discharge near, but not directly under, doors designed to be opened solely as emergency exits. No flexible pipe or tubing shall be used except where necessary to prevent breakage.

5-31 V C Section 27150 Adequate Muffler Required
http://www.dmv.ca.gov/pubs/vctop/d12/vc27150.htm

27150. (a) Every motor vehicle subject to registration shall at all times be equipped with an adequate muffler in constant operation and properly maintained to prevent any excessive or unusual noise, and no muffler or exhaust system shall be equipped with a cutout, bypass, or similar device.

(b) Except as provided in Division 16.5 (commencing with Section 38000) with respect to off-highway motor vehicles subject to identification, every passenger vehicle operated off the highways shall at all times be equipped with an adequate muffler in constant operation and properly maintained so as to meet the requirements of Article 2.5 (commencing with Section 27200), and no muffler or exhaust system shall be equipped with a cutout, bypass, or similar device.

(c) The provisions of subdivision (b) shall not be applicable to passenger vehicles being operated off the highways in an organized racing or competitive event conducted under the auspices of a recognized sanctioning body or by permit issued by the local governmental authority having jurisdiction.

5-31 V C Section 27600 Fenders and Mudguards
http://www.dmv.ca.gov/pubs/vctop/d12/vc27600.htm

27600. No person shall operate any motor vehicle having three or more wheels, any trailer, or semitrailer unless equipped with fenders, covers, or devices, including flaps or splash aprons, or unless the body of the vehicle or attachments thereto afford adequate protection to effectively minimize the spray or splash of water or mud to the rear of the vehicle and all such equipment or such body or attachments thereto shall be at least as wide as the tire tread. This section does not apply to those vehicles exempt from registration, trailers and semitrailers having an unladen weight of under 1,500 pounds, or any vehicles manufactured and first registered prior to January 1, 1971, having an unladen weight of under 1,500 pounds.

5-31 V C Section 27155 Fuel Tank Caps
http://www.dmv.ca.gov/pubs/vctop/d12/vc27155.htm

27155. No motor vehicle shall be operated or parked upon any highway unless the filling spout for the fuel tank is closed by a cap or cover of noncombustible material.

5-33 V C Section 27909 Transporting Liquefied Petroleum or Natural Gas
http://www.dmv.ca.gov/pubs/vctop/d12/vc27909.htm

27909. Any vehicle which carries liquefied petroleum gas fuel or natural gas, in a tank attached to a vehicle, in any concealed area, including trunks, compartments, or under the vehicle, shall display on the exterior of the vehicle the letters "CNG," "LNG," or "LPG," whichever type fuel is utilized, in block letters at least one inch high. The letters shall be of contrasting color and shall be placed as near as possible to the area of the location of the tank. Any vehicle fueled by
liquefied petroleum gas fuel or by natural gas may also comply with this section by displaying on each side of the vehicle words or letters at least 0.25 inch high indicating that the vehicle is fueled by liquefied petroleum gas or natural gas. It is unlawful to dispense liquefied petroleum gas fuel or natural gas into any tank in a concealed area of any vehicle registered in California, unless the vehicle complies with the requirements of this section.

5-34 13 CCR § 1287 Schoolbuses Glazing Material
http://www.gamutonline.net/district/pinero/DisplayPolicy/368319/

Glazing material shall be free of cracks and breaks or defects that would endanger the driver and passengers or other persons

5-34 V C Section 26701 Safety Glazing Material
http://www.dmv.ca.gov/pubs/vctop/d12/vc26701.htm

26701. (a) No person shall sell, offer for sale, or operate any motor vehicle, except a motorcycle, manufactured after January 1, 1936, unless it is equipped with safety glazing material wherever glazing materials are used in interior partitions, doors, windows, windshields, auxiliary wind deflectors or openings in the roof.

(b) No person shall sell or offer for sale any camper manufactured after January 1, 1968, nor shall any person operate a motor vehicle registered in this state which is equipped with that camper, unless the camper is equipped with safety glazing materials wherever glazing materials are used in outside windows and doors, interior partitions, and openings in the roof.

(c) No person shall operate a motorcycle manufactured after January 1, 1969, equipped with a windshield containing glazing material unless it is safety glazing material.

(d) No person shall sell, offer for sale, or operate any motor vehicle equipped with red, blue, or amber translucent aftermarket material in any partitions, windows, windshields, or wind deflectors.

(e) No person shall sell, offer for sale, or operate any trailer coach manufactured after January 1, 1977, that is capable of being towed with a fifth-wheel device unless the trailer coach is equipped with safety glazing materials wherever glazing materials are used in windows or doors, interior partitions, and openings in the roof.

5-34 V C Section 26703 Replacement of Glazing Material
http://www.dmv.ca.gov/pubs/vctop/d12/vc26703.htm

26703. (a) No person shall replace any glazing materials used in interior partitions, doors, windows, or openings in the roof in any motor vehicle, in the outside windows, doors, interior partitions, or openings in the roof of any camper, or in windows, doors, interior partitions, or openings in the roof of a trailer coach capable of being towed with a fifth-wheel device, with any glazing material other than safety glazing material.

(b) No person shall replace any glazing material used in the windshield, rear window, auxiliary wind deflectors, or windows to the left and right of the driver with any material other than safety glazing material.

5-35 13 CCR § 1285 Windows--Type 1 Schoolbus
http://www.gamutonline.net/district/pinero/displayPolicy/368317/index.html

The windows on Type 1 school buses shall be as follows:

(a) Size of Opening. Windows shall open and lower vertically and shall provide unobstructed openings not less than 12 in. in height and 264 sq in. in area.
(b) Exceptions. These windows may be stationary and of lesser dimensions:

(1) Rear windows and the rearmost side windows.

(2) Windows in or immediately adjacent to an entrance or emergency door.

(3) Side windows located forward of the entrance door required by Section 1281.

(4) A window on the left side located between the driver’s window and the window adjacent to the nearest passenger seat.

(c) Driver’s Window. The foremost window to the left of the driver may be of lesser dimensions and may open and close horizontally.

(d) Banding. All exposed edges of glass in windows shall be banded.

(e) Latches. On Type 1 school buses constructed on or after January 1, 1957, window latches shall be designed so that no sharp edges protrude.

5-35 13 CCR § 1286 Windows--Type 2 Schoolbus
http://www.gamutonline.net/district/pinero/displayPolicy/368318/index.html

The windows on Type 2 school buses constructed on and after July 1, 1970, shall conform to the following requirements:

(a) Banding. All exposed edges of laminated glass used in windows shall be banded.

(b) Latches. Window latches shall be designed so that no sharp edges protrude.

5-36 V C Section 26700 Windshields Exception
http://www.dmv.ca.gov/pubs/vctop/d12/vc26700.htm

26700. (a) Except as provided in subdivision (b), a passenger vehicle, other than a motorcycle, and every bus, motortruck or truck tractor, and every firetruck, fire engine or other fire apparatus, whether publicly or privately owned, shall be equipped with an adequate windshield.

(b) Subdivision (a) does not apply to any vehicle issued identification plates pursuant to Section 5004 which was not required to be equipped with a windshield at the time it was first sold or registered under the laws of this state, another state, or foreign jurisdiction.

5-36 V C Section 26708 Material Obstructing or Reducing Driver’s View
http://www.dmv.ca.gov/pubs/vctop/d12/vc26708.htm

26708. (a) (1) A person shall not drive any motor vehicle with any object or material placed, displayed, installed, affixed, or applied upon the windshield, or side or rear windows.

(2) A person shall not drive any motor vehicle with any object or material placed, displayed, installed, affixed, or applied in or upon the vehicle that obstructs or reduces the driver’s clear view through the windshield or side windows.

(3) This subdivision applies to a person driving a motor vehicle with the driver’s clear vision through the windshield, or side or rear windows, obstructed by snow or ice.

(b) This section does not apply to any of the following:

(1) Rearview mirrors.

(2) Adjustable nontransparent sunvisors that are mounted forward of the side windows and are not attached to the glass.
(3) Signs, stickers, or other materials that are displayed in a seven-inch square in the lower corner of the windshield farthest removed from the driver, signs, stickers, or other materials that are displayed in a seven-inch square in the lower corner of the rear window farthest removed from the driver, or signs, stickers, or other materials that are displayed in a five-inch square in the lower corner of the windshield nearest the driver.

(4) Side windows that are to the rear of the driver.

(5) Direction, destination, or terminus signs upon a passenger common carrier motor vehicle or a schoolbus, if those signs do not interfere with the driver’s clear view of approaching traffic.

(6) Rear window wiper motor.

(7) Rear trunk lid handle or hinges.

(8) The rear window or windows, if the motor vehicle is equipped with outside mirrors on both the left and right hand sides of the vehicle that are so located as to reflect to the driver a view of the highway through each mirror for a distance of at least 200 feet to the rear of the vehicle.

(9) A clear, transparent lens affixed to the side window opposite the driver on a vehicle greater than 80 inches in width and that occupies an area not exceeding 50 square inches of the lowest corner toward the rear of that window and that provides the driver with a wide-angle view through the lens.

(10) Sun screening devices meeting the requirements of Section 26708.2 installed on the side windows on either side of the vehicle’s front seat, if the driver or a passenger in the front seat has in his or her possession a letter or other document signed by a licensed physician and surgeon certifying that the person must be shaded from the sun due to a medical condition, or has in his or her possession a letter or other document signed by a licensed optometrist certifying that the person must be shaded from the sun due to a visual condition. The devices authorized by this paragraph shall not be used during darkness.

(11) An electronic communication device affixed to the center uppermost portion of the interior of a windshield within an area that is not greater than five inches square, if the device provides either of the following:

(A) The capability for enforcement facilities of the Department of the California Highway Patrol to communicate with a vehicle equipped with the device.

(B) The capability for electronic toll and traffic management on public or private roads or facilities.

(12) A portable Global Positioning System (GPS), which may be mounted in a seven-inch square in the lower corner of the windshield farthest removed from the driver or in a five-inch square in the lower corner of the windshield nearest to the driver and outside of an airbag deployment zone, if the system is used only for door-to-door navigation while the motor vehicle is being operated.

(13) (A) A video event recorder with the capability of monitoring driver performance to improve driver safety, which may be mounted in a seven-inch square in the lower corner of the windshield farthest removed from the driver, in a five-inch square in the lower corner of the windshield nearest to the driver and outside of an airbag deployment zone, or in a five-inch square mounted to the center uppermost portion of the interior of the windshield. As used in this section, “video event recorder” means a video recorder that continuously records in a digital loop, recording audio, video, and G-force levels, but saves video only when triggered by an unusual motion or crash or when operated by the driver to monitor driver performance.

(B) A vehicle equipped with a video event recorder shall have a notice posted in a visible location which states that a passenger’s conversation may be recorded.
(C) Video event recorders shall store no more than 30 seconds before and after a triggering event.

(D) The registered owner or lessee of the vehicle may disable the device.

(E) The data recorded to the device is the property of the registered owner or lessee of the vehicle.

(F) When a person is driving for hire as an employee in a vehicle with a video event recorder, the person’s employer shall provide unedited copies of the recordings upon the request of the employee or the employee’s representative. These copies shall be provided free of charge to the employee and within five days of the request.

(14) (A) A video event recorder in a commercial motor vehicle with the capability of monitoring driver performance to improve driver safety, which may be mounted no more than two inches below the upper edge of the area swept by the windshield wipers, and outside the driver’s sight lines to the road and highway signs and signals. Subparagraphs (B) to (F), inclusive, of paragraph (13) apply to the exemption provided by this paragraph.

(B) Except as provided in subparagraph (C), subparagraph (A) shall become inoperative on the following dates, whichever date is later:

(i) The date that the Department of the California Highway Patrol determines is the expiration date of the exemption from the requirements of paragraph (1) of subdivision (e) of Section 393.60 of Title 49 of the Code of Federal Regulations, as renewed in the notice of the Federal Motor Carrier Safety Administration on pages 21791 and 21792 of Volume 76 of the Federal Register (April 18, 2011).

(ii) The date that the Department of the California Highway Patrol determines is the expiration date for a subsequent renewal of an exemption specified in clause (i).

(C) Notwithstanding subparagraph (B), subparagraph (A) shall become operative on the date that the Department of the California Highway Patrol determines is the effective date of regulations revising paragraph (1) of subdivision (e) of Section 393.60 of Title 49 of the Code of Federal Regulations to allow the placement of a video event recorder at the top of the windshield on a commercial motor vehicle.

(c) Notwithstanding subdivision (a), transparent material may be installed, affixed, or applied to the topmost portion of the windshield if the following conditions apply:

(1) The bottom edge of the material is at least 29 inches above the undepressed driver’s seat when measured from a point five inches in front of the bottom of the backrest with the driver’s seat in its rearmost and lowermost position with the vehicle on a level surface.

(2) The material is not red or amber in color.

(3) There is no opaque lettering on the material and any other lettering does not affect primary colors or distort vision through the windshield.

(4) The material does not reflect sunlight or headlight glare into the eyes of occupants of oncoming or following vehicles to any greater extent than the windshield without the material.

(d) Notwithstanding subdivision (a), clear, colorless, and transparent material may be installed, affixed, or applied to the front side windows, located to the immediate left and right of the front seat if the following conditions are met:

(1) The material has a minimum visible light transmittance of 88 percent.

(2) The window glazing with the material applied meets all requirements of Federal Motor Vehicle Safety Standard No. 205 (49 C.F.R. 571.205), including the specified minimum light
transmittance of 70 percent and the abrasion resistance of AS-14 glazing, as specified in that federal standard.

(3) The material is designed and manufactured to enhance the ability of the existing window glass to block the sun’s harmful ultraviolet A rays.

(4) The driver has in his or her possession, or within the vehicle, a certificate signed by the installing company certifying that the windows with the material installed meet the requirements of this subdivision and the certificate identifies the installing company and the material’s manufacturer by full name and street address, or, if the material was installed by the vehicle owner, a certificate signed by the material’s manufacturer certifying that the windows with the material installed according to manufacturer’s instructions meet the requirements of this subdivision and the certificate identifies the material’s manufacturer by full name and street address.

(5) If the material described in this subdivision tears or bubbles, or is otherwise worn to prohibit clear vision, it shall be removed or replaced.

5-37  V C Section 26708.2 Sun Screening Devices Requirements
http://www.dmv.ca.gov/pubs/vctop/d12/vc26708_2.htm

26708.2. Sun screening devices permitted by paragraph (10) of subdivision (b) of Section 26708 shall meet the following requirements:

(a) The devices shall be held in place by means allowing ready removal from the window area, such as a frame, a rigid material with temporary fasteners, or a flexible roller shade.

(b) Devices utilizing transparent material shall be green, gray, or a neutral smoke in color and shall have a luminous transmittance of not less than 35 percent.

(c) Devices utilizing nontransparent louvers or other alternating patterns of opaque and open sections shall have an essentially uniform pattern over the entire surface, except for framing and supports. At least 35 percent of the device area shall be open and no individual louver or opaque section shall have a projected vertical dimension exceeding 3/16 inch.

(d) The devices shall not have a reflective quality exceeding 35 percent on either the inner or outer surface.

5-38  V C Section 26708.5 Transparent Materials
http://www.dmv.ca.gov/pubs/vctop/d12/vc26708_5.htm

26708.5. (a) No person shall place, install, affix, or apply any transparent material upon the windshield, or side or rear windows, of any motor vehicle if the material alters the color or reduces the light transmittance of the windshield or side or rear windows, except as provided in subdivision (b), (c), or (d) of Section 26708.

(b) Tinted safety glass may be installed in a vehicle if (1) the glass complies with motor vehicle safety standards of the United States Department of Transportation for safety glazing materials, and (2) the glass is installed in a location permitted by those standards for the particular type of glass used.

5-39  V C Section 25257 Schoolbus Warning Signal System
http://www.dmv.ca.gov/pubs/vctop/d12/vc25257.htm

25257. (a) Every schoolbus, when operated for the transportation of schoolchildren, shall be equipped with a flashing red light signal system.
(b) (1) Every schoolbus manufactured on or after September 1, 1992, shall also be equipped with a stop signal arm. Any schoolbus manufactured before September 1, 1992, may be equipped with a stop signal arm.

(2) Any schoolbus manufactured on or after July 1, 1993, shall also be equipped with an amber warning light system, in addition to the flashing red light system. Any schoolbus manufactured before July 1, 1993, may be equipped with an amber warning light system.

(3) On or before September 1, 1992, the department shall adopt regulations governing the specifications, installation, and use of stop signal arms, to comply with federal standards.

(4) A stop signal arm is a device that can be extended outward from the side of a schoolbus to provide a signal to other motorists not to pass the bus because it has stopped to load or unload passengers, that is manufactured pursuant to the specifications of Federal Motor Vehicle Safety Standard No. 131, issued on April 25, 1991.

5-42 V C Section 25102.5 Lamps on Sides of Schoolbuses
http://www.dmv.ca.gov/pubs/vctop/d12/vc25102_5.htm

25102.5. (a) A school bus may be equipped with lamps mounted so as to be visible from the sides of the bus which may be lighted, in addition to other required lights, when, and only when, atmospheric conditions such as fog, rain, snow, smoke, or dust, reduce the visibility of other vehicles to less than 500 feet.

(b) The type and mounting requirements of such lamps shall be established by regulations adopted by the department. The regulations shall be adopted by January 1, 1980.

5-43 13 CCR § 1288 Schoolbuses Turn Signal System
http://www.gamutonline.net/district/pinero/DisplayPolicy/368321/

Type 1 school buses, and Type 2 school buses constructed on and after July 1, 1970, shall be equipped with amber turn signal lamps. Front turn signal lamps shall be mounted below the windshield. Rear turn signal lamps shall be separated from the tail lamps, stop lamps, and rear reflectors. On Type 1 school buses, rear turn signal lamps shall be mounted below the rear windows.

5-43 V C Section 26709 Mirrors

26709. (a) Every motor vehicle registered in a foreign jurisdiction and every motorcycle subject to registration in this state shall be equipped with a mirror so located as to reflect to the driver a view of the highway for a distance of at least 200 feet to the rear of such vehicle.

Every motor vehicle subject to registration in this state, except a motorcycle, shall be equipped with not less than two such mirrors, including one affixed to the left-hand side.

(b) The following described types of motor vehicles, of a type subject to registration, shall be equipped with mirrors on both the left-and right-hand sides of the vehicle so located as to reflect to the driver a view of the highway through each mirror for a distance of at least 200 feet to the rear of such vehicle:

(1) A motor vehicle so constructed or loaded as to obstruct the driver's view to the rear.

(2) A motor vehicle towing a vehicle and the towed vehicle or load thereon obstructs the driver's view to the rear.

(3) A bus or trolley coach.
(c) The provisions of subdivision (b) shall not apply to a passenger vehicle when the load obstructing the driver’s view consists of passengers.

5-44 13 CCR § 1258 Mirrors on Schoolbuses

http://www.gamutonline.net/district/pinero/DisplayPolicy/368285/

All Type 1 school buses and Type 2 school buses constructed on and after July 1, 1970, shall be equipped with two exterior rearview mirrors, one on each side of the bus. Every school bus shall be equipped with a cross-view mirror mounted on the front exterior of the bus to provide the seated driver with a clear view of the area directly in front of the bus.

(a) Size of Rearview Mirrors. Type 1 school buses constructed after January 1, 1965, and Type 2 school buses constructed after April 1, 1977, shall have exterior side mounted rearview mirrors, each with at least 50 sq in. in the reflective area.

(b) Size of Cross View Mirrors. All front exterior crossview mirrors required on Type 1 school buses shall have at least 40 sq in. in the reflective area

5-44 & 6-23 13 CCR § 1257 Mirrors

http://www.gamutonline.net/district/pinero/DisplayPolicy/368284/

All buses subject to this title shall be equipped with interior mirror(s) that give the driver a clear view of the interior of the vehicle and any rear and center entrance or exit doors and stepwells. In lieu of mirrors, trailer- bus combinations and articulated buses may be equipped with closed circuit video systems or adult monitors in voice contact with the driver.

5-44 13 CCR § 1264 Passenger Compartments

http://www.gamutonline.net/district/pinero/DisplayPolicy/368291/

(a) Signaling Device. All farm labor vehicles in which the passenger compartment is separated from the driver’s compartment and all trailer-buses shall be equipped with a buzzer or other signaling device that can be actuated by the passengers to gain the attention of the driver. A horn, as required by Vehicle Code Section 27000, shall not be used to comply with this requirement.

(b) Vehicle Windows. Every farm labor vehicle shall have at least one window at each side near the front of the passenger compartment. Each window shall not be less than 10 in. high and 16 in. wide. This requirement may be met by windows complying with Section 1269 of this title.

(c) Broken Glass. All cracked or broken glass having sharp or jagged edges, in windows or elsewhere on a farm labor vehicle, shall be removed.

5-45 13 CCR § 1279 Schoolbuses Aisles

http://www.gamutonline.net/district/pinero/DisplayPolicy/368310/

The aisle in Type 1 school buses shall be at least 12 in. wide; the aisle in Type 2 school buses manufactured on and after July 1, 1970, shall be at least 11 in. wide. Aisles shall provide unobstructed access to all seats on the aisle. The aisle on all Type 1 school buses and Type 2 school buses manufactured on and after April 1, 1977, shall provide unobstructed access to the rear floor-level emergency door, if so equipped. Aisles shall be surfaced with a nonslip material.

5-45 13 CCR § 1281 Schoolbuses Doors

http://www.gamutonline.net/district/pinero/DisplayPolicy/368313/

In addition to the provisions in Section 1267 of this title, the following regulations apply to nonemergency doors on school buses.
(a) Type 1 Buses. Doors on Type 1 school buses shall meet the following requirements:

(1) The entrance and exit door shall be on the right-hand side, toward the front of the bus, and directly within the view and under the control of the driver. The door will be deemed to be directly within the view of the driver only if the front of the opening is in front of a line drawn across the bus immediately in front of the driver's backrest.

(2) Although not required, there may be a door beside the driver for the exclusive use of the driver.

(3) School buses constructed after January 1, 1950, shall comply with these additional requirements.

(A) The entrance and exit door shall provide an unobstructed opening at least 24 in. wide and 65 in. high.

(B) Approved safety glazing shall be installed in door panels. In the lower panel, the bottom of the glazing shall not be more than 35 in. from ground level with the bus unloaded. In the upper panel, the top of the glazing shall not be more than 6 in. from the top of the door.

(C) Flexible material shall be affixed to the vertical-closing edges of the door.

(b) Door Padding. On all Type 1 school buses, and Type 2 school buses manufactured on and after July 1, 1970, the inside top door frame shall be cushioned by soft padding at least 1/2 in. thick, to prevent head injuries.

5-45 13 CCR § 1281.1 Schoolbuses Door Warning Devices
http://www.gamutonline.net/district/pinero/displayPolicy/368312/index.html

On all school buses, except Type 2 buses manufactured prior to July 1, 1970, every emergency door and every floor level door located to the rear of the driver's seat shall have an electrical warning device that is both audible and visible from the driver's seating position while the ignition switch is on. The visible device shall be a green or red light. The warning device shall be activated as follows:

(a) On Type 1 school buses manufactured on or after January 1, 1950, and all school buses manufactured on or after April 1, 1977, when the door latch is not in the closed position.

(b) On Type 2 buses manufactured on or after July 1, 1970, and prior to April 1, 1977, by opening the door.

(c) On all school buses manufactured after January 1, 1993, when the latch mechanism is not fully engaged and securing the door in the closed position. The warning device shall be activated by movement of the latch mechanism and shall activate prior to the latch reaching a position which would allow the door to open. A warning device which can be deactivated by operating the door handle or latch mechanism without closing the door does not meet this requirement.

5-46 13 CCR § 1267 Bus Entrances and Exits
http://www.gamutonline.net/district/pinero/DisplayPolicy/368294/

The following requirements shall govern entrances and exits of all buses (except buses operated by law enforcement agencies to transport prisoners) and farm labor vehicles:

(a) Door and Step Clearance--Doors and steps shall be kept clear at all times to permit safe entrance and exit of passengers.
(b) Grab Handles--Every Type 1 bus and farm labor truck shall be equipped with grab handles, stanchions, or bars at least 10 in. long and installed within convenient reach of persons boarding or leaving.

(c) Safety Bars--To prevent passengers from falling into the step well, Type 1 buses shall have a safety bar or panel directly behind each step well.

(d) Door Construction and Maintenance--Doors in all buses and farm labor trucks shall be substantially constructed, in accordance with acceptable standards, and maintained in good working order to permit safe entrance and exit. All doors shall afford easy release in case of emergency but shall be prevented from opening accidentally. Manually operated doors shall be constructed so that no parts thereof can come together with an exposed shearing action. Chains, cables, or bars may be used on farm labor trucks instead of doors provided they are:

(1) Secured at not more than 6 in. (152.4 mm) above or below a horizontal centerline of the opening, and

(2) Equipped with a quick release device that allows only enough slack to permit easy operation.

(e) Doors Not Adjacent to Driver--In Type 1 buses (except school buses) any passenger door not immediately adjacent to the driver shall meet the following requirements: For buses manufactured prior to January 1, 1993, the term not immediately adjacent to the driver shall mean that the door opening and steps are not within the direct, clear view of the driver, unassisted by mirrors or other devices. For buses manufactured on and after January 1, 1993, the term not immediately adjacent to the driver shall mean that the front of the door frame opening is more than 12 inches to the rear of a transverse vertical plane at the front of the driver's seat back rest with the seat adjusted to its rearmost position and the back rest adjusted to its most vertical position. The front of the backrest is that point, on the vertical centerline of the front of the backrest, which is midway between the seat cushion and the top of the seat back, excluding any movable head rest.

(1) Doors closed by power actuators shall be:

(A) Equipped with a sensitive edge, designed and maintained to release the door-closing force, and to reopen sufficiently to fully release a person or object caught in the closing doors.

(i) Except as provided in (iii), doors on buses manufactured on or after January 1, 1993, shall release when the door closes on an object as small as a 1/2-inch diameter smooth cylinder held perpendicular to the plane of the door opening at any point where the door halves meet, or if a single piece door, where the door edge meets the door frame.

(ii) The performance standard specified in (i) and (iii) shall not apply to the top two inches or the bottom two inches of the sensitive edge.

(iii) For buses equipped with a 4-inch or larger gap between the power-closed doors, the doors shall react as specified in (i) when closing on a 1-inch diameter smooth cylinder.

(B) Designed and equipped to signal the driver if the doors completely close on any part of a person's body or any object

(C) Adjusted and maintained, when operated or actuated by treadle steps, to close in not less than 2 1/2 seconds after a person steps off such treadle.

(2) Doors closed by return springs, counterweights, or other passive means shall be:

(A) Designed to permit at least 4-inches of clearance between the solid or metal edges of doors when fully closed. This requirement shall not apply to a door opened by a power actuator and equipped with a sensitive edge that complies with (e)(1)(A) of this section.
(B) Adjusted to allow at least 1 1/2 seconds closing time from the fully open to the closed position

(C) Designed and maintained so that the force required to start the doors moving away from the completely closed position does not exceed 20 pounds, applied at the solid edge of the door with the bus on a level surface. Door movement allowed by slack in the door closing mechanical linkage shall not be considered in determining compliance with this requirement.

(D) As an alternative to paragraph (C), doors closed by return springs, counter weights, or other means, may instead be equipped with sensitive edges meeting the same requirements as doors closed by power actuators.

(E) Designed and equipped with a door lock control operated by the driver while seated in the driver's seat, and equipped with a warning light visible to the driver to indicate when the door is unlocked.

(3) Except as provided in (C), all doors shall be interlocked with the brakes and accelerator so that the bus cannot move when the doors are open and the doors cannot open when the bus is moving without engaging the interlock.

(A) The interlock shall function so that:

(i) the brakes on at least one axle are applied, and

(ii) the accelerator is released when or before the doors begin to open, and

(iii) the brakes cannot be released nor the accelerator applied while the doors are open.

(B) In buses permitted by section 1217 of this chapter to transport standing passengers, the interlock system may be equipped with speed sensors set at a speed of 3 miles per hour or greater at which speed the interlock may disengage.

(C) Buses may be equipped with a remote control not accessible from the driver's seated position, to override the interlock system to allow emergency movement of the bus if the doors cannot be closed. On buses equipped with such installations, placing the control in the override position shall actuate a warning consisting of an audible indicator and a red light indicator visible to the driver with a label integral with or adjacent to the light stating "Warning--Interlock Deactivated" in letters at least 3/16 inch high.

(4) The provisions of this subsection shall not apply to a door not adjacent to the driver when equipped with a wheelchair lift that prevents persons from entering or exiting such doors while the bus is in motion.

5-48 13 CCR § 1270 Seats

http://www.gamutonline.net/district/pinero/displayPolicy/368300/index.html

The following requirements govern seats on buses and all farm labor vehicles.

(a) Bus Driver's Seat. The driver's seat shall be positioned so that the driver may assume a natural position while driving and have a clear view of the road and mirrors and sufficient leg room to operate the brake, clutch, and accelerator pedals and all other controls without cramping or interference. The driver's seat shall be readily adjustable backward and forward and may be adjustable up and down or may incorporate up and down motion with forward and backward adjustability. On school buses and school pupil activity buses, the driver's seat shall also be equipped with a locking device to prevent accidental separation of the adjustable seat components. In addition, a safety belt meeting the provisions of FMVSS 209 shall be provided for the driver in school buses and school pupil activity buses.
(b) Bus Passenger Seats. Jump seats and seats in aisles shall not be permitted in any bus. Seats in school pupil activity buses shall be adequately secured and shall provide a seating space at least 13 inches wide for each passenger.

13 CCR § 1278 Pupils' Seats
http://www.gamutonline.net/district/pinero/displayPolicy/368309/index.html

The following regulations apply to seating in school buses:

(a) Capacity and Weight Estimates. For the sole purpose of indicating the maximum capacity of a school bus, the manufacturer and purchaser shall allow a seating space 13 in. wide per pupil and shall estimate minimum weights of 120 lbs per pupil and 150 lbs for the driver. However, for Type 1 buses built before January 1, 1960, the weight of each elementary pupil may be estimated at a minimum of 80 lbs, although the estimated weights of high school students remain at the minimum of 130 lbs each.

(b) Placement. Seats shall be positioned across the bus, not lengthwise. In Type 1 school buses, no pupil's seat shall be placed ahead of a line drawn across the bus and immediately behind the driver's seat. In Type 1 school buses constructed on or after July 1, 1968, there shall not be less than 25 in. between the front of the back of each seat and the rear of the back of the seat immediately ahead. In Type 2 school buses constructed on or after July 1, 1970, there shall not be less than 24 in. between the front of the back of each seat and the rear of the back of the seat immediately ahead. The foregoing measurements refer to the level plane parallel to the centerline of the vehicle immediately above the highest portion of the seat cushion. The measured distance shall not include any indentation or depression.

(c) Securement. Pupils' seats shall be securely fastened, as follows:

(1) Frames. Legs of all seat frames shall be secured to the floor with bolts or self-tapping screws. Bolts shall be of at least 1/4-in. diameter and of Society of Automotive Engineers Grade 3 designation or equivalent strength. Bolts shall be secured by a flat washer of at least 1 1/4-in. diameter, or equivalent securement, and a lock washer and nut or self-locking nut. Self-tapping screws shall be at least 5/16 in. in diameter and threaded through 12-gauge steel plating.

(2) Cushions. In Type 1 school buses constructed after January 1, 1957, and Type 2 school buses constructed after January 1, 1968, each seat cushion shall be fastened to the seat frame with a positive locking device at not less than two points on the front or rear of the cushion.

(d) Padding. All seats and seat backs shall be covered with padding. In addition, all school buses constructed after January 1, 1973, shall be equipped with interior protective padding capable of minimizing injuries from impacts, as follows:

(1) All exposed passenger seat rails, except the rearmost seats, shall be padded down to seat-cushion level, and the top rail of the driver's seat shall be padded unless separated from passenger seating by a padded restraining barrier.

(2) Stanchions shall be padded to within 3 in. of the ceiling and the floor.

(3) Guard rails shall be padded from the bus wall to the farthest support.

(e) Modification. No modification of factory seating shall be permitted on Type 2 school buses purchased on or after July 1, 1966, and manufactured before July 1, 1970, except as follows:

(1) A Type 2 school bus constructed before July 1, 1970, shall not transport more than 12 passengers and the driver unless it meets all regulations relating to Type 2 school buses constructed on or after July 1, 1970.
(2) Modifications to increase the seating capacity to 12 passengers shall be allowed only upon the approval of the department. Such approval shall be contingent upon the manufacturer's gross vehicle weight rating.

(f) Exception. This section does not apply to seats consisting of wheelchairs used in accordance with the provisions for wheelchair school buses in this title.

(g) Federal Requirements. School buses manufactured and maintained in compliance with Federal Motor Vehicle Safety Standard 222 shall be deemed in compliance with the seating requirements of this section.

5-51 V C Section 27316 Safety Belts Schoolbuses Study
http://www.dmv.ca.gov/pubs/vctop/d12/vc27316.htm

27316. (a) Unless specifically prohibited by the National Highway Transportation Safety Administration, all schoolbuses purchased or leased for use in California shall be equipped at all designated seating positions with a combination pelvic and upper torso passenger restraint system, if the schoolbus is either of the following:

(1) Type 1, as defined in paragraph (1) of subdivision (b) of Section 1201 of Title 13 of the California Code of Regulations, and is manufactured on or after July 1, 2005.

(2) Type 2, as defined in paragraph (2) of subdivision (b) of Section 1201 of Title 13 of the California Code of Regulations, and is manufactured on or after July 1, 2004.

(b) For purposes of this section, a "passenger restraint system" means any of the following:

(1) A restraint system that is in compliance with Federal Motor Vehicle Safety Standard 209, for a type 2 seatbelt assembly, and with Federal Motor Vehicle Safety Standard 210, as those standards were in effect on the date the schoolbus was manufactured.

(2) A restraint system certified by the schoolbus manufacturer that is in compliance with Federal Motor Vehicle Safety Standard 222 and incorporates a type 2 lap/shoulder restraint system.

(c) No person, school district, or organization, with respect to a schoolbus equipped with passenger restraint systems pursuant to this section, may be charged for a violation of this code or any regulation adopted thereunder requiring a passenger to use a passenger restraint system, if a passenger on the schoolbus fails to use or improperly uses the passenger restraint system.

(d) It is the intent of the Legislature, in implementing this section, that school pupil transportation providers work to prioritize the allocation of schoolbuses purchased, leased, or contracted for on or after July 1, 2004, for type 2 schoolbuses, or on or after July 1, 2005, for type 1 schoolbuses, to ensure that elementary level schoolbus passengers receive first priority for new schoolbuses whenever feasible.

*** 5 CCR § 14105 Schoolbus and School Pupil Activity Bus (SPAB) Passenger Restraint System (Seat Belt) Use

All passengers in a schoolbus or in a school pupil activity bus that is equipped with passenger restraint systems in accordance with sections 27316 and 27316.5 of the Vehicle Code, shall use the passenger restraint system. All pupils described in subdivision (a) of Education Code Section 39831.5, shall be instructed in an age-appropriate manner in the use of passenger restraint systems required by Education Code Section 39831.5(a)(3). The instruction shall include, but not be limited to, the following information:
(a) Proper fastening and release of the passenger restraint system: (1) Fastening: To fasten, insert the latch plate (the metal “tongue” attached to one side of the webbing) into the proper buckle (the receptacle that comes out from the “bight” in the back of the seat, a slot in the seat cushion, or from the side). The latch plate inserts into the buckle until you hear an audible snap sound and feel it latch. Make sure the latch plate is securely fastened in the buckle. (2) Unfastening: To unfasten, push the buckle release button and remove the latch plate from the buckle. The buckle has a release mechanism that, when manually operated during “unbuckling,” breaks the bond and separates the two sections.

(b) Acceptable placement of passenger restraint systems on pupils: Adjust the lap belt to fit low and tight across the hips/pelvis, not the stomach area. Place the shoulder belt snug across the chest, away from the neck. Never place the shoulder belt behind the back or under the arm. Position the shoulder belt height adjuster so that the belt rests across the middle of the shoulder. Failure to adjust the shoulder belt properly would reduce the effectiveness of the lap/shoulder belt system and increase the risk of injury in a collision.

(c) Times at which the passenger restraint system should be fastened and released: Passenger restraint systems shall be used at all times the schoolbus or school pupil activity bus is in motion except when exempted in subdivisions (e) and (f) of this section.

(d) Acceptable placement of the passenger restraint systems when not in use: When not in use, passenger restraint systems shall be fully retracted into the retractors so that no loose webbing is visible, or stored in a safe manner per the schoolbus manufacturer's instructions.

(e) This section does not apply to a passenger with a physically disabling condition or medical condition which would prevent appropriate restraint in a passenger restraint system, providing that the condition is duly certified by a licensed physician or licensed chiropractor who shall state in writing the nature of the condition, as well as the reason the restraint is inappropriate.

(f) This section also does not apply in case of any emergency that may necessitate the loading of school children on a schoolbus in excess of the limits of its seating capacity. As used in this section, “emergency” means a natural disaster or hazard (as determined by the school district superintendent or their designee) that requires pupils to be moved immediately in order to ensure their safety.

5-52 13 CCR § 1280 Schoolbuses Steps

http://www.gamutonline.net/district/pinero/DisplayPolicy/368311/

Steps of Type 1 school buses constructed after January 1, 1950, and of Type 2 school buses constructed after January 1, 1970, shall meet the following requirements:

(a) First Step. The first step to the entrance door in a Type 1 school bus shall be not more than 17 in. high, and on a Type 2 school bus not more than 20 in. high, measured from the ground when the bus is unloaded.

(b) Risers. When more than one step issued, risers of the upper steps shall be not more than 13 in. high.

(c) Covering. Steps shall be covered with a nonslip material.

(d) Foot Space. The space for passengers’ feet shall not be decreased by any object (except wheelhousings) placed upon or protruding through the floor behind a line drawn across the bus in
back of the driver's seat. Foot space does not include that part of the floor directly under a seat cushion or within 6 1/2 in. of the sidewall.

(e) Ramps. No floor ramp is permitted on school buses if it makes walking in the aisles hazardous. No such ramp that is less than 6 ft long or has a rise of more than 5 in. is permitted.

5-52  V C Section 27906 Schoolbuses
http://www.dmv.ca.gov/pubs/vctop/d12/vc27906.htm

27906. (a) Every schoolbus, while being used for the transportation of school pupils at or below the 12th-grade level shall bear upon the front and rear of the bus a plainly visible sign containing the word "schoolbus" in letters not less than eight inches in height. The letters on schoolbus signs shall be of proportionate width. Except as provided in subdivision (b), no other vehicle shall display a sign containing the word "schoolbus."

(b) Notwithstanding subdivision (a), a schoolbus which is also used to transport persons of any age who are developmentally disabled, as defined by the Lanterman Developmental Disabilities Services Act (Division 4.5 (commencing with Section 4500) of the Welfare and Institutions Code), may display a sign containing the word "schoolbus" while transporting those persons to or from vocational, prevocational, or work training centers sponsored by the State Department of Developmental Services.

(c) Every schoolbus, when operated for the transportation of school pupils at or below the 12th-grade level, shall bear upon the rear of the bus, below the rear windows, a plainly visible sign containing the words "Stop When Red Lights Flash" in letters not less than six inches in height. The letters on schoolbus signs shall be of proportionate width.

5-53  13 CCR § 1256 Identification
http://www.gamutonline.net/district/pinero/DisplayPolicy/368283/

(a) Vehicles and Combinations. Every motor vehicle other than a school bus, or at least one vehicle in every combination of vehicles exceeding a total length of 40 feet, shall display on both sides the name or trademark of the motor carrier under whose authority the vehicle or combination of vehicles is being operated or the name of the lessor or lessee thereof. Required markings shall contrast sharply with the background and shall be readily legible during daylight from a distance of 50 feet.

5-53  13 CCR § 1256.5 Schoolbus Color and Signs
http://www.gamutonline.net/district/pinero/displayPolicy/368282/index.html

(a) Each school bus shall be identified as follows:

(1) Body and Trim Colors. Whenever in this section the color yellow is specified, it shall mean National School Bus Yellow unless otherwise stated. Exteriors (except bumpers, grilles, lamp bodies, and other accessories) shall be yellow. The following items may be black:

(A) Moldings and rub rails.

(B) Seals, scratch guards, and other components manufactured from rubber or similar flexible synthetic materials.

(C) A border no more than 4 inches wide around stop lamps, turn signal lamps, or flashing red/amber lamps. The border around turn signal lamps may incorporate an arrow indicating direction of turn.

This information was put together by Kevin Wedemeyer for use with his class
(D) The wheels may be a color different from the body color, and the upper half of the engine hood may be black. The roof of a school bus may be painted white, but the words SCHOOL BUS shall have a yellow background.

(2) Identifying Signs and Numbers. Each school bus shall be identified with the exterior signs and numbers shown in subsection (b). Signs may be either adhesive decals or painted, and shall be maintained in legible condition. Letters and numerals of all signs required by subsection (b) shall be solid black on a yellow background unless otherwise specifically permitted or required, and width shall be proportionate to height. On school buses manufactured on or after January 1, 1992, required signs applied to curved or slanted surfaces shall have a projected height and width that comply with the size requirements of this section.

(3) Trim, logos, accessories, and other minor appearance items installed as standard factory equipment may have bright metal finishes such as chrome plating or stainless steel.

(b) Required School Bus Signs

(1) School Bus. The words "SCHOOL BUS" or the word "SCHOOLBUS" shall be displayed as required in Vehicle Code Section 27906(a), in upper case lettering, and shall be located above the windshield and above the rear windows of the bus.

(2) Stop When Red Lights Flash. The words "Stop When Red Lights Flash" shall be displayed as required in Vehicle Code Section 27906(c).

(3) Carrier Name. The name of the motor carrier operating the school bus shall be displayed below the windows on both sides of the bus in letters not less than 4 inches nor more than 6 inches in height. As an alternative, a sign showing the name of the school in letters 4 to 6 inches in height and the name of the district or contractor 2 to 6 inches in height is permitted. Carrier names or lettering styles which constitute a registered trademark may include a registered trademark symbol displayed in close proximity to the carrier name. Addresses, telephone numbers, stripes, slogans, or graphic designs other than the lettering style of the carrier name shall not be considered part of the carrier name and are prohibited. Extremely ornate lettering styles which substantially reduce the legibility of the required sign from a distance of 50 feet shall not be used.

(4) Bus Number. The bus number assigned by the company or school shall be displayed in characters at least 4 inches in height in one of the following manners:

(A) On all four corners of the bus body.

(B) On both front corners and centered on the rear of the bus body.

(C) On buses manufactured on and after January 1, 1992, on both sides and both ends of the bus. Each number display shall be at least 6 inches from any other sign or manufacturer's logo. The front and rear numbers shall be displayed below the bottom edge of the passengers' side window glass, and may be displayed on the bumpers of the bus only if the background behind the number is yellow and extends at least one inch above, below, and to each side of the number. After January 1, 1992, any school bus, regardless of age, may be marked to comply with this subsection instead of subsection (A) or (B) above.

(D) Buses 30 feet in length or longer may display the bus number twice on each side, one display as close as possible to each end of the bus.

(E) No school bus shall display a bus number in more locations than authorized by this section. Except for older school buses permitted to be marked as described in subsections (A) and (B), no school bus shall display a number on a corner of the vehicle to serve as both a side and end number.
(5) Carrier Number. The carrier identification number assigned by the department shall be displayed in characters two inches in height on both sides of the bus, centered not less than two inches nor more than 24 inches below the carrier name. The display shall consist of the letters CA followed by the digits assigned to the carrier. A space may be inserted between the letters CA and the digits.

(A) School buses may display the carrier's valid operating authority or identification number assigned by the Interstate Commerce Commission, the California Public Utilities Commission, or the United States Department of Transportation, in the manner specified above for carrier identification numbers, instead of the carrier identification number assigned by the department.

(B) Carrier identification numbers assigned by the department or identification numbers assigned by the Public Utilities Commission and displayed on school buses prior to September 1, 1989, may continue to be displayed irrespective of the size and location requirements of subsection (b)(5) of this section.

(6) Emergency Exit. A sign reading "EMERGENCY EXIT" in upper case letters 2 inches in height shall be on the exterior of the bus on or above each emergency exit. Exterior emergency exit signs may have a white background if located above the emergency exit in the white area of school buses with white roofs. A sign reading "EMERGENCY EXIT" in upper case letters at least 2 inches in height shall be on the interior of the bus on or above each emergency exit. Interior emergency exit signs shall be of any color that contrasts sharply with the background. Interior emergency exit signs may be backlighted if no glaring light is projected into the driver's eyes either directly or by reflection from any surface forward or to either side of the driver.

(A) For exterior or interior emergency exit signs, the words "EMERGENCY DOOR" in upper case letters may be used to identify floor-level emergency doors instead of the words "EMERGENCY EXIT".

(B) Roof emergency exits shall be identified as described in subsection (b)(6) for other emergency exits, except that emergency exit signs for roof exits need not meet the size and color requirements of that subsection if they are clearly identified as emergency exits on the interior and exterior of the emergency exit assembly as supplied by its manufacturer.

(C) School buses manufactured prior to January 1, 1992 may have emergency exit signs applied as decals on the window glass of the emergency exit. If this option is exercised, the emergency exit decals shall meet the size and wording requirements of this subsection, but need not meet the color requirements.

(7) Stop Signal Arm. School buses manufactured on or after September 1, 1992, shall be equipped with at least one stop signal arm. School buses manufactured prior to September 1, 1992, may be equipped with stop signal arms. Stop signal arms shall meet the requirements of Federal Motor Vehicle Standard No. 131 (49 CFR 571.131) and the following:

(A) Size. The stop signal arm shall be a regular octagon which is at least 17.72 inches x 17.72 inches and not more than 18.25 inches x 18.25 inches in diameter.

(B) Color. The stop signal arm shall be red on both sides except as provided in subsection (C). The Stop Signal Arm shall have a white border of 0.47 inches on both sides. The word "STOP" shall be displayed on both sides, in white upper-case letters. The letters shall be a minimum of 5.9 inches in height, and a maximum of 8.0 inches in height, with a minimum stroke width of 0.79 inches and a maximum stroke width of 1.0 inches.

(C) Location. The stop signal arm shall be installed on the left side of the bus, as close as practical to the rear of the bus. The stop signal arm may not be located on a door or emergency exit door, or in any location where it can be contacted by a door or an emergency exit door when
the stop signal arm is deployed or retracted. A second stop signal arm may be installed on the left side of the school bus, as close as practical to the front of the bus. When two stop signal arms are installed on a school bus, the rearmost stop signal arm shall not contain any lettering, symbols, or markings on the forward side, and the forward side shall not be reflectorized. Each stop signal arm shall be located such that, when in the extended position:

1. The arm is perpendicular to the side of the bus, plus or minus five degrees;
2. The top edge of the stop signal arm is parallel to and not more than 6 inches from a horizontal plane tangent to the lower edge of the frame of the passenger window immediately behind the driver's window; and
3. The vertical center line of the stop sign is at least 9 inches away from the side of the school bus.

(D) Warning Lamps. Each side of the arm shall be equipped with two alternately flashing red lamps meeting the requirements of SAE J1133, April 1984. The lamps shall be centered on the vertical centerline of the stop signal arm. One of the lamps shall be located at the extreme top of the stop arm and the other at its extreme bottom.

(E) Strobe Lamps. In lieu of warning lamps, each side of the arm may be equipped with two alternately flashing red strobe lamps meeting the requirements of SAE J1133, April 1984. If strobe lamps are used in lieu of required warning lamps, the existing lamps shall be removed, and the strobe lamp shall be installed in compliance with subparagraph (D) of this section.

(F) Reflectorization. Except as provided in subsection (C), if reflectorization is used the entire surface of both sides of the stop signal arm shall be reflectorized with type III retroreflectorized material that meets the minimum specific intensity requirements of FMVSS 131, S6.1.

(G) In lieu of incandescent or strobe warning lamps otherwise required by this section, each side of the stop signal arm may be equipped with flashing light emitting diodes (LEDs) that spell out the word STOP, meeting the requirements of FMVSS 131 (49 CFR 571.131). If LEDs are used in lieu of required warning or strobe lamps, the existing lamp(s) shall be removed, and the LED stop signal arm(s) shall be installed in compliance with subparagraph (C) of this section.

(H) Operation. The stop signal arm shall be operated by electricity, air or vacuum. Manual operation of the stop signal arm is prohibited. The stop signal arm shall be automatically extended whenever the alternately flashing red signal lamp switch is activated as required by Vehicle Code Section 22112. The stop arm shall not be activated or deployed at any other time.

(c) Optional school bus markings. The following signs, when displayed as specified, are permitted on school buses:

(1) An additional bus number may be placed on the roof for aerial identification. If used, this number shall be black on a white or yellow background. No size requirement shall apply to this number.

(2) Handicapped Sign. A white-on-blue international handicapped (wheelchair) sign may be displayed on any school bus equipped to transport pupils confined to wheelchairs. One sign may be displayed on each side and on the rear of the bus. Each sign shall be no larger than 12 inches in height and the width shall be proportional to the height. The sign shall not obscure any required sign on the bus.

(3) Additional Signs. Signs consisting of numbers, letters or illustrations with contents limited to special identification, bus routing information, warning against unauthorized entry, or an acknowledgment of a sponsor's donation of a school bus may be displayed. No color restrictions
apply to this sign. The display area shall be a maximum of 12 inches by 12 inches on the sides of
a school bus below the bottom edge of the passengers' side window glass and not closer than 12
inches from any required sign.

(4) Route Identification. A changeable sign designating the current route assignment of a school
bus may be displayed on the right side of the bus above the entrance door or through the
windshield as described in Vehicle Code Section 26708(b)(5). The sign, when installed above the
entrance door, shall not exceed 6 inches in height and 16 inches in length, and shall not obstruct
any required light. The face of the sign may be any color, and the body or housing of the sign
shall be black or yellow. Such signs shall not emit any light. Any electrically changed signs shall
be installed with all control cables protected by grommets where they pass through body panels,
and shall be provided with a separate fuse or circuit breaker which does not supply power to any
other device. Body or roof panels shall not be cut to recess such signs into the body or roof unless
written concurrence is first obtained from the body manufacturer, stating that the proposed
modification will not adversely affect the compliance of the bus with any Federal Motor Vehicle
Safety Standard applicable at the time the bus was manufactured.

(d) On school buses operated for demonstration purposes and which are not certified by the
department for pupil transportation pursuant to Vehicle Code Section 2807(b), the name of the
manufacturer, dealer or owner may be displayed in any manner that clearly indicates the entity
responsible for the operation of the bus.

(e) On a school bus leased, rented or lent to a school district, private school or contractor, for
periods of not more than 30 days in any one school year, temporary signs bearing the carrier
name and identification number of the school or contractor may be displayed on both sides of the
bus near the name of the bailor in lieu of the permanent signs otherwise required by this section.
Such temporary signs need not meet the color requirements set forth in subsection (a) of this
section, but shall be displayed in characters of not less than 2 inches in height and in sharp
contrast with the background. The temporary signs shall be removed immediately upon return of
the bus to the bailor.

(f) Limitations on school bus markings. Colors, signs, bumper stickers, numbers or reflectorizing
material not required or specifically permitted by this article shall not be permitted on school
buses. A school bus operated for demonstration purposes which is not certified pursuant to
Vehicle Code Section 2807(b) is not subject to the limitations of this subsection. However, prior
to certification by the department for the transportation of school pupils, all signs, colors, and
other graphic devices not required or permitted by this section shall be removed, and all required
signs shall be applied.

(1) The rear bumper of a school bus may be marked with diagonal reflectorized material in
accordance with Vehicle Code Section 25500. The rear of a school bus body may be marked with
a strip of retroreflective yellow material no greater than 2 inches in width. The strip must be
placed from the left lower corner of the required School Bus lettering, across to the left side of the
bus, then vertically down to the top of the bumper, across the bus on a line immediately above the
bumper to the right side, then vertically up to a point even with the strip placement on the left
side, and concluding with a horizontal strip terminating at the right lower corner of the "School
Bus" lettering. The upper horizontal strip of retroreflective material may be continued below the
"School Bus" lettering to connect with the strip on the left side if the body design permits.
Retroreflective tape may have interruptions to avoid and/or accommodate functional components
such as rivets, rub rails, curved surfaces, hinges and handles, provided the tape is immediately
adjacent to the these components.

(2) Emergency exits on school buses manufactured on or after May 2, 1994, shall meet the
requirements of Federal Motor Vehicle Standard No. 217, S5.5.3 (49 CFR 571.217 S5.5.3) in
effect at the time of manufacture. School buses manufactured prior to May 2, 1994, may be marked in accordance with FMVSS 217. Emergency exit markings in compliance with FMVSS 217 S5.5.3 shall have precedence over any other retroreflective marking permitted by this section.

(3) One reflectorized yellow horizontal stripe of any length and not exceeding 12 inches in width may be on each side of a school bus. The carrier's name may be superimposed over the stripe, but if so, shall not be reflectorized as otherwise permitted in subsection (4) below.

(4) The characters of any required sign may be formed from or painted with black material, which may reflect white light. Optional signs and their backgrounds shall not be reflectorized, except that the optional roof aerial identification number permitted in subsection (c)(1) may reflect white light. The background of the roof number shall not be reflectorized.

(5) Interior signs. Posting of safe driving and riding instructions in the driver's compartment is permitted if it does not restrict the driver's view of traffic or the instrument panel.

(6) Vehicle Information Labels. Small exterior tags or labels with lettering of not more than one inch in height indicating operational information such as, but not limited to, type of fuel, tire pressure, air reservoir drain locations, coolant filler location, etc. are not considered signs for the purposes of this section. Markings on fuel containers and fuel filler locations for liquefied petroleum gas (LPG), compressed natural gas (CNG), and liquefied natural gas (LNG) shall comply with the marking requirements for those containers as specified in this title and Vehicle Code Section 27909 regardless of the requirements of this subsection. Vehicle markings required by National Fire Protection Association Standard 52 for CNG-powered vehicles are permitted as specified in NFPA 52-1988 published by that organization.

(7) Logos. Logos of the manufacturer(s) of a school bus are not considered signs for the purposes of this section; however, logos shall not be displayed within 6 inches of any required sign. Exterior signs of any size representing the dealer or distributor of the bus are not permitted unless the dealer or distributor is either the manufacturer of the bus or, in the case of school buses manufactured in two or more stages, the final stage manufacturer. Signs on step well risers that are visible through door glass are not considered to be on the exterior of the bus.

<table>
<thead>
<tr>
<th>CONTENT</th>
<th>HEIGHT OF LETTERS IN INCHES</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;School Bus&quot;</td>
<td>8</td>
<td>Front and rear, above window</td>
</tr>
<tr>
<td>&quot;Stop When Red Lights Flash&quot;</td>
<td>6</td>
<td>Below rear window</td>
</tr>
<tr>
<td>&quot;Emergency Exit&quot;</td>
<td>2</td>
<td>On the exterior and interior, above each emergency exit</td>
</tr>
<tr>
<td>Name of District or Private School</td>
<td>4-6</td>
<td>Directly below windows, on each side</td>
</tr>
<tr>
<td>Vehicle Identification number</td>
<td>4 minimum</td>
<td>All corners, or front corners and rear center</td>
</tr>
<tr>
<td>Carrier Identification Number</td>
<td>2</td>
<td>Center, 2-24 inches below district or contractor name</td>
</tr>
</tbody>
</table>

(Table 1)

5-61 13 CCR § 1262 Speedometer and Odometer
http://www.gamutonline.net/district/pinero/DisplayPolicy/368289/

School buses, school pupil activity buses, youth buses, and farm labor vehicles shall be equipped with an accurate speedometer and odometer. The speedometer shall be visible from the driver's seat and illuminated during darkness. School pupil activity buses may use means other than an odometer for determining accrued mileage.
5-61 13 CCR § 1277.1 Schoolbuses Starter Interlock
http://www.gamutonline.net/district/pinero/displayPolicy/368307/index.html

On school buses manufactured on or after January 1, 1968, that are equipped with automatic transmissions, the engine starter shall be inoperative when the transmission shift lever is in a forward or reverse drive position.

5-61 13 CCR § 1291 Schoolbuses Steering Components
http://www.gamutonline.net/district/pinero/DisplayPolicy/368324/

No change shall be made to the steering gear, linkage, or related parts that would alter the manufacturer's intended geometry, nor shall any addition be made that would unsafely affect the operation or stability of a school bus. On school buses constructed after January 1, 1950, the outer rim of the steering wheel shall be at least 3 in. from the instrument panel, windshield frame, and other obstructive surface or mechanical device except the turn signal lever and a gearshift mounted on the steering post.

5-61 & 6-23 13 CCR § 1087. Tire Condition and Use.

(a) Defects. Tires shall not be used with boot or blowout patches or with any of the following defects: (1) Unrepaired fabric breaks, (2) Exposed or damaged cord, (3) Bumps, bulges, or knots due to internal separation or damage, (4) Cuts that measure more than 1 in. (25 mm) and expose body cord, (5) Cracks in valve stem rubber.

(b) Regrooved Tires. Regrooved tires shall not be used on schoolbuses or any vehicle other than a commercial vehicle. Such tires used on commercial vehicles shall be of a type manufactured and designed for regrooving. Regrooved tires, regardless of size, shall not be used on the front wheels of buses, and regrooved tires which have a load carrying capacity equal to or greater than that of 8.25-20 8 ply-rating tires shall not be used on the front wheels of any other motor vehicle listed in Vehicle Code Section 34500.

(c) Recapped Tires. Tires recapped or retreaded for highway use shall have a tread pattern that complies with Section 27465 of the Vehicle Code and with this section. Recapped or retreaded tires shall not be used on front wheels of a bus or farm labor vehicle. Such tires shall not be used on the front wheels of truck tractors or motortrucks listed in Vehicle Code Section 34500 unless the tires are in compliance with the following requirements: (1) Tires shall have been retreaded or recapped not more than 2 times and shall contain no casing repair other than that required by a nail puncture, (2) Tires shall conform to either the labeling and other requirements of the 1972 CRSC Retreading Specifications and Standards or to the Industry Standards For Tire Retreading & Repairing revised September 1, 1995. Tires retreaded on or after November 1, 1997, shall conform to the Industry Standards for Tire Retreading & Repairing revised September 1, 1995, (3) A new-tire manufacturer who is assigned an identification number by the U.S. Department of Transportation (DOT) may certify adherence to standards equal to or better than CRSC standards (only until November 1, 1997), or the Industry Standards For Retreading & Repairing revised September 1, 1995 for retreaded tires produced in his/her company-owned and -operated retreading facilities. Such certification shall comply with marking or labeling requirements of CRSC (only until November 1, 1997), or the Industry Standards For Tire Retreading & Repairing revised September 1, 1995, except that the certification mark branded into the tire may be of original design. A certification mark of original design shall show the name or trademark and
assigned DOT registration number of the manufacturer and designate which of his/her retreading facilities produced the tire. (4) Successive Retreads. When a retreaded tire bearing the markings specified in preceding subsections is retreaded a second time, the prescribed label shall be cancelled by a diagonal line or other distinctive mark through the label. (d) Tires on Dual Wheels. The outside diameters of tires used on dual wheels shall be so matched that on a level roadway each tire will contact the surface at all times.

5-62 V C Section 27461 Use of Recut or Regrooved Tires
http://www.dmv.ca.gov/pubs/vctop/d12/vc27461.htm

27461. No person shall cause or permit the operation of and no driver shall knowingly operate any motor vehicle except a commercial vehicle, on any street or highway, which is equipped with one or more recut or regrooved tires. For purposes of this section a recut or regrooved tire is an unretreaded or unrecapped tire into which new grooves have been cut or burned.

5-63 13 CCR § 1086. Regrooved Tire Design and Construction. -

Regrooved tires shall be designed and constructed as follows:(a) Design. No tire shall be regrooved unless it is designed to permit a renewed or newly generated tread pattern and is marked “regroovable” at the time of manufacture or it has a retread designed to be regrooved and is marked “regroovable” when retreaded.

(b) Construction. Regrooved tires shall be constructed with at least a 3/32-in. (2.4-mm) layer of tread material between the cord structure and the new grooves, which shall be not less than 3/16 in. (4.8 mm) nor more than 5/16 in. (7.9 mm) wide. Regrooved tires shall not show evidence of ply, tread, or sidewall separation; sidewall wear that exposes the fabric; or tread or groove cracks extending to the fabric.

5-66 13 CCR § 1244 Tires, Rims, and Wheels
http://www.gamutonline.net/district/pinero/DisplayPolicy/368270/

All tires, rims, and wheels used on vehicles subject to these regulations shall comply with the requirements of Article 14, Chapter 4, of this title, beginning with Section 1080, and the following provisions:

(a) Aluminum Wheels. No aluminum alloy disc wheel demountable at the hub and manufactured on or before September 30, 1955, shall be used on the front or steering axle(s) of a motor vehicle or the leading vehicle of a vehicle combination.

(b) Spare Tires. Externally mounted spare tires shall be contained and supported by tire carriers or other means specifically designed for the purpose and secured to prevent accidental release of the tires.

(c) School Bus Tires and Rims. All tires and rims used on school buses shall comply with the following requirements:

(1) All tires on a school bus shall be of the same size, except as otherwise specified on the Federal data plate or label.

(2) All Type 1 school buses shall have dual tires on the rear axle.

(3) No tire shall be permitted inside a Type 1 school bus, nor shall any tire compartment project into the passenger compartment. Spare tires shall be secured to the vehicle and shall not be placed across a window, entrance, or any exit, or in any position that may endanger the occupants.
5-67 V C Section 27459 Tire Traction Device
http://www.dmv.ca.gov/pubs/vctop/d12/vc27459.htm

27459. No person shall operate any motor vehicle, trailer or semitrailer upon any portion of a highway without tire traction devices when that portion of the highway is signed for the requirement of tire traction devices. In any case where a passenger vehicle or motortruck having an unladen weight of 6,000 pounds or less may be required by the Department of Transportation or local authorities to be equipped with tire traction devices, the devices shall be placed on at least two drive wheels, or the department or local authorities may provide, in the alternative, that the vehicle may be equipped with snow-tread tires on at least two drive wheels when the weather and surface conditions at the time are such that the stopping, tractive, and cornering abilities of the snow-tread tires are adequate. The snow-tread tires shall be of a type and design manufactured for use on snow as a replacement for tire chains or tire traction devices, shall be in good condition, and shall bear the marking of M-S, M/S, or other marking indicating that the tire was manufactured for use on snow, or, in the case of tires purchased before January 1, 1987, shall either bear the markings or, in the opinion of the inspecting officer, comply with the tread pattern requirements of Section 558.

5-67 V C Section 27465 V C Section 27465 Tread Depth of Pneumatic Tires
http://www.dmv.ca.gov/pubs/vctop/d12/vc27465.htm

27465. (a) No dealer or person holding a retail seller's permit shall sell, offer for sale, expose for sale, or install on a vehicle axle for use on a highway, a pneumatic tire when the tire has less than the tread depth specified in subdivision (b). This subdivision does not apply to any person who installs on a vehicle, as part of an emergency service rendered to a disabled vehicle upon a highway, a spare tire with which the disabled vehicle was equipped.

(b) No person shall use on a highway a pneumatic tire on a vehicle axle when the tire has less than the following tread depth, except when temporarily installed on a disabled vehicle as specified in subdivision (a):

(1) One thirty-second (1/32) of an inch tread depth in any two adjacent grooves at any location of the tire, except as provided in paragraphs (2) and (3).

(2) Four thirty-second (4/32) of an inch tread depth at all points in all major grooves on a tire on the steering axle of any motor vehicle specified in Section 34500, and two thirty-second of an inch tread depth at all points in all major grooves on all other tires on the axles of these vehicles.

(3) Six thirty-second (6/32) of an inch tread depth at all points in all major grooves on snow tires used in lieu of tire traction devices in posted traction device control areas.

(c) The measurement of tread depth shall not be made where tie bars, humps, or fillets are located.

(d) The requirements of this section shall not apply to implements of husbandry.

(e) The department, if it determines that such action is appropriate and in keeping with reasonable safety requirements, may adopt regulations establishing more stringent tread depth requirements than those specified in this section for those vehicles defined in Sections 322 and 545, and may adopt regulations establishing tread depth requirements different from those specified in this section for those vehicles listed in Section 34500.

5-68 13 CCR § 1289 Schoolbuses Wheel Clearance
http://www.gamutonline.net/district/pinero/DisplayPolicy/368322/
School bus wheelhousings shall clear the wheels regardless of load, and permit the installation of chains; wheelhousings shall not project above the floor into leg space more than 11 in. Leg space is the area immediately forward of the front edge of a seat cushion to the floor.

5-68 13 CCR § 1260 Ventilation
http://www.gamutonline.net/district/pinero/DisplayPolicy/368287/

Requirements for ventilation are as follows:

(a) Buses and Farm Labor Vehicles. All buses and farm labor vehicles shall provide ventilation that is adequate for passengers in any weather. Openings for ventilation through the front of a vehicle shall be equipped with screens that prevent passage of insects, gravel, and other objects.

(b) School Buses. School bus bodies shall be equipped with a suitable ventilating system of sufficient capacity to maintain adequate ventilation during operation without the opening of windows except in extremely hot weather. Ventilation shall be adequate to assure a complete change of air at least once every 3 minutes while a school bus is moving.

5-68 13 CCR § 1277 Schoolbuses Power or Grade Ability
http://www.gamutonline.net/district/pinero/DisplayPolicy/368308/

The gross vehicle weight of any Type 1 school bus and any Type 2 school bus manufactured on or after July 1, 1970, shall not exceed 175 lb. per certified net published horsepower of the engine at the manufacturer's recommended maximum governed rpm. The gross vehicle weight of any school bus manufactured after January 1, 1973, shall not exceed 185 lb. per certified net published horsepower of the engine at the manufacturer's recommended maximum governed rpm.

5-69 13 CCR § 1276 Schoolbus Weight Limits
http://www.gamutonline.net/district/pinero/displayPolicy/368306/index.html

Weights imposed upon the axles of school buses shall be limited as follows:

(a) One Axle. The gross weight on any one axle shall not exceed the rated capacity of the axle as certified to the department by the manufacturer of the chassis, or as indicated on the permanent data plate or labels required by Section 1272 of this title.

(b) Rear Axle. A school bus constructed after January 1, 1950, shall have no more than 75% of the gross vehicle weight on the rear axle, measured at the ground.

5-71 & 6-23 13 CCR § 1293 Wheelchair Schoolbuses
http://www.gamutonline.net/district/pinero/DisplayPolicy/368326/

Provisions of this section shall apply to all school buses transporting pupils in wheelchairs.

(a) Construction of Body--Basic Provisions. Notwithstanding other provisions of this subchapter, a school bus body that is constructed, altered, or modified for the purpose of installing and operating equipment approved for loading, unloading, and transporting physically handicapped pupils and pupils in wheelchairs shall comply with this section and Section 1231. This requirement applies only to those portions of a school bus used to transport pupils in wheelchairs. Pupils not seated in wheelchairs shall be provided aisles, passageways, and exits that conform to all other provisions of law.

(b) Inspection. Each school bus that has been certified pursuant to Vehicle Code Section 2807, and is subsequently modified to conform to the provisions of this section, shall not transport pupils until all changes have been inspected and approved by an authorized employee of the department. The vehicle owner shall provide a wheelchair to be used for testing the performance of vehicle equipment.
(c) Entrance Doors. Entrance doors used by pupils in wheelchairs shall be installed and maintained as follows:

(1) Type 1 school buses equipped with entrance doors that conform with Section 1281 of this subchapter may also be equipped with an additional entrance door which conforms to the provisions of this section. Each door shall be installed by the body manufacturer or with his written approval and statement, or the written statement of an approved independent engineering testing firm, that the installation of the door will not adversely affect the structural integrity of the vehicle.

(2) All such doors shall afford easy manual operation from inside or outside the vehicle in case of emergency and shall be protected from accidental opening, except that a means of opening the door from the inside is not required on doors with wheelchair loading devices obstructing the passageway.

(3) Instructions for the manual operation of the door and wheelchair loading device from outside the vehicle shall be displayed in clear view on the exterior of the vehicle at the exit.

(4) The door shall provide an opening not less than 24 in. wide. There shall be a soft head cushion at least 1/2 in. thick on the inside of the bus at the lower edge of the top of the door opening.

(d) Wheelchair Emergency Exits. School buses transporting pupils in wheelchairs shall have at least two floor-level doors. One door shall be used for the regular loading and unloading of wheelchairs as described in subsection (c). The additional floor-level door shall be an emergency door for the evacuation of pupils in wheelchairs. The additional door shall be equipped and installed at one of the locations specified in Section 1282 for emergency exits. The door shall provide an unobstructed opening not less than 24 in. wide. If a pupil's physical condition prevents that pupil from being readily evacuated through a door 24 in. wide, the door shall be as wide as necessary to permit rapid evacuation of that pupil during an emergency. Type 1 school buses transporting pupils in both wheelchairs and seats shall comply with the requirements of 1282 and 1284 of this subchapter.

(1) Alternate Emergency Exit. Type 2 school buses transporting pupils in wheelchairs and regularly seated pupils may meet the requirement for a left side emergency exit with two emergency windows on the left side providing:

(A) The required rear emergency door is inoperable from the interior due to a retracted wheelchair loading device.

(B) The vehicle is equipped with a right side floor-level emergency door located to the rear of the driver's seat.

(C) The alternate exit consists of not more than two windows each having a minimum opening dimension of 12 in. and a combined total area of at least 564 in. Such exits need be identified and operable only from the bus interior.

(2) Aisles. Aisles on school buses transporting wheelchairs shall be provided as follows:

(A) An emergency passageway with a width of not less than 9 in. shall provide access to each wheelchair station from both the door used to load and unload the wheelchairs and to the floor level emergency exit door required by this section. A wheelwell will not be considered an obstruction for the purposes of this subsection.

(B) Notwithstanding subsection (A), an aisle shall be provided as wide as necessary to effect a rapid evacuation of any wheelchair containing a pupil during an emergency and shall provide access to each wheelchair from both the door used to load and unload the wheelchairs and to the
floor level emergency exit door required by this section. An aisle is not considered obstructed if the only obstruction is another wheelchair that can be readily removed.

(e) Wheelchair Loading Devices. Loading devices for the ingress and egress of pupils in wheelchairs shall be installed, maintained, and operated as follows:

(1) Any installation of a wheelchair loading device that requires modification of the vehicle chassis shall be performed by the chassis manufacturer or with the manufacturer's written approval and statement that the chassis modification will not adversely affect the structural integrity of the vehicle.

(2) No loading device shall be constructed or operated in a manner that requires the driver to leave a pupil unattended on the loading device outside the passenger compartment, nor shall any driver permit a pupil to be unattended on a loading device outside the passenger compartment.

(3) Each hoist or elevator-type loading device shall be constructed with a positive method of preventing an unbraked wheelchair from rolling off during the lifting operation.

(4) Any loading device stored inside the vehicle shall be secured to the vehicle in a manner that will prevent hazardous movement during normal operation or in the event of an emergency stop, traffic accident, or vehicle overturn.

(5) Any loading device stored inside the vehicle shall be equipped with padding capable of minimizing injury-producing impact forces, and all exposed edges or other hazardous protrusions shall be padded to within 3 in. of the bus floor.

(6) The travel surface of all loading devices shall be covered with nonskid material.

(f) Securement of Pupils and Wheelchairs. Passengers shall be secured to wheelchairs by a restraining belt specified in subsection (g) while being loaded, unloaded, and transported. Wheelchairs shall be secured as follows:

(1) Wheelchairs shall be secured with fasteners of sufficient strength to prevent the chairs from rotating, prevent the chair wheels from leaving the floor in case of sudden movement, or support the chairs in the event the vehicle is overturned.

(2) Fasteners shall contact the wheelchair on at least three points and shall be spaced to provide the most effective securement. No fastener shall be attached to any door. No fastener shall project more than 1 1/2 in. above the floor in the area between the wheel wells of the vehicle.

(3) Fasteners shall consist of either two webbed belts described in subsection (A) or two all-metal devices described in subsection (B), or one each of such devices, installed in conformance with this subsection.

(A) Webbed safety belts shall meet or exceed federal specifications for Type 2 pelvic restraint seat belts or be certified by the manufacturer to meet or exceed assembly strengths of 5,000 lb. in loop fashion or 2,500 lb. on each anchorage leg. Certification may be the manufacturer's specifications listed in catalogs or publications. All new construction of webbed fasteners and repairs to webbing shall conform with standards established by the manufacturer of the webbing. Webbed belts attached directly to the vehicle and securement track used for webbed fastener attachments shall be secured to the vehicle at not less than two separate points with bolts, nuts, and lock washers or self-locking nuts. Bolts used shall provide holding strength equal to or greater than that of two bolts 3/8 in. in diameter and of National Fine Thread SAE grade 5. All fastening of webbing and securement tracks shall be in accordance with the manufacturer's specifications provided that no standard established herein may be violated. Where mounting bolts do not pierce the vehicle frame, subframe, body posts, or equivalent metal structure, a reinforcement plate or washer not less than 1/16 in. in thickness and 2 1/2 in. in diameter is
required. Smaller diameter washers may be used to install wheelchair securement track provided a minimum of four fasteners and four washers are used for each track installation. These washers shall be not less than 1 1/4 in. in diameter, not less than 1/16 in. in thickness, and have an appropriate inside diameter. In no event shall interior paneling constitute anchorage for a point of securement. When not in use, webbed belts shall be removed or retracted.

(B) All-metal fasteners shall be secured to the vehicle with bolt nuts and lock washers or self-locking nuts of National Fine Thread SAE grade 5 or equivalent. Such devices shall have two points of securement requiring bolts 3/8 in. in diameter or equivalent, or one point of securement requiring a bolt of 1/2 in. in diameter or equivalent. Where mounting bolts do not pierce the vehicle frame, subframe, body post, or equivalent metal structure, a reinforcement plate or washer not less than 1/16 in. in thickness x 2 1/2 in. in diameter is required. In no event shall interior paneling constitute anchorage for a point of securement.

(g) Equipment of Wheelchairs. Wheelchairs shall be equipped as follows:

(1) Brakes and Restraining Belt. Wheelchairs shall be equipped with brakes and a restraining belt properly maintained by the owner of the chair. Electric wheelchairs transported on school buses shall be capable of being locked in gear when placed in a school bus or shall have an independent braking system capable of holding the wheelchair in place.

(2) Batteries. Batteries used to propel electric wheelchairs transported on school buses shall be both leak resistant and spill resistant or shall be placed in a leak resistant container. Batteries shall be secured to the wheelchair frame in such a manner as to prevent separation in the event of an accident.

5-75  
**V C Section 26706 Windshield Wipers**
http://www.dmv.ca.gov/pubs/vctop/d12/ve26706.htm

26706. (a) Every motor vehicle, except motorcycles, equipped with a windshield shall also be equipped with a self-operating windshield wiper.

(b) Every new motor vehicle first registered after December 31, 1949, except motorcycles, shall be equipped with two such windshield wipers, one mounted on the right half and one on the left half of the windshield, except that any motor vehicle may be equipped with a single wiper so long as it meets the wiped area requirements in Federal Motor Vehicle Safety Standards Governing Windshield Wiping and Washing Systems.

(c) This section does not apply to snow removal equipment equipped with adequate manually operated windshield wipers.

5-75  
**V C Section 26707 Condition and Use of Windshield Wipers**
http://www.dmv.ca.gov/pubs/vctop/d12/ve26706.htm

26707. Windshield wipers required by this code shall be maintained in good operating condition and shall provide clear vision through the windshield for the driver. Wipers shall be operated under conditions of fog, snow, or rain and shall be capable of effectively clearing the windshield under all ordinary storm or load conditions while the vehicle is in operation.

5-76  
**13 CCR § 1250 Schoolbus Wiring**
http://www.gamutonline.net/district/pinero/DisplayPolicy/368276/

Additional requirements for school bus wiring are as follows:

(a) All school buses shall be equipped with spare fuses of each size used.
(b) All interior wiring for Type 1 school buses constructed after January 1, 1953, and Type 2 school buses constructed on and after July 1, 1970, shall be concealed, and all exposed wiring shall be protected with a waterproof insulation.

(c) The wiring of each Type 1 school bus constructed after January 1, 1953, shall be arranged in at least ten circuits: (1) starting, (2) ignition, (3) headlamps, taillamps and dash lamps, (4) stop lamps, (5) flashing red/amber lamps, (6) turn signal lamps, (7) clearance lamps and/or sidemarker lamps and stepwell lamps, (8) interior lamps, (9) heaters, defrosters, etc., and (10) horn. Each circuit except ignition circuits shall be protected by a separate fuse or circuit breaker with a rating no greater than the safe capacity of the circuit. Fuses, circuit breakers, flashers, pilot lamps, and switches shall be mounted in accessible locations. Head lamps and tail lamps shall be illuminated by a common switch.

(d) Ignition circuits on all school buses manufactured after July 1, 1980, shall incorporate a key-type switch that will stop the engine when the switch is turned to the off position.

6-16 13 CCR § 1238 Schoolbus, SPAB, and Youth Bus Carriers Schoolbus Stops
http://www.gamutonline.net/district/pinero/DisplayPolicy/368263/

(a) Designated Stops. School bus and SPAB stops made for receiving and discharging pupils shall be designated by the school district superintendent.

(b) Prohibited Stops. A school bus stop shall not be designated at the following locations:

(1) Within 200 ft of the nearest rail of any railroad crossing or grade, except at railroad stations or on highways that parallel the railroad tracks

(2) The left-hand side of any highway

(3) On a divided or multiple-lane highway where pupils must cross the highway to board or after exiting the bus, unless traffic is controlled by a traffic officer or official traffic control signal. For the purposes of this subsection, a multiple-lane highway is defined as any highway having two or more lanes of travel in each direction.

(c) CHP Approval. Unless approved by the department, a school bus stop shall not be designated at the following locations:

(1) Upon the main traveled portion of a highway where there is not a clear view of the stop from 500 ft in each direction along the highway and the speed limit is more than 25 mph.

(2) On a highway, pursuant to Vehicle Code Section 22504(c)

6-16 V C Section 22112 Schoolbus Signal and Schoolbus Stops
http://www.dmv.ca.gov/pubs/vctop/d11/vc22112.htm

22112. (a) On approach to a schoolbus stop where pupils are loading or unloading from a schoolbus, the schoolbus driver shall activate an approved amber warning light system, if the schoolbus is so equipped, beginning 200 feet before the schoolbus stop. The schoolbus driver shall deactivate the amber warning light system after reaching the schoolbus stop. The schoolbus driver shall operate the flashing red light signal system and stop signal arm, as required on the schoolbus, at all times when the schoolbus is stopped for the purpose of loading or unloading pupils. The flashing red light signal system, amber warning lights system, and stop signal arm shall not be operated at any place where traffic is controlled by a traffic officer or at any location identified in subdivision (e) of this section. The schoolbus flashing red light signal system, amber warning lights system, and stop signal arm shall not be operated at any other time.
(b) The schoolbus driver shall stop to load or unload pupils only at a schoolbus stop designated for pupils by the school district superintendent or ( ) the head or principal of a private school, or authorized by any of those individuals for school activity trips.

(c) When a schoolbus is stopped on a highway or private road for the purpose of loading or unloading pupils, at a location where traffic is not controlled by a traffic officer, the driver shall, before opening the door, ensure that the flashing red light signal system and stop signal arm are activated, and that it is safe to enter or exit the schoolbus.

(d) When a schoolbus is stopped on a highway or private road for the purpose of loading or unloading pupils, at a location where traffic is not controlled by a traffic officer or official traffic control signal, the schoolbus driver shall do all of the following:

(1) Escort all pupils in prekindergarten, kindergarten, or any of grades 1 to 8, inclusive, who need to cross the highway or private road upon which the schoolbus is stopped. The driver shall use an approved hand-held "STOP" sign while escorting all pupils.

(2) Require all pupils who need to cross the highway or private road upon which the schoolbus is stopped to walk in front of the bus as they cross.

(3) Ensure that all pupils who need to cross the highway or private road upon which the schoolbus is stopped have crossed safely, and that all other pupils and pedestrians are a safe distance from the schoolbus before setting the schoolbus in motion.

(e) Except at a location where pupils are loading or unloading from a schoolbus and must cross a highway or private road upon which the schoolbus is stopped, the schoolbus driver may not activate the amber warning light system, the flashing red light signal system and stop signal arm at any of the following locations:

(1) Schoolbus loading zones on or adjacent to school grounds or during an activity trip, if the schoolbus is lawfully stopped or parked.

(2) Where the schoolbus is disabled due to mechanical breakdown. The driver of a relief bus that arrives at the scene to transport pupils from the disabled schoolbus shall not activate the amber warning light system, the flashing red light system, and stop signal arm.

(3) Where a pupil requires physical assistance from the driver or authorized attendant to board or leave the schoolbus and providing the assistance extends the length of time the schoolbus is stopped beyond the time required to load or unload a pupil that does not require physical assistance.

(4) Where the roadway surface on which the bus is stopped is partially or completely covered by snow or ice and requiring traffic to stop would pose a safety hazard as determined by the schoolbus motor carrier.

(5) On a state highway with a posted speed limit of 55 miles per hour or higher where the schoolbus is completely off the main traveled portion of the highway.

(6) Any location determined by a school ( ) district or a private school, with the approval of the Department of the California Highway Patrol, to present a traffic or safety hazard.

(f) Notwithstanding subdivisions (a) to (d), inclusive, the Department of the California Highway Patrol may require the activation of an approved flashing amber warning light system, if the schoolbus is so equipped, or the flashing red light signal system and stop signal arm, as required on the schoolbus, at any location where the department determines that the activation is necessary for the safety of school pupils loading or unloading from a schoolbus.

6-18 13 CCR § 1256.5(H) Stop Arm Operation
The stop signal arm shall be operated by electricity, air or vacuum. Manual operation of the stop signal arm is prohibited. The stop signal arm shall be automatically extended whenever the alternately flashing red signal lamp switch is activated as required by Vehicle Code Section 22112. The stop arm shall not be activated or deployed at any other time.

6-18 REPORTING FAILURE TO STOP FOR SCHOOLBUS,

The driver of the schoolbus or any other person who observes a motor vehicle violate Section 22454 VC by overtaking a schoolbus operating its flashing red light signal system and/or having the stop signal arm deployed may within 24 hours report the violation to the local law enforcement agency having jurisdiction over the offense. The report should contain the following:

a. Reported by  
b. Date and time of violation.  
c. Location of violation.  
d. Direction of travel of violator  
e. Approximate speed of vehicle.  
f. Color of vehicle.  
g. License number  
h. Vehicle year make, and model.  
i. Description of driver  
j. Number of passengers in vehicle  
k. Details of incident

6-19 V C Section 22500.5 Schoolbuses Loading and Unloading of Passengers
http://www.dmv.ca.gov/pubs/vctop/d11/vc22500_5.htm

22500.5. Upon agreement between a transit system operating buses engaged as common carriers in local transportation and a public school ( ) district or private school, local authorities may, by ordinance, permit schoolbuses owned by, or operated under contract for, that public school district or private school to stop for the loading or unloading of passengers alongside any or all curb spaces designated for the loading or unloading of passengers of the transit system buses.

6-19 V C Section 22500(h) Prohibited Stopping Standing or Parking
http://www.dmv.ca.gov/pubs/vctop/d11/vc22500.htm

(h) On the roadway side of any vehicle stopped, parked, or standing at the curb or edge of a highway, except for a schoolbus when stopped to load or unload pupils in a business or residence district where the speed limit is 25 miles per hour or less.

6-19 V C Section 25257.2 Flashing Lights Schoolbuses Transporting Disabled
http://www.dmv.ca.gov/pubs/vctop/d12/vc25257_2.htm

25257.2. If a schoolbus is used for the transportation of persons of any age who are developmentally disabled, as defined by the Lanterman Developmental Disabilities Services Act (Division 4.5 (commencing with Section 4500) of the Welfare and Institutions Code), the amber light signal system, flashing red light signal system, and stop signal arm shall not be used other than as required by Sections 22112 and 22454.

6-20 V C Section 25257.5 Flashing Lights Schoolbuses
http://www.dmv.ca.gov/pubs/vctop/d12/vc25257_5.htm
25257.5. To warn other motorists or pedestrians on a roadway during a backing maneuver, the operator of a schoolbus may flash turn signal lamps if the front turn signal lamps at each side are flashed simultaneously and the rear signal lamps at each side are flashed simultaneously.

6-20 13 CCR § 1217 (d) Seat Beside Driver.

No more than two pupils shall be allowed to occupy the seating space beside the driver of a Type 2 schoolbus.

6-20 13 CCR § 1217 (e) and (j).

(e) Standing Passengers. A vehicle shall not be put in motion until all passengers are seated, and all passengers must remain seated while the vehicle is in motion. Standing passengers are permitted only on a bus (except a schoolbus, SPAB, or youth bus) operated in regularly scheduled passenger stage service or urban and suburban service by a common carrier or publicly-owned transit system, and equipped with grab handles or other means of support for standing passengers, and constructed so that standing room in the aisle is at least 74 in. high.

(j) Exemptions. The provisions of subsections (c) and (e) shall not apply to persons testing or training a driver, maintenance personnel, sales or manufacturers' representative, or an adult acting upon a request by a schoolbus or SPAB driver to supervise or assist a pupil.

3-27 V C Section 22452 Railroad Crossings

22452. (a) Subdivisions (b) and (d) apply to the operation of the following vehicles:

(1) A bus or farm labor vehicle carrying passengers.

(2) A motortruck transporting employees in addition to those riding in the cab.

(3) A schoolbus and a school pupil activity bus transporting school pupils, except as otherwise provided in paragraph (4) of subdivision(d).

(4) A commercial motor vehicle transporting any quantity of a Division 2.3 chlorine, as classified by Title 49 of the Code of Federal Regulations.

(5) A commercial motor vehicle that is required to be marked or placarded in accordance with the regulations of Title 49 of the Code of Federal Regulations with one of the following federal classifications:

3-26 V C Section 25251 Permitted Flashing Lights (4 Way Flashers/Hazard Lights)
http://www.dmv.ca.gov/pubs/vctop/d12/vc25251.htm

(2) When disabled or parked off the roadway but within 10 feet of the roadway, or when approaching, stopped at, or departing from, a railroad grade crossing, turn signal lamps may be flashed as warning lights if the front turn signal lamps at each side are being flashed simultaneously and the rear turn signal lamps at each side are being flashed simultaneously.

6-22 13 CCR § 1228 Schoolbus Drivers Railroad Crossing
http://www.gamutonline.net/district/pinero/DisplayPolicy/368243/

In addition to the provisions of Vehicle Code Section 22452, the driver shall stop the school bus parallel to and as close as practicable to the appropriate edge of the highway, fully open the entrance door on a Type 1 bus or open the window on a Type 2 bus, and then listen and look to
ensure that the tracks are clear of an approaching train, and proceed only when the tracks are safe to cross and the door is closed.

ANNEX

TERMS AND DEFINITIONS

1. DEFINITIONS. Most of the following definitions are taken from the Vehicle Code, Title 13 CCR 1201, and the California Commercial Driver Handbook.

a. Adverse driving conditions. Snow, sleet, fog, other adverse weather conditions, a highway covered with snow or ice, or unusual road and traffic conditions, none of which were apparent on the basis of information known to the person dispatching the run at the time it was begun.

b. Bus. The following section is quoted from the VC.

233. (a) Except as provided in subdivision (b), a "bus" is any vehicle, including a trailer bus, designed, used, or maintained for carrying more than 15 persons including the driver.

(b) A vehicle designed, used, or maintained for carrying more than 10 persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus.

(c) This section does not alter the definition of a schoolbus, school pupil activity bus, general public paratransit vehicle, farm labor vehicle, or youth bus.

(d) A vanpool vehicle is not a bus.

c. Bus "type". Bus type is determined as follows:

(1) Type 1. Designed for carrying more than 16 passengers and the driver.

(2) Type 2. Designed for carrying not more than 16 passengers and the driver; or manufactured on or after April 1, 1977, having a manufacturer's gross vehicle weight rating of 10,000 lb or less, and designed for carrying not more than 20 passengers and the driver.

d. Caltrans. California Department of Transportation.

e. CCR. California Code of Regulations -13 CCR.

f. CDE. California Department of Education.

g. CFR. Code of Federal Regulations -49 CFR.

h. CHP. California Highway Patrol.

i. Co-Driver. A driver teamed with another driver for the purpose of alternating driving duties during a trip. While one drives, the other ordinarily rests in a sleeper berth as defined in 13 CCR 1265. Both driver and co-driver maintain separate driver logs pursuant to 13 CCR 1213.


k. DHS. California Department of Health Services.

l. DMV. Department of Motor Vehicles.

m. DOT. U. S. Department of Transportation.

n. Drive or Operate. These terms include all time spent at the driving controls of a motor vehicle in operation.

o. Driver. Any person, including the owner-driver, who drives any motor vehicle subject to 13 CCR Chapter 6.5, and any person, whether driving for compensation or not, who is under the direct control of and drives for a motor carrier.
p. **EC.** Education Code.
q. **EPA.** U.S. Environmental Protection Agency.
r. **FAA.** Federal Aviation Administration.
s. **FBI.** Federal Bureau of Investigation.
t. **FHWA.** Federal Highway Administration.
u. **FLV.** Any motor vehicle specified in Vehicle Code Section 322.
v. **FMCSR.** Federal Motor Carrier Safety Regulations.
w. **FMVSS.** Federal Motor Vehicle Safety Standard(s).
x. **GPPV.** General Public Paratransit Vehicle. Any motor vehicle specified in vehicle code section 338. A GPPV is not a transit bus.
y. **Hazardous Materials.** Any material that poses an unreasonable risk to health, safety, and property during transportation.
z. **Manufacturer of the Chassis.** The original manufacturer of the chassis or the manufacturer of any integral-type school bus.

aa. **Motor Carrier or Carrier.** The registered owner, lessee, licensee, school district superintendent, or bailee of any vehicle who operates or directs the operations of any such vehicle on either a for-hire or not-for-hire basis.

bb. **On-Duty Time.** All time from the time a driver begins work, or is required to be in readiness to work, until the time he/she is relieved from work and all responsibility for performing work. On-duty time includes:

1. Time at a carrier or shipper plant, terminal, facility, or other private property, or any public property, waiting to be dispatched, unless the driver has been relieved from duty by the motor carrier.

2. Time inspecting, servicing, or conditioning any vehicle.

3. All driving time as defined in the term "drive or operate" in 13 CCR 1201.

4. All time, other than driving time, in or upon any motor vehicle, except time spent resting in a sleeper berth as defined by the term "sleeper berth" in 13 CCR 1201.

5. All time loading or unloading, supervising or assisting in loading or unloading, attending a vehicle being loaded or unloaded, remaining in readiness to operate the vehicle, or in giving or receiving receipts for shipments loaded or unloaded.

6. Time spent complying with driver requirements relating to accidents.

7. All time repairing, obtaining assistance, or remaining in attendance in or about a disabled vehicle.

8. Performing any other work in the capacity of, or in the employ or service of, a common, contract or private motor carrier.

9. Performing any compensated work for any non motor carrier entity. Any driving done for an employer must be counted toward the total driving hours permitted in a work period.

cc. **PC.** California Penal Code.

dd. **P.S.I.** Pounds per square inch.

ee. **PUC.** California Public Utilities Commission.

ff. **Pupil.** A child or young person at or below the twelfth-grade level. A preprimary, primary, or secondary school student, including Head Start participants.

gg. **Pupil Transportation.** The transportation of any pupil enrolled in a public or private school at or below the twelfth-grade level to or from school in a school bus or a youth bus, to or from a school activity in a school bus or school pupil activity bus, from a school to a non-school related activity within 25 miles of the school in a youth bus, the transportation of any student enrolled in a community college to or from the community college or a college activity, in a vehicle designated as a school bus by resolution of the governing board pursuant to Vehicle Code Section 545(g) and certified by the Department, or transported by a community college pursuant to Vehicle Code Section 545.1.
hh. **School Bus.** Any motor vehicle specified in Section 545 VC.

ii. **School Bus Accident.** A motor vehicle accident resulting in property damage in excess of five hundred dollars ($500) or personal injury, on public or private property, and involving a school bus, youth bus, school pupil activity bus, or general public paratransit vehicle with a pupil on board; a collision between a vehicle and any pupil or the bus driver while the pupil or driver is crossing the highway when the school bus flashing red signal (cross-over) lamps are required to be operated pursuant to Section 22112 VC; or injury of a pupil inside the bus as a result of acceleration, deceleration, or other movement of the bus. (NOTE: For additional information refer to Vehicle Code Section 12517.1.)

jj. **School District Superintendent.** This term or a similar phrase includes a county superintendent of schools and the equivalent official of a private or public school that does not have a school district superintendent.

kk. **Special Needs Student/Passenger.** An educational need that cannot be met by a regular classroom setting without modifications of the regular school program and requiring special instruction and/or services.

ll. **Trailer-Bus.** A trailer or semitrailer designed or used for the transportation of more than 10 persons.

mm. **Transit Bus.** A bus owned or operated by a publicly owned or operated transit system, or operated under contract with a publicly owned or operated transit system, and used to provide the general public with regularly scheduled transportation for which a fare is charged. A general public paratransit vehicle is not a transit bus.

nn. **Tour Bus.** Any motor vehicle specified in Section 612 VC.

oo. **Truck.** All motortrucks and truck tractors specified in Section 34500 VC.

pp. **Wheelchair.** A specially constructed device on wheels used exclusively to transport a physically handicapped person except infant seat devices, strollers, and gurneys.

qq. **Wheelchair School Bus.** Any school bus that has been designed or modified in accordance with Section 1293 VC or 13 CCR to transport pupils confined to wheelchairs.

rr. **Work Period.** The duration between the time a driver first reports for duty and the time a driver is completely relieved of all duties and is permitted to go off duty for eight consecutive hours. The terms "work period" and "tour of duty" have the same meaning.

ss. **VC.** California Vehicle Code.

tt. **VDDP.** Vehicle for Developmentally Disabled Persons.

uu. **Youth Bus.** Any motor vehicle specified in Section 680 VC.

---

**PRETRIP BUS INSPECTION AND DRIVING TEST GUIDE**

1. **INTRODUCTION.** This annex provides a list of the minimum skills evaluated during the pretrip inspection and driving test. Some items listed are not applicable to youth buses, general public paratransit vehicles (GPPV), school pupil activity buses (SPAB), farm labor vehicles (FLV) and their drivers, and some of the requirements are different.

2. **PRETRIP INSPECTION.** All school bus, youth bus, GPPV, SPAB, and FLV drivers are required to inspect their vehicles before driving, pursuant to 13 CCR 1215(a).
   
   a. **Required Certificates.** Ensure that CHP 292 (Inspection Approval Certificate), registration and insurance documents are valid and current.
   
   b. **Fuel Cap.** Ensure that fuel cap is present and secure.
c. **Controls.** Can identify each operational control. Example: driver seat, seat belt, steering wheel, shift levers, turn indicators, and pedals. The driver needs to know the functions and operation of these controls.

d. **Gauges.** With the engine running, can identify each gauge, give its present reading and explain the meanings of other readings pointed out by the officer or coordinator. This is a critical item. Failure to explain and understand the proper operation or function of any gauge constitutes failure of the pre-trip inspection.

e. **Dash/Panel Warning and Indicator Lights.** Can identify each dash warning and indicator light and explain its function.

f. **Horn, Wipers, Washers, Mirrors.** Sounds horns and operates washers and wipers. Checks mirrors for cracks, cleanliness, proper adjustment and securement.

g. **Ventilating System.** Operates the heater, defroster, and fans.

h. **First Aid Kit.** (NOTE: This requirement does not apply to SPAB vehicles.) Locates and opens first aid kit to determine that it is of the proper type and has all units. Ensures that gasket on container is in place.

i. **Fire Extinguisher.** (NOTE: Minimum requirement for school buses 8B:C, all others 4b:c) Checks fire extinguisher by removing it from its holder, inspects rating label, inspection tag, pin and seal. Determines that it is sufficiently charged and describes its operation.

j. **Reflectors.** (NOTE: This requirement applies to school buses and vehicles described in Section 25100 VC.) Locates the emergency warning reflectors, confirms the required three reflectors and describes their operation.

k. **All Doors, Glass, and Windows.** Checks entrance door for proper operation. Checks all glass for cleanliness and damage, checks windows for proper operation.

l. **Interior/Exterior Lighting.** Checks operation of all interior and exterior lighting required by law.

m. **Interior.** Checks interior for cleanliness and checks seats, handrails, and modesty panels for securement. Can indicate obvious damage.

n. **Emergency Exits.** (NOTE: The requirements in this category apply to school buses, refer to 13 CCR 1268 and 1269 for all other vehicles.) Checks operation of all emergency exits by opening and closing each exit. Can activate and check emergency exit warning devices; inspects lettering marking of exit and operating instructions.

o. **Exterior.** Checks exterior for cleanliness of the lights, signs, windows (if not done on interior inspection), lettering, and body damage.

p. **Tires, Wheels, and Lug Nuts.** Checks all tires for proper tread depth (minimum 4/32" front, 2/32" rear), sidewalls for cracks and bulges. Checks all wheels and lug nuts for cracks, missing and/or loose lug nuts. Inspects for indication of grease or oil seal leaks.

q. **Brakes.** Can demonstrate and/or explain thorough understanding of the proper operation of the service brakes, governor cut-in and cut-out pressures, static and applied pressure losses, warning devices, emergency stopping system, parking brake and indicators.

   (1) **This is a critical item. Lack of knowledge or thorough understanding of any component in the braking system constitutes a failure of the pre-trip inspection.**

r. **Two Brake Test Stops.** Makes a stop to test the service brakes and a second stop to test the parking brake/emergency system control before picking up passengers. (It is best to do this before leaving the bus compound.) This task may be verbally explained or demonstrated.

s. **Engine Compartment.** (NOTE: This task is recommended but is not required.) Visually inspects and verbally explains fluid level access; wear, cracks, adjustment, leaks, swelling, and overall condition of all belts and hoses. Knows location of battery.
t. **Hand-Held Stop Sign.** Demonstrates knowledge of when and how to use the hand-held stop sign.

3. **DRIVING SKILLS.** The following criteria provides guidelines for conducting a driving skills test. Failure in any test category will be considered an immediate failure of the driving test.

   a. **Backing**

      (1) **Sharp Backing Crossover Maneuver.** Align vehicle parallel and within 12 inches of a straight line. Use dead or minimum throttle start and turn the steering wheel to full lock position to crossover the line. At the proper time, the driver must turn the steering wheel to the opposite full lock position and realign the vehicle again parallel and within 12 inches of the line.

      (2) **Gradual Backing Crossover Maneuver.** Align vehicle parallel and within 12 inches of a straight line. Use dead or minimum throttle start and turn the steering wheel to crossover the line. At the proper time, the driver must turn the steering wheel to the opposite turn position and realign the vehicle parallel and within 12 inches of the line.

      (3) **Backing Around the Comer Maneuver.** Align vehicle parallel and within 18 inches of the curb line or edge of the roadway. Use dead or minimum throttle start and back vehicle around corner ensuring that vehicle does not contact the curb or edge line. After completing the turn the driver must realign the vehicle parallel and within 18 inches of the curb or edge line.

      (4) **Parallel Parking.** Align the vehicle parallel to and approximately one vehicle width (six to eight feet from a straight or curb line, or edge of the roadway. Using dead or minimum throttle start, the driver must turn the steering wheel toward the line or edge of the roadway. The driver must turn the steering wheel in the opposite direction and realign the vehicle parallel to and within 18 inches of the straight or curb line, or edge of the roadway.

   b. **Turning Point Comprehension.** Steer the vehicle through the turn without contacting any problem objects. The driver must be able to verbally explain how to determine the proper turning point for the vehicle he/she is driving. He/she must align the vehicle parallel and within 18 to 36 inches from the curb line or edge of the roadway. The driver must complete a turn missing the closest problem object by no more than 48 inches.

4. **DRIVING TEST.** The driver must follow these criteria and guidelines when demonstrating and performing the driving test:

   a. **Fasten Seat Belt.** Fasten his or her seat belt before driving.

   b. **Headlights.** (NOTE: This applies to school buses with passengers only.) Turn on the headlights.

   c. **Transmission Control.**

      (1) **Manual Transmission.** Make smooth shifts, select the proper gears for conditions, know when to shift, can show throttle control, and complete a mid-range shift. A mid-range shift is a shift made between the top and bottom road speeds for a gear. May bring a shifting graph or chart to assist during the evaluation. The driver shall explain the proper use of the manual transmission in mountain driving.
Automatic Transmission. Select the proper gear or range for conditions and make appropriate gear changes demanded by the terrain. He/she explains the use and characteristics of the automatic transmission during mountain driving conditions (e.g., up-shifting automatically if the engine rpm exceeds governor maximum).

d. Starts/Stops. Make smooth vehicle starts and stops. He/she stops the vehicle in a safe location or position and makes sure it is safe before starting.

e. Starts/Stops on Grade. Stop and start the vehicle without rolling backward or forward.

f. Turn Signals. Use turn signals adequately and when required.

g. Right/Left Turns. Assume proper lane position during a turning movement. He/she demonstrates understanding of proper use of two way and double left turn lanes, designated turning lanes, and right-of-way requirements.

h. Lane Changes. Properly prepare for and make smooth and safe lane changes. Do not interfere with any other vehicle's right-of-way.

i. Mirror Use. Five-Count Mirror System. Make adequate use of the mirrors by checking for traffic and passengers in and around the vehicle. School bus drivers should demonstrate the "five-count mirror system," and the vehicle's blind spots. The five-count mirror system is an effective method of using mirrors to recognize and avoid problem objects. The system consists of five steps in specific rotation of the driver's eyes, looking at and identifying hazards through the school bus mirrors. This system is a guide and it may be modified to adjust to new or unusual mirror placements.

j. The basic rotation is:

1. Right Turns.
   a. Right mirror or mirrors
   b. Inside flat mirror
   c. Crossview mirror
   d. Left mirror or mirrors
   e. Right mirror or mirrors

2. Left Turns
   a. Left mirror or mirrors
   b. Crossview mirror
   c. Inside flat mirror
   d. Right mirror or mirrors
   e. Left mirror or mirrors

k. Loading/Unloading. Familiarity with the provisions of 13 CCR 1238. The driver uses proper caution when approaching a loading zone, stops parallel to and within 18 inches from the curb, and positions the vehicle no closer than six feet from a waiting passenger. The driver makes proper use of turn signals, mirrors, and is constantly aware of traffic and/or people around the vehicle. Upon departure, the driver is aware of traffic and people that are or could be near the vehicle. The driver should check and recheck both the left and right side mirrors prior to leaving.

l. Red Light Crossing/Escorts. (NOTE: This section applies to school bus drivers only.) The driver shall perform at least one escorted red light crossing in a loading or unloading situation. If time and conditions permit, both crossing situations may be evaluated.

Knowledge of the provisions of 13 CCR 1226 and Section 22112 VC. He/she demonstrates the proper procedures for escorting a student across a street during a loading or unloading situation. If
the bus is equipped with the amber light warning system, the driver shall activate this set of lights 200 feet before the stop. The driver secures the bus properly by stopping the engine, effectively setting the parking brake, placing the transmission in first or reverse gear or park position, and removes the keys. On vehicles with automatic transmissions, which do not have a park position, the transmission shall be placed in neutral. The driver gives clear and concise instructions to the students and checks for approaching traffic in all directions immediately before activating the flashing red signal lights and stop signal arm, if the bus is so equipped. Before entering the roadway, the driver ensures it is safe to exit the school bus and ascertains that the flashing red signal lights are activated. He/she uses an approved hand held stop sign and positions him/herself in the center of the roadway, requiring all pupils to cross the highway or private road in front of the bus, between the vehicle and the driver.

m. **Passenger Management.** During a daily route or an emergency situation, the driver does not allow smoking, and any passenger to stand, and/or leave the bus while enroute. Familiarity with the requirements of 13 CCR 1217 and 5 CCR 14103. The driver displays confidence, authority and concern in both actions and attitude. A calming but authoritative voice and demeanor will be a driver's best tool. The officer/coordinator may describe situations that will cause the driver to take action to maintain discipline while adhering to proper procedures and safety. The driver should explain actions that describes the use of good judgment and common sense.

n. **Railroad Crossing.** (NOTE: If a railroad crossing is not readily accessible, one should be simulated.) Stop the vehicle no less than 15 nor more than 50 feet from the nearest rail of the track, and while stopped listen and look in both directions along the track for approaching trains and signals indicating the approach of a train, and do not proceed until it is safe. Upon proceeding, the gears are not shifted manually while crossing the tracks. In addition, the driver of a school bus shall stop the school bus parallel to and as close as practical to the appropriate edge of the highway; fully open the door of a type 1 bus or window of a type 2 bus and then look and listen to ensure that the tracks are clear of an approaching train, and proceed only when the tracks are safe to cross and the door is closed.

o. **Freeway/Highway Skills.** Demonstrate how to enter and exit a freeway or highway. He/she is aware of signs, markings, traffic, available and restricted lane for travel, and is able to safely merge into or out of traffic. The driver also maintains a safe following distance from other vehicles, and demonstrates awareness of possible hazardous conditions.

p. **Traffic Laws.** Obey all traffic laws, regulations, signs, signals and markings.

q. **Defensive Driving.** Use good defensive driving skills. For example, he/she does not demand or assume the right-of-way.
EMERGENCY MEDICAL SERVICES AUTHORITY (EMSA) APPROVED SCHOOL BUS OR YOUTH BUS DRIVER FIRST AID TRAINING PROGRAMS

The EMSA has approved the following first aid training programs, pursuant to California Vehicle Code Section 12522. The first aid examination may be waived if the applicant possesses a current first aid card issued by the American Red Cross or by any of the following organizations.

For a current and complete list of First Aid providers visit


The first aid examination may also be waived if the applicant possesses a current license as a physician and surgeon, osteopathic physician and surgeon, or registered nurse, or a current certificate as a physician's assistant or emergency medical technician.
Medical Examination Report DL 51

Drivers applying for, or who hold, a certificate to drive a school bus, School Pupil Activity Bus, Youth Bus, General Public Paratransit Vehicle, or Farm Labor Vehicle must have their examination performed by a Physician Assistant, Advanced Practice Registered Nurse, Doctor of Medicine, (MD), or Doctor of Osteopathy (DO). The Medical Examination Report and Medical Certificate must be signed by the medical examiner who performed the examination. School bus drivers 65 years of age and older must submit a new medical report to DMV every year. (VC 12517.2(a) (b) DMV will only accept a Medical Examination Report - DL 51 with a revision date of 1/2012 or later.

Medical Examination Report - DL 51 (PDF) — To obtain this form, call DMV’s automated phone service 24 hours a day, 7 days a week at 1-800-777-0133, or visit http://apps.dmv.ca.gov/forms/dl/dl51.pdf
To obtain a copy of this form contact your local CHP School Bus Officer / Coordinator or visit: http://www.freewebs.com/schoolbusclass/CHP%20295.pdf
This information was put together by Kevin Wedemeyer for use with his class
Driver training shall be properly documented on the State Department of Education Training Certificate T-01, and signed by a state certified driver instructor of the appropriate class, and by the driver or applicant. The signatures certify that the instruction was given to, and received by, the applicant or driver, and that the applicant or driver displayed a level of competency necessary to drive the vehicle in a safe and competent manner.

For an actual T-01 card visit http://www.cde.ca.gov/ls/tn/ir/documents/t01.pdf.