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**APPENDIX E**  
**FACILITY STANDARDS AND FACILITY REVIEW**

## STANDARDS

### OSHA REGULATIONS AND New York STATE EXECUTIVE TITLE 9, UNIFORM FIRE PREVENTION BUILDING CODES

#### CFR "Subpart D - Walking-Working Surfaces"

##### CFR 1910.21 Definitions.

(a) As used in 1910.23, unless the context requires otherwise, floor... opening, railing and toe board terms shall have the meanings ascribed in this paragraph.

(2) "Floor opening." An opening measuring 12 inches or more in its least dimension, in any floor, platform, pavement, or yard through which persons may fall; such as a hatchway, stair or ladder opening, pit, or large manhole.

(3) "Handrail." A single bar or pipe supported on brackets from a wall or partition, as on a stairway or ramp, to furnish persons with a handhold in case of tripping.

(6) "Standard railing." A vertical barrier erected along exposed edges of a floor opening, ... to prevent falls of persons.

(7) "Standard strength and construction." Any construction of railings, covers, or other guards that meets the requirements of 1910.23.

(9) "Toe board." A vertical barrier at floor level erected along exposed edges of a floor opening,... to prevent falls of materials.

(b) As used in 1910.24, unless the context requires otherwise, fixed industrial stair terms shall have the meaning ascribed in this paragraph.

(1) "Handrail." A single bar or pipe supported on brackets from a wall or partition to provide a continuous handhold for persons using a stair.

(3) "Open riser." The air space between the treads of stairways without upright members (risers).

(5) "Railing." A vertical barrier erected along exposed sides of stairways and platforms to prevent falls of persons. The top member of railing usually serves as a handrail.

(6) "Rise." The vertical distance from the top of a tread to the top of the next higher tread.

(7) "Riser." The upright member of a step situated at the back of a lower tread and near the leading edge of the next higher tread.

(8) "Stairs, stairway." A series of steps leading from one level or floor to another, or leading to... pits,... or around machinery, tanks, and other equipment that are used more or less continuously or routinely by employees, or only occasionally by specific individuals. A series of steps and landings having three or more risers constitutes stairs or stairway.

(9) "Tread." The horizontal member of a step.

(10) "Tread run." The horizontal distance from the leading edge of a tread to the leading edge of an adjacent tread.

(11) "Tread width." The horizontal distance from front to back of tread including nosing when used.

From the Executive 9, NYS Uniform Fire Prevention and Building Code

Appendix "H"

H-1 Site Development

a. Construction of school bus maintenance facilities is **recommended** to be on a site separate from a school building site, or if on the same site, as remote from a school building as possible.

1. If on the same site, in addition to the above:

i. The facility shall not be attached to a school building.

ii. Bus circulation shall not interfere with safety of pedestrian traffic and access to play areas, or with future building expansion. Bus driveway shall not encircle school buildings.

iii. Public and staff parking shall not interfere with free movement of busses.

H-2 Design and Construction

a. General

2. Existing bus maintenance and storage facilities **shall** at least comply with the... requirements... from the Executive 9, Uniform Fire Prevention and Building Code(s) which are marked... on the proceeding pages in this pamphlet with a... (\*\*)...preceding them.

CFR "Subpart D Walking-Working surfaces" continued

CFR 1910.22 General requirements.

This section applies to all permanent places of employment, except where domestic, mining, or agricultural work only is performed. Measures for the control of toxic materials are considered to be outside the scope of this section.

(a) "Housekeeping."

(1) All places of employment, passageways, storerooms, and service rooms shall be kept clean and orderly and in a sanitary condition.

(2) The floor of every workroom shall be maintained in a clean and, so far as possible, a dry condition. Where wet processes are used, drainage shall be maintained and false floors, platforms, mats, or other dry standing places should be provided where practicable.

(b) "Aisles and passageways."

(1) Where mechanical handling equipment is used, sufficient safe clearances shall be allowed for aisles, at loading docks, through doorways and wherever

turns or passage must be made. Aisles and passageways shall be kept clear and in good repairs, with no obstruction across or in aisles that could create a hazard.  
(2) Permanent aisles and passageways shall be appropriately marked.

(c) "Covers and guardrails."

Covers and/or guardrails shall be provided to protect personnel from the hazards of open pits, tanks, vats, ditches, etc.

\*\* j. Open-sided floor areas more than four feet (48 inches) in depth from which a person can accidentally drop, shall be guarded by 42 inch (minimum) high railings with intermediate rail balusters, and a 4 inch high toe board. ...Two remotely located permanent stairs or ladders shall be provided to reach the upper level.

\*\*3. Stairs shall have non-slip treads.

CFR 1910.23 Guarding floor and wall openings and holes.

(a) "Protection for floor openings."

(5) Every pit ... opening, infrequently used, shall be guarded by a floor opening cover of standard strength and construction. While the cover is not in place, the pit ... opening shall be constantly attended by someone or shall be protected on all exposed sides by removable standard railings.

(8) Every floor hole into which persons can accidentally walk shall be guarded by either:

- (i) A standard railing with standard toe board on all exposed sides, or
- (ii) A floor hole cover of standard strength and construction. While the cover is not in place, the floor hole shall be constantly attended by someone or shall be protected by a removable standard railing.

(d) "Stairway railings and guards."

(1) Every flight of stairs having four or more risers shall be equipped with standard stair railings or standard handrails as specified in paragraphs (d)(1)(i) through (v) of this section, the width of the stair to be measured clear of all obstructions except handrails:

- (i) On stairways less than 44 inches wide having both sides enclosed, at least one handrail, preferably on the right side descending.
- (iv) On stairways more than 44 inches wide but less than 88 inches wide, one handrail on each enclosed side and one stair railing on each open side.

(4) A standard toe board shall be 4 inches nominal in vertical height from its top edge to the level of the floor... It shall be securely fastened in place and with not more than 1/4-inch clearance above floor level. It may be made of any substantial material either solid or with openings not over 1 inch in greatest dimension. Where material is piled to such height that a standard toe board does not provide protection, paneling from floor to intermediate rail, or to top rail shall be provided.

(5)(i) A handrail shall consist of a lengthwise member mounted directly on a wall or partition by means of brackets attached to the lower side of the handrail so as to offer no obstruction to a smooth surface along the top and both sides of the handrail. The handrail shall be of rounded or other section that will furnish an adequate handhold for anyone grasping it to avoid falling. The ends of the handrail should be turned in to the supporting wall or otherwise arranged so as not to constitute a projection hazard.

(ii) The height of handrails shall be not more than 34 inches nor less than 30 inches from upper surface of handrail to surface of tread in line with face of riser or to surface of ramp.

(iii) The size of handrails shall be: When of hardwood, at least 2 inches in diameter; when of metal pipe, at least 1 1/2 inches in diameter. The length of brackets shall be such as will give a clearance between handrail and wall or any projection thereon of at least 3 inches. The spacing of brackets shall not exceed 8 feet.

(iv) The mounting of handrails shall be such that the completed structure is capable of withstanding a load of at least 200 pounds applied in any direction at any point on the rail.

(6) All handrails and railings shall be provided with a clearance of not less than 3 inches between the handrail or railing and any other object.

CFR 1910.24 Fixed industrial stairs.

(a) "Application of requirements."

This section contains specifications for the safe design and construction of fixed general industrial stairs. This classification includes interior and exterior stairs around machinery, tanks, and other equipment, and stairs leading to or from floors... or pits.

(b) "Where fixed stairs are required."

Fixed stairs shall be provided for access from one structure level to another where operations necessitate regular travel between levels,

(c) "Stair strength."

Fixed stairways shall be designed and constructed to carry a load of five times the normal live load anticipated but never of less strength than to carry safely a moving concentrated load of 1,000 pounds.

(d) "Stair width."

Fixed stairways shall have a minimum width of 22 inches.

(e) "Angle of stairway rise."

Fixed stairs shall be installed at angles to the horizontal of between 30 deg. and 50 deg.

(f) "Stair treads."

All treads shall be reasonably slip-resistant and the nosing shall be of nonslip finish. Welded bar grating treads without nosing are acceptable providing the leading edge can be readily identified by personnel descending the stairway and provided the tread is serrated or is of definite nonslip design. Rise height and tread width shall be uniform throughout any flight of stairs including any foundation structure used as one or more treads of the stairs.

(i) "Vertical clearance."

Vertical clearance above any stair tread to an overhead obstruction shall be at least 7 feet measured from the leading edge of the tread.

\*\* c. Exits: A Minimum of two exits, remote from each other, shall be provided from each general area.

\*\*2. Doors at required exits shall swing in the direction of egress and shall be equipped with hardware which is always operable from within the building.

#### CFR "Subpart E - Means of Egress"

Authority: Sections 4, 6, and 8 of the Occupational Safety and Health Act of 1970 (29 U.S.C. 653, 655, 657); Secretary of Labor's Order No. 12-71 (36 FR 8754), 8-76 (41 FR 25059), 9-83 (48 FR 35736), or 1-90 (55 FR 9033), as applicable.

CFR 1910.35 Definitions. As used in this subpart.

(a) "Means of egress." A means of egress is a continuous and unobstructed way of exit travel from any point in a building or structure to a public way and consists of three separate and distinct parts: the way of exit access, the exit, and the way of exit discharge. A means of egress comprises the vertical and horizontal ways of travel and shall include intervening room spaces, doorways, hallways, corridors, passageways, balconies, ramps, stairs, enclosures, lobbies, escalators, horizontal exits, courts, and yards.

(b) "Exit access." Exit access is that portion of a means of egress which leads to an entrance to an exit.

(c) "Exit." Exit is that portion of a means of egress which is separated from all other spaces of the building or structure by construction or equipment as required in this subpart to provide a protected way of travel to the exit discharge.

(d) "Exit discharge." Exit discharge is that portion of a means of egress between the termination of an exit and a public way.

(j) "Emergency escape route" means the route that employees are directed to follow in the event they are required to evacuate the workplace or seek a designated refuge area.

CFR 1910.36 General requirements.

(a) "Application."

This subpart contains general ... requirements essential to providing a safe means of egress from fire and like emergencies. Nothing in this subpart shall be construed to prohibit a better type of building construction, more exits, or ... safer conditions than the minimum requirements specified in this subpart.

(b) "Fundamental requirements."

(1) Every building or structure, new or old, designed for human occupancy shall be provided with exits sufficient to permit the prompt escape of occupants in case of fire or other emergency. The design of exits and other safeguards shall be such that reliance for safety to life in case of fire or other emergency will not depend solely on any single safeguard; additional safeguards shall be provided for life safety in case any single safeguard is ineffective due to some human or mechanical failure.

(5) Every exit shall be clearly visible or the route to reach it shall be conspicuously indicated in such a manner that every occupant of every building or structure who is physically and mentally capable will readily know the direction of escape from any point, and each path of escape, in its entirety, shall be so arranged or marked that the way to a place of safety outside is unmistakable. Any doorway or passageway not constituting an exit or way to reach an exit, out of such a character as to be subject to being mistaken for an exit, shall be so arranged or marked as to minimize its possible confusion with an exit and the resultant danger of persons endeavoring to escape from fire finding themselves trapped in a dead-end space, such as a cellar or storeroom, from which there is no other way out.

(d) "Maintenance."

(1) Every required exit, way of approach thereto, and way of travel from the exit into the street or open space, shall be continuously maintained free of all obstructions or impediments to full instant use in the case of fire or other emergency.

(2) Every automatic sprinkler system, fire detection and alarm system, exit lighting, fire door, and other item of equipment, where provided, shall be continuously in proper operating condition.

CFR 1910.37 Means of egress, general.

(a) "Permissible exit components."

An exit shall consist only of the approved components. Exit components shall be constructed as an integral part of the building or shall be permanently affixed thereto.

(e) "Arrangement of exits."



When more than one exit is required from a story, at least two of the exits shall be remote from each other and so arranged as to minimize any possibility that both may be blocked by any one fire or other emergency condition.

(f) "Access to exits."

(1) Exits shall be so located and exit access shall be so arranged that exits are readily accessible at all times. Where exits are not immediately accessible from an open floor area, safe and continuous passageways, aisles, or corridors leading directly to every exit and so arranged as to provide convenient access for each occupant to at least two exits by separate ways of travel, except as a single exit or limited dead ends are permitted by other provisions of this subpart, shall be maintained.

(6) The minimum width of any way of exit access shall in no case be less than 28 inches. Where a single way of exit access leads to an exit, its capacity in terms of width shall be at least equal to the required capacity of the exit to which it leads. Where more than one way of exit access leads to an exit, each shall have a width adequate for the number of persons it must accommodate.

(g) "Exterior ways of exit access."

(2) Exterior ways of exit access shall have smooth, solid floors, substantially level, and shall have guards on the unenclosed sides.

(h) "Discharge from exits."

(1) All exits shall discharge directly to the street, or to a yard, court, or other open space that gives safe access to a public way. The streets to which the exits discharge shall be of width adequate to accommodate all persons leaving the building. Yards, courts, or other open spaces to which exits discharge shall also be of adequate width and size to provide all persons leaving the building with ready access to the street.

(i) "Headroom."

Means of egress shall be so designed and maintained as to provide adequate headroom, but in no case shall the ceiling height be less than 7 feet 6 inches nor any projection from the ceiling be less than 6 feet 8 inches from the floor.

(j) "Changes in elevation."

Where a means of egress is not substantially level, such differences in elevation shall be negotiated by stairs or ramps.

(2) Means of egress shall be continuously maintained free of all obstructions or impediments to full instant use in the case of fire or other emergency.

(m) "Automatic sprinkler systems."

All automatic sprinkler systems shall be continuously maintained in reliable operating condition at all times, and such periodic inspections and tests shall be made as are necessary to assure proper maintenance.

(q) "Exit marking."

(1) Exits shall be marked by a readily visible sign. Access to exits shall be marked by readily visible signs in all cases where the exit or way to reach it is not immediately visible to the occupants.

(2) Any door, passage, or stairway which is neither an exit nor a way of exit access, and which is so located or arranged as to be likely to be mistaken for an exit, shall be identified by a sign reading "Not an Exit" or similar designation, or shall be identified by a sign indicating its actual character, such as "To Basement," "Storeroom," "Linen Closet," or the like.

(8) Every exit sign shall have the word "Exit" in plainly legible letters not less than 6 inches high, with the principal strokes of letters not less than three-fourths-inch wide.

\*\*m. Spray painting facilities in a bus garage should generally be restricted to infrequent "touch up" work, in which not more than an aggregate of one quart of spray coating material is used in any one day. Such work does not generally constitute a health hazard and the small amounts of flammable liquid materials stored and used generally do not produce an uncommon fire hazard...

\*\* c. Ventilation.

Ventilation shall be provided to reduce air contamination to safe levels and to provide an acceptable environment. General ventilation may be by infiltration and gravity exhaust or by mechanical systems where positive circulation is desired.

\*\*2 Motor vehicle fumes shall be exhausted at each servicing location by a duct of 3 inch minimum diameter flexible pipe, fitting tightly over the tail pipe and or deflector, which discharges outdoors at a minimum rate of 100 cfm when not connected to tail pipes. Total capacity for a system shall be based on the total number of branch ducts; except that, where there are over four branches, and each branch has automatic closing caps, additional capacity may be based on 50% of the number of branches over four.

\*\* i. Where there are no more than two servicing locations, a gas tight duct or flexible pipe of a diameter at least equal to the tail pipe, fitting tightly over tail pipe, may be used providing the duct length shall not exceed 20 feet to termination outside.

CFR "Subpart G - Occupational Health and Environmental Control"

Authority: Secs. 4, 6, and 8 of the Occupational Safety and Health Act of 1970 (29 U.S.C. 653, 655, 657); Secretary of Labor's Orders 12-71 (36 FR 8754), 8-76 (41 FR 25059), 9-83 (48 FR 35736), 1-90 (55 FR 9033), or 6-96 (62 FR 111), as applicable; and 29 CFR part 1911.

CFR 1910.94 Ventilation.

(c) "Spray finishing operations"

(1) "Definitions applicable to this paragraph"

(i) "Spray-finishing operations." Spray-finishing operations are employment of methods wherein organic or inorganic materials are utilized in dispersed form for deposit on surfaces to be coated, treated, or cleaned. Such methods of deposit may involve either automatic, manual, or electrostatic deposition but do not include metal spraying or metallizing, dipping, flow coating, roller coating, tumbling, centrifuging, or spray washing and degreasing as conducted in self-contained washing and degreasing machines or systems.

(ii) "Spray booth." Spray booths are defined and described in 1910.107 (a). (See sections 103, 104, and 105 of the Standard for Spray Finishing Using Flammable and Combustible Materials, NFPA No. 33-1969 which is incorporated by reference as specified in Sec. 1910.6).

(iii) "Spray room." A spray room is a room in which spray-finishing operations not conducted in a spray booth are performed separately from other areas.

(2) "Location and application." Spray booths or spray rooms are to be used to enclose or confine all operations. Spray-finishing operations shall be located as provided in sections 201 through 206 of the Standard for Spray Finishing Using Flammable and Combustible Materials, NFPA No. 33-1969.

Occupational noise exposure.

(a) Protection against the effects of noise exposure shall be provided when the sound levels exceed those shown in Table G-16 when measured on the A scale of a standard sound level meter at slow response.

(b)

(1) When MMs are subjected to sound exceeding those listed in Table G-16, feasible administrative or engineering controls shall be utilized. If such controls fail to reduce sound levels within the levels of Table G16, personal protective equipment shall be provided and used to reduce sound levels within the levels of the table.

(2) If the variations in noise level involve maxima at intervals of 1 second or less, it is to be considered continuous.

TABLE G-16 - PERMISSIBLE NOISE EXPOSURES (1)

Duration per day, hours	Sound level dba slow response
8.....	90
6.....	92
4.....	95
3.....	97
2.....	100
1 1/2 .....	102
1.....	105
1/2 .....	110
1/4 or less.....	115

Footnote: (1) When the daily noise exposure is composed of two or more periods of noise exposure of different levels, their combined effect should be considered, rather than the individual effect of each. If the sum of the following fractions:  $C(1)/T(1) + C(2)/T(2) + C(n)/T(n)$  exceeds unity, then, the mixed exposure should be considered to exceed the limit value. C(n) indicates the total time of exposure at a specified noise level, and T(n) indicates the total time of exposure permitted at that level. Exposure to impulsive or impact noise should not exceed 140 dB peak sound pressure level.

(i) "Hearing protectors."

(1) NYSDOT shall make hearing protectors available to all MVIs exposed to an 8-hour time-weighted average of 85 decibels or greater at no cost to the MVIs. Hearing protectors shall be replaced as necessary.

CFR "Subpart H - Hazardous Materials"

Authority: Secs. 4, 6, and 8 of the Occupational Safety and Health Act of 1970 (29 U.S.C. 653, 655, 657); Secretary of Labor's Orders 12-71 (36 FR 8754), 8-76 (41 FR 25059), 9-83 (48 FR 35736), 1-90 (55 FR 9033), or 6-96 (62 FR 111), as applicable; and 29 CFR part 1911. Sections 1910.103, 1910.106-1910.111 and 1910.119 are also issued under 29 CFR part 1911. Section 1910.119 is also issued under sec. 304, Clean Air Act Amendments of 1990 (Pub. L. 101-549, Nov. 15, 1990, reprinted at 29 U.S.C. 655 Note (Supp. 1991)). Section 1910.120 is also issued under sec. 126, Superfund Amendments and Reauthorization Act of 1986 as amended (29 U.S.C. 655 Note), 5 U.S.C. 553, and 29 CFR part 1911.

CFR 1910.101 Compressed gases (general requirements).

(a) "Inspection of compressed gas cylinders."

Each facility shall determine that compressed gas cylinders are in a safe condition to the extent that this can be determined by visual inspection. Visual and other inspections shall be conducted as prescribed in the Hazardous Materials Regulations of the Department of Transportation (49 CFR parts 171-179 and 14 CFR part 103).

Where those regulations are not applicable, visual and other inspections shall be conducted in accordance with Compressed Gas Association Pamphlets C-6-1968 and C-8-1962, which is incorporated by reference as specified in Sec. 1910.6.

(b) "Compressed gases."

The in-plant handling, storage, and utilization of all compressed gases in cylinders... shall be in accordance with Compressed Gas Association Pamphlet P-1-1965, which is incorporated by reference as specified in Sec. 1910.6.

\*\* c. Ventilation. 3. Welding, flame cutting, etc. shall be provided with local exhaust ventilation to maintain at least 50 fpm velocity in the breathing zone of the operator, or 100 fpm air flow at the welding arc, etc. toward a fixed or moveable hood which discharges outside.

CFR 1910.102 Acetylene.

(a) "Cylinders."

The in-plant transfer, handling, storage, and utilization of acetylene in cylinders shall be in accordance with Compressed Gas Association Pamphlet G-1-1966, which is incorporated by reference as specified in Sec. 1910.6.

CFR 1910.135 Head protection.

(a) General requirements.

(1) NYSDOT ... shall ensure that each affected MVI wears a protective helmet when working in areas where there is a potential for injury to the head from falling objects.

(b) Criteria for protective helmets.

(1) Protective helmets purchased after July 5, 1994 shall comply with ANSI Z89.1-1986, "American National Standard for Personnel Protection-Protective Headwear for Industrial Workers-Requirements," which is incorporated by reference as specified in Sec. 1910.6, or shall be demonstrated to be equally effective.

CFR 1910.136 Occupational foot protection.

(a) General requirements.

The NYSDOT shall ensure that each MVI uses protective footwear when working in areas where there is a danger of foot injuries due to falling or rolling objects, or objects piercing the sole, and where such employee's feet are exposed to electrical hazards.

(b) Criteria for protective footwear.

(1) Protective footwear purchased after July 5, 1994 shall comply with ANSI Z41-1991, "American National Standard for Personal Protection-Protective

Footwear," which is incorporated by reference as specified in Sec. 1910.6, or shall be demonstrated by the employer to be equally effective.

CFR 1910.138 Hand Protection.

(a) General requirements.

NYS DOT shall select and require MVIs to use appropriate hand protection when MVIs hands are exposed to hazards such as those from skin absorption of harmful substances; severe cuts or lacerations; severe abrasions; punctures; chemical burns; thermal burns; and harmful temperature extremes.

(b) Selection.

NYS DOT shall base the selection of the appropriate hand protection on an evaluation of the performance characteristics of the hand protection relative to the task(s) to be performed, conditions present, duration of use, and the hazards and potential hazards identified.

#### CFR "Subpart J - General Environmental Controls"

Authority: Sections 4, 6, and 8 of the Occupational Safety and Health Act of 1970 (29 U.S.C. 653, 655, 657); Secretary of Labor Order No. 12-71 (36 FR 8754), 8-76 (41 FR 25059), 9-83 (48 FR 35736), or 1-90 (55 FR 9033), as applicable. Sections 1910.141, 1910.142, and 1910.145-1910.147 also issued under 29 CFR part 1911.

CFR 1910.141 Sanitation.

(a) General

(1) Scope. This section applies to permanent places of employment.

(2) Definitions applicable to this section.

(i) "Lavatory" means a basin or similar vessel used exclusively for washing of the hands, arms, faces, and head.

(ii) "Nonwater carriage toilet facility," means a toilet facility not connected to a sewer.

(iii) "Number of employees" means, unless otherwise specified, the maximum number of employees present at any one time on a regular shift.

(iv) "Personal service room," means a room used for activities not directly connected with the production or service function performed by the establishment. Such activities include, but are not limited to, first-aid, medical services, dressing, showering, toilet use, washing, and eating.

(v) "Potable water" means water which meets the quality standards prescribed in the U.S. Public Health Service Drinking Water Standards, published in 42 CFR Part 72, or water which is approved for drinking purposes by the State or local authority having jurisdiction.

(vi) "Toilet facility," means a fixture maintained within a toilet room for the purpose of defecation or urination, or both.

(vii) "Toilet room," means a room maintained within or on the premises of any place of employment, containing toilet facilities for use by employees.

(ix) "Urinal" means a toilet facility maintained within a toilet room for the sole purpose of urination.

(x) "Water closet" means a toilet facility maintained within a toilet room for the purpose of both defecation and urination and which is flushed with water.

(3) Housekeeping.

(i) All places of employment shall be kept clean to the extent that the nature of the work allows.

(ii) The floor of every workroom shall be maintained, so far as practicable, in a dry condition. Where wet processes are used, drainage shall be maintained and false floors, platforms, mats, or other dry standing places shall be provided, where practicable, or appropriate waterproof footwear shall be provided.

(b) Water supply

(1) Potable water.

(i) Potable water shall be provided in all places of employment, for drinking, washing of the person, cooking, washing of foods, washing of cooking or eating utensils, washing of food preparation or processing premises, and personal service rooms.

(iii) Portable drinking water dispensers shall be designed, constructed, and serviced so that sanitary conditions are maintained, shall be capable of being closed, and shall be equipped with a tap.

(c) Toilet facilities

(1) General.

(i) Except as otherwise indicated in this paragraph (c)(1)(i), toilet facilities, in toilet rooms separate for each sex, shall be provided in all places of employment in accordance with table J-1 of this section. The number of facilities to be provided for each sex shall be based on the number of employees of that sex for whom the facilities are furnished. Where toilet rooms will be occupied by no more than one person at a time, can be locked from the inside, and contain at least one water closet, separate toilet rooms for each sex need not be provided. Where such single-occupancy rooms have more than one toilet facility, only one such facility in each toilet room shall be counted for the purpose of table J-1.

TABLE J1

Number of employees	Minimum number of water closets(1)
1 to 15 .....	1
16 to 35 .....	2
36 to 55 .....	3
56 to 80 .....	4
81 to 110 .....	5
111 to 150 .....	6

Footnote: (1) Where toilet facilities will not be used by women, urinals may be provided instead of water closets, except that the number of water closets in such cases shall not be reduced to less than 2/3 of the minimum specified.

Footnote: (2) 1 additional fixture for each additional 40 employees over 150.

(ii) The requirements of paragraph (c)(1)(i) of this section do not apply to mobile crews or to normally unattended work locations so long as employees working at these locations have transportation immediately available to nearby toilet facilities which meet the other requirements of this subparagraph.

\*\* f. Floor surface of maintenance facilities should be hard, dry, non-slippery, non-dusting, low in maintenance and properly pitched to drain.

\*\* g. Toilet and Wash Facilities:

\*\*1. Construction shall be solid from floor to ceiling, minimum clear height of 7' 6" with top sealed over.

\*\* a. Walls, ceilings and compartment partitions shall be of non-absorbent material, or finished with a light-colored water-repellent finish.

\*\* b. Floor and base shall be of non-absorbent material at least equal to water-proofed cement. Base shall be 6" minimum height, covered at the bottom.

\*\* c. Doors shall be unglazed, self-closing, with lock or latch and hung so as to screen the interior from view.

\*\* d. Water closets shall be enclosed in individual compartments if there are more than one, or if there are a water closet and one or more urinals.

\*\* e. Every urinal shall be installed with integral sides, or supplementary screens, for privacy.

\*\* c. Ventilation. 1. Toilet rooms shall be ventilated. A window opening to the exterior is acceptable at a rate of one square foot of operable area for each water closet or urinal. Mechanical ventilation is acceptable at a rate of 35 cfm for each water closet or urinal with positive means of intake air.

#### (d) Washing facilities

(1) General. Washing facilities shall be maintained in a sanitary condition.

(2) Lavatories.

(i) Lavatories shall be made available in all places of employment. The requirements of this subdivision do not apply to mobile crews or to normally unattended work locations if employees working at these locations have transportation readily available to nearby washing facilities which meet the other requirements of this paragraph.

(ii) Each lavatory shall be provided with hot and cold running water, or tepid running water.

(iii) Hand soap or similar cleansing agents shall be provided.



(iv) Individual hand towels or sections thereof, of cloth or paper, warm air blowers or clean individual sections of continuous cloth toweling, convenient to the lavatories, shall be provided.

\*\*b. Heating:

\*\*1. Heating units, burning fuel, having an individual or combined rated gross capacity in excess of 250 mbh and operating at 15 p.s.i. pressure or less shall be enclosed in two hour construction.

\*\*2. Direct fired unit heaters (space heaters) may be used without enclosures if openings for air in the heater which come in contact with the flame, and flame proper, are at least 8 (eight) feet above the floor.

\*\*3. Where the heating system includes a boiler, the construction, installation, operation and maintenance of such boiler and supplemental equipment shall comply with the provisions of 12 NYCRR 4, to adequately protect the health and safety of persons frequenting the facility

\*\*d. Electric:

\*\*1. All electrical work shall be in accordance with the national electric code.

3....

\*\*i. Electric wiring and equipment in room(s) used for storage of flammable liquids, and within 20 (twenty) feet of work areas used for the application of same, shall be in sealed, rigid metal conduit with explosion proof fittings.

\*\*ii. Electric lighting in storage room(s) and work areas... shall be totally enclosed types and protected against breakage. Lamp sockets shall be non-metallic and of switchless type.

\*\*iii. Switches, other than explosion proof type, shall be at least 20 (twenty) feet from work areas for the application of flammable liquids and outside storage rooms for same.

\*\*5. Flexible electric cords shall be three conductor, extra heavy service type, insulated and grounded.

\*\*6. Adequate lighting shall be provided to illuminate all areas during working hours.

CFR 1910.144 Safety color code for marking physical hazards.

(a) Color identification

(1) Red. Red shall be the basic color for the identification of:

(i) Fire protection equipment and apparatus.

(3) Yellow. Yellow shall be the basic color for designating caution and for marking physical hazards such as: Striking against, stumbling, falling, tripping, and "caught in between.

\*\* I. Fire extinguishers shall be provided, a minimum of one for each work stall and one for each four stalls, all suitable for classes B and C fires.

## CFR "Subpart L Fire Protection"

Authority: Secs. 4, 6, and 8 of the Occupational Safety and Health Act of 1970 (29 U.S.C. 653, 655, 657); Secretary of Labor's Orders 12-71 (36 FR 8754), 8-76 (41 FR 25059), 9-83 (48 FR 35736), 1-90 (55 FR 9033), or 6-96 (62 FR 111), as applicable. CFR 1910.155 Scope, application and definitions applicable to this subpart.

### (a) Scope.

This subpart contains requirements for fire brigades, and all portable and fixed fire suppression equipment, fire detection systems, and fire or employee alarm systems installed to meet the fire protection requirements of 29 CFR Part 1910.

### (b) Application.

This subpart applies to all employments except for maritime, construction, and agriculture.

(7) "Carbon dioxide" means a colorless, odorless, electrically nonconductive inert gas (chemical formula CO<sub>2</sub>) that is a medium for extinguishing fires by reducing the concentration of oxygen or fuel vapor in the air to the point where combustion is impossible.

(8) "Class A fire" means a fire involving ordinary combustible materials such as paper, wood, cloth, and some rubber and plastic materials.

(9) "Class B fire" means a fire involving flammable or combustible liquids, flammable gases, greases and similar materials, and some rubber and plastic materials.

(10) "Class C fire" means a fire involving energized electrical equipment where safety to the employee requires the use of electrically nonconductive extinguishing media.

(11) "Class D fire" means a fire involving combustible metals such as magnesium, titanium, zirconium, sodium, lithium and potassium.

(12) "Dry chemical" means an extinguishing agent composed of very small particles of chemicals such as, but not limited to, sodium bicarbonate, potassium bicarbonate, urea-based potassium bicarbonate, potassium chloride, or monoammonium phosphate supplemented by special treatment to provide resistance to packing and moisture absorption (caking) as well as to provide proper flow capabilities. Dry chemical does not include dry powders.

(13) "Dry powder" means a compound used to extinguish or control Class D fires.

(32) "Multipurpose dry chemical" means a dry chemical which is approved for use on Class A, Class B and Class C fires.

## Portable Fire Suppression Equipment

CFR 1910.157 Portable fire extinguishers.

### (a) Scope and application.

The requirements of this section apply to the placement, use, maintenance, and testing of portable fire extinguishers ...

(c) General requirements.

(1) The facility shall provide portable fire extinguishers and shall mount, locate and identify them so that they are readily accessible to anyone without subjecting them to possible injury.

(2) Only approved portable fire extinguishers shall be used to meet the requirements of this section.

(3) The facility shall assure that portable fire extinguishers are maintained in a fully charged and operable condition and kept in their designated places at all times except during use.

(4) The facility shall distribute portable fire extinguishers for use on Class B fires so that the travel distance from the Class B hazard area to any extinguisher is 50 feet (15.2 m) or less.

(5) The facility shall distribute portable fire extinguishers used for Class C hazards on the basis of the appropriate pattern for the existing Class A or Class B hazards.

(6) The facility shall distribute portable fire extinguishers or other containers of Class D extinguishing agent for use so that the travel distance from the combustible metal working area to any extinguishing agent is 75 feet (22.9 m) or less. Portable fire extinguishers for Class D hazards are required in those combustible metal working areas where combustible metal powders, flakes, shavings, or similarly sized products are generated at least once every two weeks.

(e) Inspection, maintenance and testing.

(1) The facility shall be responsible for the inspection, maintenance and testing of all portable fire extinguishers in the workplace.

CFR "Subpart N - Materials Handling and Storage"

Authority: Sections 4, 6, and 8 of the Occupational Safety and Health Act of 1970 (29 U.S.C. 653, 655, 657); Secretary of Labor's Order No. 12-71 (36 FR 8754), 8-76 (41 FR 25059), 9-83 (48 FR 35736), or 1-90 (55 FR 9033), as applicable; 29 CFR part 1911.

CFR 1910.176 Handling materials - general.

(g) Guarding. Covers and/or guardrails shall be provided to protect personnel from the hazards of open pits, tanks, vats, ditches, etc.

CFR 1910.177 Servicing multi-piece and single piece rim wheels.

(a) Scope.

(1) This section applies to the servicing of multi-piece and single piece rim wheels used on large vehicles such as trucks, tractors, trailers, buses and off-road machines. It does not apply to the servicing of rim wheels used on automobiles, or on pickup trucks and vans utilizing automobile tires or truck tires designated "LT".

(2) This section does not apply to employers and places of employment regulated under the Construction Safety Standards, 29 CFR Part 1926; the Agriculture Standards, 29 CFR Part 1928; the Shipyard Standards, 29 CFR Part 1915; or the Longshoring Standards, 29 CFR Part 1918.

(3) All provisions of this section apply to the servicing of both single piece rim wheels and multi-piece rim wheels unless designated otherwise.

(b) Definitions.

"Barrier" means a fence, wall or other structure or object placed between a single piece rim wheel and an employee during tire inflation, to contain the rim wheel components in the event of the sudden release of the contained air of the single piece rim wheel.

"Installing a rim wheel" means the transfer and attachment of an assembled rim wheel onto a vehicle axle hub.

"Removing" means the opposite of installing.

"Mounting a tire" means the assembly or putting together of the wheel and tire components to form a rim wheel, including inflation.

"De-mounting" means the opposite of mounting.

"Multi-piece rim wheel" means the assemblage of a multi-piece wheel with the tire tube and other components.

"Multi-piece wheel" means a vehicle wheel consisting of two or more parts, one of which is a side or locking ring designed to hold the tire on the wheel by interlocking components when the tire is inflated.

"Restraining device" means an apparatus such as a cage, rack, assemblage of bars and other components that will constrain all rim wheel components during an explosive separation of a multi-piece rim wheel, or during the sudden release of the contained air of a single piece rim wheel. "Rim wheel" means an assemblage of tire, tube and liner (where appropriate), and wheel components.

"Service" or "servicing" means the mounting and demounting of rim wheels, and related activities such as inflating, deflating, installing, removing, and handling.

"Service area" means that part of an employer's premises used for the servicing of rim wheels, or any other place where an employee services rim wheels.

"Single piece rim wheel" means the assemblage of single piece rim wheel with the tire and other components.

"Single piece wheel" means a vehicle wheel consisting of one part, designed to hold the tire on the wheel when the tire is inflated.

"Trajectory" means any potential path or route that a rim wheel component may travel during an explosive separation, or the sudden release of the pressurized air, or an area at which an air blast from a single piece rim wheel may be released.

The trajectory may deviate from paths which are perpendicular to the assembled position of the rim wheel at the time of separation or explosion. (See Appendix A for examples of trajectories.)

"Wheel" means that portion of a rim wheel which provides the method of attachment of the assembly to the axle of a vehicle and also provides the means to contain the inflated portion of the assembly (i.e., the tire and/or tube).

(d) Tire servicing equipment.

(1) The facility shall furnish a restraining device for inflating tires on multi-piece wheels.

(2) The facility shall provide a restraining device or barrier for inflating tires on single piece wheels unless the rim wheel will be bolted onto a vehicle during inflation.

(3) Restraining devices and barriers shall comply with the following requirements:

(i) Each restraining device or barrier shall have the capacity to withstand the maximum force that would be transferred to it during a rim wheel separation occurring at 150 percent of the maximum tire specification pressure for the type of rim wheel being serviced.

(ii) Restraining devices and barriers shall be capable of preventing the rim wheel components from being thrown outside or beyond the device or barrier for any rim wheel positioned within or behind the device;

(iii) Restraining devices and barriers shall be visually inspected prior to each day's use and after any separation of the rim wheel components or sudden release of contained air. Any restraining device or barrier exhibiting damage such as the following defects shall be immediately removed from service:

(A) Cracks at welds;

(B) Cracked or broken components;

(C) Bent or sprung components caused by mishandling, abuse, tire explosion or rim wheel separation;

(D) Pitting of components due to corrosion; or

(E) Other structural damage which would decrease its effectiveness.

(iv) Restraining devices or barriers removed from service shall not be returned to service until they are repaired and re-inspected. Restraining devices or barriers requiring structural repair such as component replacement or re-welding shall not be returned to service until they are certified by either the manufacturer or a Registered Professional Engineer as meeting the strength requirements of paragraph (d)(3)(i) of this section.

(4) The employer shall furnish and assure that an air line assembly consisting of the following components be used for inflating tires:

(i) A clip-on chuck;

(ii) An in-line valve with a pressure gauge or a pre-settable regulator; and

(iii) A sufficient length of hose between the clip-on chuck and the in-line valve (if one is used) to allow the employee to stand outside the trajectory.

(1) Tires shall be completely deflated before de-mounting by removal of the valve core.

(2) Tires shall be completely deflated by removing the valve core before a rim wheel is removed from the axle in either of the following situations:

(i) When the tire has been driven under inflated at 80% or less of its recommended pressure, or

(ii) When there is obvious or suspected damage to the tire or wheel components.

(4) If a tire on a vehicle is under inflated but has more than 80% of the recommended pressure, the tire may be inflated while the rim wheel is on the vehicle provided remote control inflation equipment is used, and no employees remain in the trajectory during inflation.

(6) Whenever a rim wheel is in a restraining device the employee shall not rest or lean any part of his body or equipment on or against the restraining device.

(7) After tire inflation, the tire and wheel components shall be inspected while still within the restraining device to make sure that they are properly seated and locked. If further adjustment to the tire or wheel components is necessary, the tire shall be deflated by removal of the valve core before the adjustment is made.

(8) No attempt shall be made to correct the seating of side and lock rings by hammering, striking or forcing the components while the tire is pressurized.

(9) Cracked, broken, bent or otherwise damaged rim components shall not be reworked, welded, brazed, or otherwise heated.

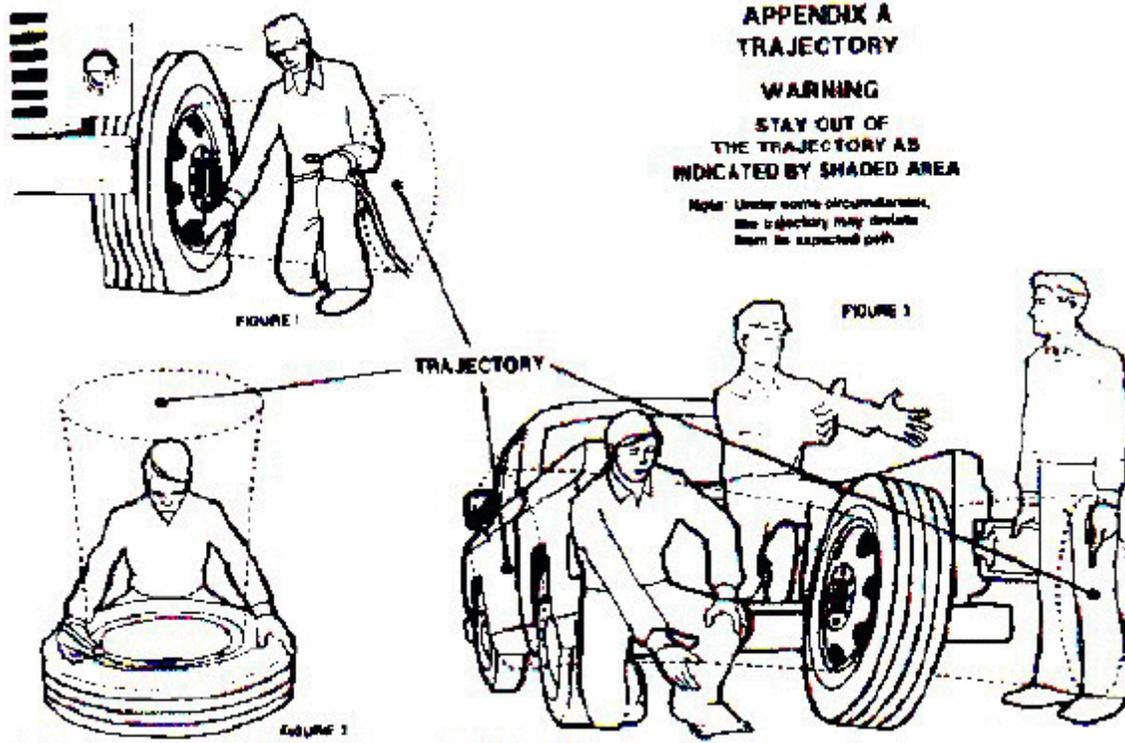
(10) Whenever multi-piece rim wheels are being handled, employees shall stay out of the trajectory unless the employer can demonstrate that performance of the servicing makes the employee's presence in the trajectory necessary.

(11) No heat shall be applied to a multi-piece wheel or wheel component.

(2) Mounting and de-mounting of the tire shall be done only from the narrow ledge side of the wheel. Care shall be taken to avoid damaging the tire beads while mounting tires on wheels. Tires shall be mounted only on compatible wheels of matching bead diameter and width.

(6) Tires may be inflated only when contained within a restraining device, positioned behind a barrier or bolted on the vehicle with the lug nuts fully tightened.

WARNING Stay out of the trajectory as indicated by shaded area.



NYS DOT BUS FACILITY INSPECTION CHECKLIST  
(October 1, 2004)

Facility Name \_\_\_\_\_ Facility Location \_\_\_\_\_ Date \_\_\_\_\_

Contact Person \_\_\_\_\_ Inspector \_\_\_\_\_ Others \_\_\_\_\_

Re-inspection Date \_\_\_\_\_ Initial Inspect Date \_\_\_\_\_

Refs: NYC Building Code, NYS Building and Fire Codes, OSHA Standard 29 CFR 1910.X, and various ANSI, ALI, NFPA, and other standards. See Reverse for specific requirements. Bus garages are classified as Automotive Repair Facilities, Occupation Group S-1 (*D-1 in R11/NYC*)

	Compliant?	Comments
<b>General Facility Condition</b>		
Housekeeping/ Floor condition	Y / N / NA	_____
General Ventilation	Y / N / NA	_____
Vehicle Exhaust Ventilation	Y / N / NA	_____
Restroom (ventilation and lock)	Y / N / NA	_____
Adequate temperature (all seasons)	Y / N / NA	_____
<b>Fire Safety and Exits</b>		
<i>Sprinkler System (&gt;7500/12000SF)</i>	<i>Y / N / NA</i>	_____
Fire Extinguishers	Y / N / NA	_____
Two separate exits	Y / N / NA	_____
Unlocked/Unblocked	Y / N / NA	_____
Lead to proper egress area	Y / N / NA	_____
Exit signs (illuminated, clear path)	Y / N / NA	_____
Open in egress direction	Y / N / NA	_____
<b>Lifts/Pits</b>		
28" clear space around vehicle (L/P)	Y / N / NA	_____
Lift load rated (L)	Y / N / NA	_____
Lockbars (L)	Y / N / NA	_____
Pit minimum of 48" deep (P)	Y / N / NA	_____
Two exits from pit (P)	Y / N / NA	_____
Adequate Stairs/Ladders (P)	Y / N / NA	_____
Pits have adequate guarding(P)	Y / N / NA	_____
Pits have adequate ventilation (P)	Y / N / NA	_____
<b>Emergency Action</b>		
ANSI Eyewash Station	Y / N / NA	_____
First Aid kit available	Y / N / NA	_____
Emergency Action Plan	Y / N / NA	_____
<b>Electrical/Lighting</b>		
Adequate lighting	Y / N / NA	_____
No exposed wiring/open elec. boxes	Y / N / NA	_____
Electrical panel marked / clear space	Y / N / NA	_____
GFCI if within 6' of water	Y / N / NA	_____
All lamps & bulbs covered/protected	Y / N / NA	_____
<b>Storage</b>		
Ox/Acetylene tanks	Y / N / NA	_____
Battery storage in separate area	Y / N / NA	_____
Overhead storage area load rated	Y / N / NA	_____
Overhead storage secured	Y / N / NA	_____
Ladders secured	Y / N / NA	_____
<b>Other</b>		
No battery charging	Y / N / NA	_____

Other Comments:

\_\_\_\_\_

(Air Compressor)                      (Body Repair)                      (Spraying)



### **General Facility Conditions**

Facility must have adequate housekeeping to include no slip/trip hazards, quick cleanup of spills/fluids, no uncoiled cords or hoses, and no excessive trash/debris. Potential trip hazards and/or uneven flooring surfaces should be well identified with yellow cautionary paint. *Facility must provide adequate mechanical ventilation of standing fumes and vapors which provides at least four air changes per hour. Positively induced exhaust ventilation removal must be provided at all vehicle bay stations where engines may be idled or run while repairs are made. The exhaust ventilation hose must be a minimum of 3" diameter and vent outside of the building.* There must be a toilet room which includes facilities to wash hands (hot and cold water, soap, towels, etc) and it must be kept in a sanitary condition, provide ventilation to the exterior of the building and have a lock on the door. *Inspection Area temperature must be maintained between 48-98° F at all times. Inspector must be provided a suitable location for required paperwork.*

### **Fire Safety and Exits**

**Fire Safety:** Class D-1 facilities in excess of 12,000SF (7500SF in R11/(NYC) must have a sprinkler system. All facilities must have fire extinguishers positioned at a minimum of 50 foot intervals throughout the shop. They must be clearly identified/labeled and access must be unobstructed with 36" of clear space in all directions. Extinguishers must be mounted on the wall, no lower than 4 inches from the ground with and the top no higher than 5 feet from the ground. Type is to be 10ABC or better. Extinguishers should be professionally serviced at least once per year and visually inspected at least once per month. Areas where welding is performed must be kept clear and free of combustibles.

**Exits:** There must be a minimum of two emergency exits from a garage, at least 30 feet apart. Each must be properly identified, open in the direction of egress, and be kept clear and unobstructed/unlocked. Doors capable of being locked must have a sign indicating they are to remain unlocked when building is occupied. Egress from the exit door to the street must also remain clear and unobstructed. All exits must have an illuminated/luminescent sign capable of being seen during a power outage. If the path to the exit is not easily identifiable, signs indicating which direction the exit is in shall be provided. Any door (or opening that could be mistaken for a door) which is NOT an exit or does not work must be identified with a "Not an Exit" sign. Doors must provide a minimum of 6' 8" headroom from any obstacle. A fire exit may not lead to or through another garage.

### **Lifts/Pits**

**General:** The area of egress around the inspection lift/pits must be kept unobstructed and clean, providing a clear minimum of 28 inch walk area around the inspection vehicle. This includes equipment and hoses/cables, etc. Holes in excess of 2" diameter must be covered.

**Lifts:** If inspections are conducted on a lift that has other lifts adjacent to it, those adjacent lifts within 10 feet of the inspection lift may not have a vehicle on them raised or lowered while the MVI is inspecting, nor in their bay if it blocks the MVI's egress. Lifts must be rated for the maximum load and have proper protection to prevent lift from falling. Lifts must provide a minimum of 48" vertical distance between the lowest point of the vehicle and the ground.

**Pits:** The pit must be a minimum of 48" deep. The entire edge of the pit must have a minimum 4" high toe guard to prevent material from falling into pit. There must be two exits from the pit, remote from each other. Vertical clearance directly above any stair tread to any overhead obstruction (i.e. the lowest point of the vehicle) shall be at least 7 feet measured from the leading edge of the tread. When the pit is not in use, precautions must be in place to prevent someone accidentally falling into the pit by providing either a cover or removable railing or providing a minimum of 3 feet warning (i.e. marked off area). The cover must be able to be secured to prevent accidental movement whereby it could fall into the pit. *Pits shall have mechanical exhaust ventilation taken from near the bottom of the pits. Pit exhaust systems shall be adequate to provide at least four air changes per hour (R11/NYC).*

### **Emergency Action**

There must be a readily accessible Primary Eye Wash Station within 10 seconds travel from the work area. A Primary Eye Wash Station is one that will produce a minimum of 1.5 liters/0.4 Gallons per minute flow for 15 minutes, at a velocity that will not injure an eye. For plumbed stations, the water temperature should be tepid (lukewarm), not cold or hot. For self-contained stations, the solution should be at room temperature. The eye wash station must be kept clean and serviceable in accordance with the manufacturer's recommendations. Secondary Primary Eye Wash Stations (i.e. small bottles) may be in immediate work area but the requirement for the Primary Eye Wash Station remains the same. There must be a first aid kit containing at a minimum: rubber gloves, Band-Aids, cleansing wipes. Inspectors should be briefed on what to do in an emergency prior to starting work.

### **Electrical/Lighting**

Facility lighting must be adequate with the shop doors closed. All electrical boxes and electric service panel must be covered and there can be no exposed wiring or sockets with no light bulbs. All extension cords must be of sufficient amperage for load and show no signs of damage. The area around an electrical service area/panel must be kept unobstructed and clean with a minimum of 36 inches of clear area in all directions. Individual circuit breakers/fuses must be identified as to what they control. Any electrical outlet within 6 feet of a water source must be GFCI. All low-level (less than 8' high) lighting fixtures must have protective covering. Incandescent light bulbs must be covered or protected.

### **Storage**

Oxygen and acetylene tanks must be properly stored. Both full and empty tanks must be secured in such a way as to prevent accidental tip-over and kept at least 20' apart or separated by a one-hour fire-resistant wall. All batteries must be stored properly, in a closed area away from people. Charging of batteries is not to be done in area where people work. Areas which are used for storage that are above occupied rooms must be evaluated for maximum load rating and have a sign indicating that rating posted. Any item stored over 6' high must be secured to prevent it from falling. Ladders kept in the shop area must be secured in their storage space. Any large or heavy object which could fall or tip over must be properly stored or secured.

### **Other**

Oxygen/Acetylene welding equipment must have a spark arrester between the nozzle tip and the bottle

Air compressor in shop area is not to be run while MVI is working.

Body repair, refurbishing and painting may not be conducted in the facility while an MVI is in the facility. In addition, spray brake cleaners or other aerosol hazards shall not be used when MVI is in the facility.

## APPENDIX G

### STATEMENT BY OPERATOR FOR RE-INSPECTION OF VEHICLE BEYOND 15 DAYS AND WITH LESS THAN 100 MILES FROM ORIGINAL WITHHOLDING INSPECTION

To: MVI \_\_\_\_\_

From: \_\_\_\_\_

Operator name and #: \_\_\_\_\_

Subject: Re-inspection of vehicle beyond 15 days with less than 100 miles accrued.

Date: \_\_\_\_\_

This signed memorandum is to certify that there has been no change to the condition of vehicle number \_\_\_\_\_ that would compromise the NYSDOT inspection process. Only the repairs that were necessary to correct items listed on the previous Mc300 inspection form have been made to this vehicle since the date of the failing inspection. This vehicle has not been used to transport passengers while out of service.

Shop Foreman's Signature: \_\_\_\_\_

**Instructions:** This document is to be used for the conduct of all re-inspections that are beyond 15 days from a failing inspection. It is to be completed by the Operator or their representative, signed by the shop foreman and initialed by the maintenance manager on the day the vehicle is presented for re-inspection.

## **APPENDIX T ALTERED VEHICLE REQUIREMENTS**

### **Determining Seating Capacity**

The adult capacity of a vehicle shall be determined by measuring seat cushion width. One adult position shall be counted for each sixteen (16) inches of space provided. Any width dimension broken by a space of 1 inch or more shall not be calculated as continuous width.

### **Calculating Weights**

A weight slip must be provided by the person presenting the vehicle. This shall be the total weight of the vehicle (wet curb weight) with a full tank of fuel, and with no driver or passenger aboard. This weight may be determined with a scale that bears a current certificate of accuracy as issued by the local governing agency such as a bureau of weights and measures. Inspectors need not observe the measuring of the weight unless there is probable cause to indicate the presented weight may be inaccurate. The following weights shall be determined;

1. Required tire and wheel capacity rating.

The following formula shall be used to determine the needed capacity for vehicles with a gross vehicle weight rating (GVWR) [as indicated on the "Certification of the Present status of Vehicles Form"] of less than 10, 000 lbs;

Front and Rear - Tires and wheels; [Wet Curb Weight], plus [passenger and driver weight], divided by [4]

The following formula shall be used to determine the needed capacity for vehicles with a gross vehicle weight rating (GVWR) [as indicated on the "Certification of the Present Status of vehicles Form"] of 10, 001 lbs or more;

Front Tires and Wheels; [Wet Curb Weight], plus [passenger and driver weight], multiplied by [.4] then divided by [2]

Rear Tires and Wheels; [Wet Curb Weight], plus [passenger and driver weight], multiplied by [.6] then divided by [2]

### **Verifying Items on "Certification of the Present Status" Form**

1. Examine form to determine if every item has been addressed. Return to person presenting the vehicle if the form is not complete (including certification signature), and do not inspect the vehicle.
2. If the form is complete, verify the following items before or during the inspection;
  - a. Section 1. - VIN on the form matches that on the vehicle. If the VIN on the form is different than on the vehicle, do not inspect the vehicle until appropriate corrections are made by the person that signed the "Certification of the Present Status Form".

- b. Section 1. - Verify the model name and/or number is same as on vehicle. Note in comments section of MC 300 form if different.
- c. Section 1. - Verify "Original Manufacture Name", Original Manufacturer Model Year", "Date of Original Manufacture" from the existing FMVSS label or Original Manufacturer's Statement of Origin. Note in comments section of MC 300 form if different.
- d. Section 3. - Verify "Present Wet Curb Weight Total" to be same as stated on weight slip provided. Note in comments section of MC 300 form if different. Use presented weight slip for all calculations.
- e. Section 4. - Verify tire and wheel information from stamped or molded indicators; Tire Size, Tire Load Rating Code, Tire and Wheel Weight Ratings, Tire and Wheel Pressure for Required Load in PSI, and Wheel Weight Rating. Compare these numbers to the mathematical results found from directions in the "Calculating Weights" section above. If tire and wheel ratings are not correct, continue the inspection and fail the vehicle using the appropriate OOS Criteria codes. Do not perform a road test.
- f. Section 5. Any modified parking brake cable is reassembled with a method not similar to Original Equipment Manufacturer's type connection. If not proper, use appropriate sub-code for OOS Code 42.02.
- g. Added metal brake line connections are same type as original manufacturers. Ferrell compression fittings are not allowed. If found to be not proper, fail vehicle for OOS code 39.01 3.
- h. Section 16. - The windshield and all side and rear windows marked with ANS Z26, or have the appropriate markings as required in Appendix B. If markings are not present, or are incorrect, fail vehicle using OOS code 22.03 1.
- i. Section 18. Verify emergency exits on vehicles with a Gross Vehicle Weight Rating of 10,001 lbs or more must conform to Appendix C. Use the following formula to determine the number and location of exits required;
1. Multiply number of adult passengers by 432
  2. Divide result from number 1. by 3458.
  3. The result from 2. determines how many emergency exits are required.
  4. 40 percent of the number of exits must be on each side of the vehicle
  5. If there is no rear emergency door, there must be a roof hatch in the rear half of the passenger compartment.

If exits do not comply use OOS Code 21.00.

j. Any modified fuel line is reassembled with a method not similar to Original Equipment Manufacturer's type connection. If not similar use OOS Code 99.02 with no letter, and site NYCRR 720.4 (CC) (2) (f).

k. Any issues found while inspecting the vehicle that are not addressed in these instructions must be addressed with your SMVI before proceeding with certifying the vehicle.

## Appendix A

### Vehicle Types as defined in Title 49 Code of Federal Regulations Part 751.3

#### Sec. 571.3 Definitions.

(a) Statutory definitions. All terms defined in section 102 of the Act are used in their statutory meaning.

(b) Other definitions. As used in this chapter-- Act means the National Traffic and Motor Vehicle Safety Act of 1966 (80 Stat. 718).

Approved, unless used with reference to another person, means approved by the Secretary. Boat trailer means a trailer designed with cradle-type mountings to transport a boat and configured to permit launching of the boat from the rear of the trailer.

Bus means a motor vehicle with motive power, except a trailer, designed for carrying more than 10 persons.

Curb weight means the weight of a motor vehicle with standard equipment; maximum capacity of engine fuel, oil, and coolant; and, if so equipped, air conditioning and additional weight optional engine.

Designated seating capacity means the number of designated seating positions provided.

Designated seating position means any plan view location capable of accommodating a person at least as large as a 5th percentile adult female, if the overall seat configuration and design and vehicle design is such that the position is likely to be used as a seating position while the vehicle is in motion, except for auxiliary seating accommodations such as temporary or folding jump seats. Any bench or split-bench seat in a passenger car, truck or multipurpose passenger vehicle with a GVWR less than 4,536 kilograms (10,000 pounds), having greater than 127 centimeters (50 inches) of hip room (measured in accordance with SAE Standard J1100(a)) shall have not less than three designated seating positions, unless the seat design or vehicle design is such that the center position cannot be used for seating. For the sole purpose of determining the classification of any vehicle sold or introduced into interstate commerce for purposes that include carrying students to and from school or related events, any location in such vehicle intended for securement of an occupied wheelchair during vehicle operation shall be regarded as four designated seating positions.

Driver means the occupant of a motor vehicle seated immediately behind the steering control system.

Emergency brake means a mechanism designed to stop a motor vehicle after a failure of the service brake system.

5th percentile adult female means a person possessing the dimensions and weight of the 5th percentile adult female specified for the total age group in Public Health Service Publication No. 1000, Series 11, No. 8, "Weight, Height, and Selected Body Dimensions of Adults."

Firefighting vehicle means a vehicle designed exclusively for the purpose of fighting fires.

Fixed collision barrier means a flat, vertical, unyielding surface with the following characteristics:

- (1) The surface is sufficiently large that when struck by a tested vehicle, no portion of the vehicle projects or passes beyond the surface.
- (2) The approach is a horizontal surface that is large enough for the vehicle to attain a stable attitude during its approach to the barrier, and that does not restrict vehicle motion during impact.
- (3) When struck by a vehicle, the surface and its supporting structure absorb no significant portion of the vehicle's kinetic energy, so that a performance requirement described in terms of impact with a fixed collision barrier must be met no matter how small an amount of energy is absorbed by the barrier.

Forward control means a configuration in which more than half of the engine length is rearward of the foremost point of the windshield base and the steering wheel hub is in the forward quarter of the vehicle length.

Full trailer means a trailer, except a pole trailer, that is equipped with two or more axles that support the entire weight of the trailer.

Gross axle weight rating or GAWR means the value specified by the vehicle manufacturer as the load-carrying capacity of a single axle system, as measured at the tire-ground interfaces.

Gross combination weight rating or GCWR means the value specified by the manufacturer as the loaded weight of a combination vehicle.

Gross vehicle weight rating or GVWR means the value specified by the manufacturer as the loaded weight of a single vehicle.

H point means the mechanically hinged hip point of a manikin which simulates the actual pivot center of the human torso and thigh, described in SAE Recommended Practice J826, "Manikins for Use in Defining Vehicle Seating Accommodations," November 1962.

Head impact area means all nonglazed surfaces of the interior of a vehicle that are statically contactable by a 6.5-inch diameter spherical head form of a measuring device having a pivot point to "top-of-head" dimension infinitely adjustable from 29 to 33 inches in accordance with the following procedure, or its graphic equivalent:

(a) At each designated seating position, place the pivot point of the measuring device--

(1) For seats that are adjustable fore and aft, at--

- (i) The seating reference point; and
- (ii) A point 5 inches horizontally forward of the seating reference point and vertically above the seating reference point an amount equal to the rise which results from a 5-inch forward adjustment of the seat or 0.75 inch; and

(2) For seats that are not adjustable fore and aft, at the seating reference point.

(b) With the pivot point to "top-of-head" dimension at each value allowed by the device and the interior dimensions of the vehicle, determine all contact points above the lower windshield glass line and forward of the seating reference point.

(c) With the head form at each contact point, and with the device in a vertical position if no contact points exist for a particular adjusted length, pivot the measuring device forward and downward through all arcs in vertical planes to 90[deg] each side of the vertical longitudinal plane through the seating reference point, until the head form contacts an interior surface or until it is tangent to a horizontal plane 1 inch above the seating reference point, whichever occurs first.

Interior compartment door means any door in the interior of the vehicle installed by the manufacturer as a cover for storage space normally used for personal effects.

Longitudinal or longitudinally means parallel to the longitudinal centerline of the vehicle.

Low-speed vehicle means a 4-wheeled motor vehicle, other than a truck, whose speed attainable in 1.6 km (1 mile) is more than 32 kilometers per hour (20 miles per hour) and not more than 40 kilometers per hour (25 miles per hour) on a paved level surface.

Motorcycle means a motor vehicle with motive power having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground.

Motor-driven cycle means a motorcycle with a motor that produces 5-brake horsepower or less.

Multifunction school activity bus (MFSAB) means a school bus whose purposes do not include transporting students to and from home or school bus stops.

Multipurpose passenger vehicle means a motor vehicle with motive power, except a low-speed vehicle or trailer, designed to carry 10 persons or less which is constructed either on a truck chassis or with special features for occasional off-road operation.

Open-body type vehicle means a vehicle having no occupant compartment top or an occupant compartment top that can be installed or removed by the user at his convenience.

Outboard designated seating position means a designated seating position where a longitudinal vertical plane tangent to the outboard side of the seat cushion is less than 12 inches from the innermost point on the inside surface of the vehicle at a height between the design H-point and the shoulder reference point (as shown in fig. 1 of Federal Motor Vehicle Safety Standard No. 210) and longitudinally between the front and rear edges of the seat cushion.

Overall vehicle width means the nominal design dimension of the widest part of the vehicle, exclusive of signal lamps, marker lamps, outside rearview mirrors, flexible fender extensions, and mud flaps, determined with doors and windows closed and the wheels in the straight-ahead position.

Parking brake means a mechanism designed to prevent the movement of a stationary motor vehicle.

Passenger car means a motor vehicle with motive power, except a low-speed vehicle, multipurpose passenger vehicle, motorcycle, or trailer, designed for carrying 10 persons or less.

Pelvic impact area means that area of the door or body side panel adjacent to any outboard designated seating position which is bounded by horizontal planes 7 inches above and 4 inches below the seating reference point and vertical transverse planes 8 inches forward and 2 inches rearward of the seating reference point.

Pole trailer means a motor vehicle without motive power designed to be drawn by another motor vehicle and attached to the towing vehicle by means of a reach or pole, or by being boomed or otherwise secured to the towing vehicle, for transporting long or irregularly shaped loads such as poles, pipes, or structural members capable generally of sustaining themselves as beams between the supporting connections.

School bus means a bus that is sold, or introduced in interstate commerce, for purposes that include carrying students to and from school or related events, but does not include a bus designed and sold for operation as a common carrier in urban transportation.

Seating reference point (SgRP) means the unique design H-point, as defined in SAE J1100 (June 1984), which:

- (a) Establishes the rearmost normal design driving or riding position of each designated seating position, which includes consideration of all modes of adjustment, horizontal, vertical, and tilt, in a vehicle;
- (b) Has X, Y, and Z coordinates, as defined in SAE J1100 (June 1984), established relative to the designed vehicle structure;
- (c) Simulates the position of the pivot center of the human torso and thigh; and
- (d) Is the reference point employed to position the two-dimensional drafting template with the 95th percentile leg described in SAE J826 (May 1987), or, if the drafting template with the 95th percentile leg cannot be positioned in the seating position, is located with the seat in its most rearward adjustment position.

Semitrailer means a trailer, except a pole trailer, so constructed that a substantial part of its weight rests upon or is carried by another motor vehicle.

Service brake means the primary mechanism designed to stop a motor vehicle.

Speed attainable in 1 mile means the speed attainable by accelerating at maximum rate from a standing start for 1 mile, on a level surface.

Speed attainable in 2 miles means the speed attainable by accelerating at maximum rate from a standing start for 2 miles, on a level surface.

Torso line means the line connecting the "H" point and the shoulder reference point as defined in SAE Recommended Practice J787g, "Motor Vehicle Seat Belt Anchorage," September 1966.

Trailer means a motor vehicle with or without motive power, designed for carrying persons or property and for being drawn by another motor vehicle.

Trailer converter dolly means a trailer chassis equipped with one or more axles, a lower half of a fifth wheel and a drawbar.

Truck means a motor vehicle with motive power, except a trailer, designed primarily for the transportation of property or special purpose equipment.



Truck tractor means a truck designed primarily for drawing other motor vehicles and not so constructed as to carry a load other than a part of the weight of the vehicle and the load so drawn.

Unloaded vehicle weight means the weight of a vehicle with maximum capacity of all fluids necessary for operation of the vehicle, but without cargo, occupants, or accessories that are ordinarily removed from the vehicle when they are not in use.

95th percentile adult male means a person possessing the dimensions and weight of the 95th percentile adult male specified in Public Health Service Publication No. 1000, Series 11, No. 8, "Weight, Height, and Selected Body Dimensions of Adults."

Vehicle fuel tank capacity means the tank's unusable capacity (i.e., the volume of fuel left at the bottom of the tank when the vehicle's fuel pump can no longer draw fuel from the tank) plus its usable capacity (i.e., the volume of fuel that can be pumped into the tank through the filler pipe with the vehicle on a level surface and with the unusable capacity already in the tank). The term does not include the vapor volume of the tank (i.e., the space above the fuel tank filler neck) nor the volume of the fuel tank filler neck.

[33 FR 19703, Dec. 25, 1968. Redesignated at 35 FR 5118, Mar. 26, 1970]

Editorial Note: For Federal Register citations affecting Sec. 571.3, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and on GPO Access.

Effective Date Note: At 67 FR 79439, Dec. 27, 2002, Sec. 571.3(b) was amended by adding the definition of "motor home", effective Dec. 27, 2004. For the convenience of the user, the added text is set forth as follows:

\* \* \* \* \*

(b) \* \* \*

\* \* \* \* \*

Motor home means a multi-purpose vehicle with motive power that is designed to provide temporary residential accommodations, as evidenced by the presence of at least four of the following facilities: Cooking; refrigeration or ice box; self-contained toilet; heating and/or air conditioning; a potable water supply system including a faucet and a sink; and a separate 110-125 volt electrical power supply and/or an LP gas supply.

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## Appendix B

[Code of Federal Regulations]

[Title 49, Volume 5]

[Revised as of October 1, 2003]

From the U.S. Government Printing Office via GPO Access

[CITE: 49CFR571.205]

TITLE 49—TRANSPORTATION

### CHAPTER V--NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

#### PART 571--FEDERAL MOTOR VEHICLE SAFETY STANDARDS--Table of Contents

##### Subpart B--Federal Motor Vehicle Safety Standards

##### Sec. 571.205 Standard No. 205, **Glazing** materials.

S1. Scope. This standard specifies requirements for **glazing** materials for use in motor vehicles and motor vehicle equipment.

S2. Purpose. The purpose of this standard is to reduce injuries resulting from impact to **glazing** surfaces, to ensure a necessary degree of transparency in motor vehicle windows for driver visibility, and to minimize the possibility of occupants being thrown through the vehicle windows in collisions.

S3. Application. This standard applies to **glazing** materials for use in passenger cars, multipurpose passenger vehicles, trucks, buses, motorcycles, slide-in campers, and pickup covers designed to carry persons while in motion.

S4. Definitions.

Bullet resistant shield means a shield or barrier that is installed completely inside a motor vehicle behind and separate from **glazing** materials that independently comply with the requirements of this standard.

Camper means a structure designed to be mounted in the cargo area of a truck, or attached to an incomplete vehicle with motive power, for the purpose of providing shelter for persons.

Glass-plastic **glazing** material means a laminate of one or more layers of glass and one or more layers of plastic in which a plastic surface of the **glazing** faces inward when the **glazing** is installed in a vehicle.

Motor home means a multipurpose passenger vehicle that provides living accommodations for persons.

Pickup cover means a camper having a roof and sides but without a floor, designed to be mounted on and removable from the cargo area of a truck by the user.

Slide-in camper means a camper having a roof, floor, and sides, designed to be mounted on and removable from the cargo area of a truck by the user.

## S5. Requirements.

### S5.1 Materials.

S5.1.1 **Glazing** materials for use in motor vehicles, except as otherwise provided in this standard shall conform to the American National Standard "Safety Code for Safety **Glazing** Materials for **Glazing** Motor Vehicles Operating on Land Highways" Z-26.1-1977, January 26, 1977, as supplemented by Z26.1a, July 3, 1980 (hereinafter referred to as "ANS Z26"). However, Item 11B **glazing** as specified in that standard may not be used in motor vehicles at levels requisite for driving visibility, and Item 11B **glazing** is not required to pass Test Nos. 17, 30, and 31.

S5.1.1.1 The chemicals specified for testing chemical resistance in Tests Nos. 19 and 20 of ANS Z26 shall be:

- (a) One percent solution of nonabrasive soap.
- (b) Kerosene.
- (c) Undiluted denatured alcohol, Formula SD No. 30 (1 part 100-percent methyl alcohol in 10 parts 190-proof ethyl alcohol by volume).
- (d) Gasoline, ASTM Reference Fuel C, which is composed of Isooctane 50 volume percentage and Toluene 50 volume percentage. Isooctane must conform to A2.7 in Annex 2 of the Motor Fuels Section of the 1985 Annual Book of ASTM Standards, Vol. 05.04, and Toluene must conform to ASTM Specification D362-84, Standard Specification for Industrial Grade Toluene. ASTM Reference Fuel C must be used as specified in:
  - (1) Paragraph A2.3.2 and A2.3.3 of Annex 2 of Motor Fuels, Section 1 in the 1985 Annual Book of ASTM Standards; and
  - (2) OSHA Standard 29 CFR 1910.106--"Handling Storage and Use of Flammable Combustible Liquids."

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be inspected at the Technical Reference Library, NHTSA, 400 Seventh Street, SW., Room 5108, Washington, DC 20590, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

S5.1.1.2 The following locations are added to the lists specified in ANS Z26 in which item 4, item 5, item 8, and item 9 safety **glazing** may be used:

- (a)-(i) [Reserved]
- (j) Windows and doors in motor homes, except for the windshield and windows to the immediate right or left of the driver.
- (k) Windows and doors in slide-in campers and pickup covers.
- (l) Windows and doors in buses except for the windshield, windows to the immediate right or left of the driver, and rearmost windows if used for driving visibility.
- (m) For Item 5 safety **glazing** only: Motorcycle windscreens below the intersection of a horizontal plane 380 millimeters vertically above the lowest seating position.

S5.1.1.3 The following locations are added to the lists specified in ANS Z26 in which item 6 and item 7 safety **glazing** may be used:

- (a)-(i) [Reserved]
- (j) Windows and doors in motor homes, except for the windshield, forward-facing windows, and windows to the immediate right or left of the driver.

(k) Windows, except forward-facing windows, and doors in slide-in campers and pickup covers.

(l) For item 7 safety **glazing** only:

- (1) Standee windows in buses.
- (2) Interior partitions.
- (3) Openings in the roof.

S5.1.1.4 The following locations are added to the lists specified in ANS Z26 in which item 8 and item 9 safety **glazing** may be used:

(a)-(e) [Reserved]

(f) Windows and doors in motor homes, except for the windshield and windows to the immediate right or left of the driver.

(g) Windows and doors in slide-in campers and pickup covers.

S5.1.1.5 The phrase "readily removable" windows as defined in ANS Z26, for the purposes of this standard, in buses having a GVWR of more than 4536 kilograms, shall include pushout windows and windows mounted in emergency exists that can be manually pushed out of their location in the vehicle without the use of tools, regardless of whether such windows remain hinged at one side to the vehicle.

S5.1.1.6 Multipurpose passenger vehicles. Except as otherwise specifically provided by this standard, **glazing** for use in multipurpose passenger vehicles shall conform to the requirements for **glazing** for use in trucks as specified in ANS Z26.

S5.1.1.7 Test No. 17 is deleted from the list of tests specified in ANS Z26 for Item 5 **glazing** material and Test No. 18 is deleted from the lists of tests specified in ANS Z26 for Item 3 and Item 9 **glazing** material.

S5.1.2 In addition to the **glazing** materials specified in ANS Z26, materials conforming to S5.1.2.1, S5.1.2.2, S5.1.2.3, S5.1.2.4, S5.1.2.5, S5.1.2.6, S5.1.2.7, S5.1.2.8 and S5.1.2.11 may be used in the locations of motor vehicles specified in those sections.

S5.1.2.1 Item 11C--Safety **Glazing** Material for Use in Bullet Resistant Shields. Bullet resistant **glazing** that complies with Test Nos. 2, 17, 19, 20, 21, 24, 27, 28, 29, 30 and 32 of ANS Z26 and the labeling requirements of S5.1.2.5 may be used only in bullet resistant shields that can be removed from the motor vehicle easily for cleaning and maintenance. A bullet resistant shield may be used in areas requisite for driving visibility only if the combined parallel luminous transmittance with perpendicular incidence through both the shield and the permanent vehicle **glazing** is at least 60 percent.

S5.1.2.2 Item 12--Rigid Plastics. Safety plastics materials that comply with Test Nos. 10, 13, 16, 19, 20, 21 and 24 of ANS Z26, with the exception of the test for resistance to undiluted denatured alcohol Formula SD No. 30, and that comply with the labeling requirements of S5.1.2.5, may be used in a motor vehicle only in the following specified locations at levels not requisite for driving visibility.

- (a) Window and doors in slide-in campers and pick-up covers.
- (b) Motorcycle windscreens below the intersection of a horizontal plane 380 millimeters vertically above the lowest seating position.
- (c) Standee windows in buses.
- (d) Interior partitions.
- (e) Openings in the roof.
- (f) Flexible curtains or readily removable windows or in ventilators used in conjunction with readily removable windows.

(g) Windows and doors in motor homes, except for the windshield and windows to the immediate right or left of the driver.

(h) Windows and doors in buses except for the windshield and window to the immediate right and left of the driver.

S5.1.2.3 Item 13--Flexible plastics. Safety plastic materials that comply with Tests Nos. 16, 19, 20, 22, and 23 or 24 of ANS Z26, with the exception of the test for resistance to undiluted denatured alcohol Formula SD No. 30, and that comply with the labeling requirements of

S5.1.2.5 may be used in the following specific locations at levels not requisite for driving visibility.

(a) Windows, except forward-facing windows, and doors in slide-in campers and pick-up covers.

(b) Motorcycle windscreens below the intersection of a horizontal plane 380 millimeters vertically above the lowest seating position.

(c) Standee windows in buses.

(d) Interior partitions.

(e) Openings in the roof.

(f) Flexible curtains or readily removable windows or in ventilators used in conjunction with readily removable windows.

(g) Windows and doors in motor homes, except for the windshield, forward-facing windows, and windows to the immediate right or left of the driver.

S5.1.2.4. Item 14--Glass Plastics. Glass-plastic **glazing** materials that comply with the labeling requirements of S5.1.2.10 and Test Nos. 1, 2, 3, 4, 9, 12, 15, 16, 17, 18, 19, 24, 26, and 28, as those tests are modified in S5.1.2.9, Test Procedures for Glass-Plastics, may be used anywhere in a motor vehicle, except that it may not be used in windshields of any of the following vehicles: convertibles, vehicles that have no roof, vehicles whose roofs are completely removable.

S5.1.2.5. Item 15A--Annealed Glass-Plastic for use in all Positions in a Vehicle Except the Windshield. Glass-plastic **glazing** materials that comply with Test Nos. 1, 2, 3, 4, 9, 12, 16, 17, 18, 19, 24, and 28, as those tests are modified in S5.1.2.9 Test Procedures for Glass-Plastics, may be used anywhere in a motor vehicle except the windshield.

S5.1.2.6 Item 15B--Tempered Glass-Plastic for Use in All Positions In a Vehicle Except the Windshield. Glass-plastic **glazing** materials that comply with Tests Nos. 1, 2, 3, 4, 6, 7, 8, 16, 17, 18, 19, 24, and 28, as those tests are modified in S5.1.2.9 Test Procedures for Glass-Plastics, may be used anywhere in a motor vehicle except the windshield.

S5.1.2.7. Item 16A--Annealed Glass-Plastic for Use in all Positions in a Vehicle not Requisite for Driving Visibility. Glass-plastic **glazing** materials that comply with Test Nos. 3, 4, 9, 12, 16, 19, 24, and 28, as those tests are modified in S5.1.2.9 Test Procedures for Glass-Plastics, may be used in a motor vehicle in all locations not requisite for driving visibility.

S5.1.2.8. Item 16B--Tempered Glass-Plastic for Use in all Positions in a Vehicle not Requisite for Driving Visibility. Glass-plastic **glazing** materials that comply with Test Nos. 3, 4, 6, 7, 8, 16, 19, 24, and 28, as those tests are modified in S5.1.2.9 Test Procedures for Glass-Plastics, may be used in a motor vehicle in all locations not requisite for driving visibility.

S5.1.2.9 Test Procedures for Glass-Plastics. (a) Tests Nos. 6, 7, 8, 9, 12, 16, and 18 shall be conducted on the glass side of the specimen, i.e., the surface which would face the exterior of the vehicle. Tests Nos. 17, 19, 24, and 26 shall be conducted on the plastic side of the specimen, i.e., the surface which would face the interior of the vehicle. Test No. 15 should be conducted with the glass side of the **glazing** facing the illuminated box and the screen, respectively.

For Test No. 19, add the following to the specified list: an aqueous solution of isopropanol and glycol ether solvents in concentration no greater than 10% or less than 5% by weight and ammonium hydroxide no greater than 5% or less than 1% by weight, simulating typical commercial windshield cleaner.

(b) Glass-plastic specimens shall be exposed to an ambient air temperature of -40 degrees Celsius (plus or minus 5 degrees Celsius), for a period of 6 hours at the commencement of Test No. 28, rather than at the initial temperature specified in that test. After testing, the glass-plastic specimens shall show no evidence of cracking, clouding, delaminating, or other evidence of deterioration.

(c) Glass-plastic specimens tested in accordance with Test No. 17 shall be carefully rinsed with distilled water following the abrasion procedure and wiped dry with lens paper. After this procedure, the arithmetic means of the percentage of light scattered by the three specimens as a result of abrasion shall not exceed 4.0 percent.

(d) Data obtained from Test No. 1 should be used when conducting Test No. 2.

(e)(1) Except as provided in S5.1.2.9(e)(2), glass-plastic **glazing** specimens tested in accordance with Test Nos. 9, 12 and 26 shall be clamped in the test fixture in Figure 1 of this standard in the manner shown in that figure. The clamping gasket shall be made of rubber 3 millimeters (mm) thick of hardness 50 IRHD (International Rubber Hardness Degrees), plus or minus five degrees. Movement of the test specimen, measured after the test, shall not exceed 2 mm at any point along the inside periphery of the fixture. Movement of the test specimen beyond the 2 mm limit shall be considered an incomplete test, not a test failure. A specimen used in such an incomplete test shall not be retested.

(2) At the option of the manufacturer, glass-plastic **glazing** specimens tested in accordance with Test Nos. 9 and 12 may be tested unclamped. Such specimens shall be tested using the fixture in Figure 1 of the standard, including the upper frame (unclamped) which holds the specimen in place.

S5.1.2.10 Cleaning instructions. (a) Each manufacturer of **glazing** materials designed to meet the requirements of S5.1.2.1, S5.1.2.2, S5.1.2.3, S5.1.2.4, S5.1.2.5, S5.1.2.6, S5.1.2.7, S5.1.2.8, or S5.1.2.11 shall affix a label, removable by hand without tools, to each item of **glazing** materials. The label shall identify the product involved, specify instructions and agents for cleaning the material that will minimize the loss of transparency, and instructions for removing frost and ice, and, at the option of the manufacturer, refer owners to the vehicle's Owners Manual for more specific cleaning and other instructions.

(b) Each manufacturer of **glazing** materials designed to meet the requirements of paragraphs S5.1.2.4, S5.1.2.5, S5.1.2.6, S5.1.2.7, or S5.1.2.8 may permanently and indelibly mark the lower center of each item of such **glazing** material, in letters not less than 4.5 millimeters nor more than 6 millimeters high, the following words, GLASS PLASTIC MATERIAL--SEE OWNER'S MANUAL FOR CARE INSTRUCTIONS.

S5.1.2.11 Test procedures for Item 4A--Rigid Plastic for Use in Side Windows Rearward of the "C" pillar. (a) **Glazing** materials that comply with Tests Nos. 2, 10, 13, 16, 17, as that test is modified in S5.1.2.9(c) (on the interior side only), 17, as that test is modified in paragraph (b) of this section (on the exterior side only), 19, 20, 21, and 24 of ANS Z26.1, may be used in the following specific locations:

(1) All areas in which Item 4 safety **glazing** may be used.

(2) Any side window that meets the criteria in S5.1.2.11(a)(2)(i) and (ii):

(i) Is in a vehicle whose rearmost designated seating position is forward-facing and cannot be adjusted so that it is side or rear-facing; and

(ii) The forwardmost point on its visible interior surface is rearward of the vertical transverse plane that passes through the shoulder reference point (as described in Figure 1 of Sec. 571.210 Seat belt assembly anchorages) of that rearmost seating position.

(b)(1) The initial maximum haze level shall not exceed 1.0 percent.

The specimens are subjected to abrasion for 100 cycles and then carefully wiped with dry lens paper (or its equivalent). The light scattered by the abraded track is measured in accordance with Test 17. The arithmetic mean of the percentages of light scattered by the three specimens shall not exceed 4.0 percent after being subjected to abrasion for 100 cycles.

(2) The specimen is remounted on the specimen holder so that it rotates substantially in a plane and subjected to abrasion for an additional 400 cycles on the same track already abraded for 100 cycles. Specimens are carefully wiped after abrasion with dry lens paper (or its equivalent). The light scattered by the abraded track is then measured as specified in Test 17. The arithmetic mean of the percentages of light scattered by the three specimens shall not exceed 10.0 percent after being subjected to abrasion for 500 cycles.

S5.2 Edges. In vehicles except school buses, exposed edges shall be treated in accordance with SAE Recommended Practice J673a, "Automotive **Glazing**", August 1967. In school buses, exposed edges shall be banded.

S6. Certification and marking.

S6.1 Each prime **glazing** material manufacturer, except as specified below, shall mark the **glazing** materials it manufactures in accordance with section 6 of ANS Z26. The materials specified in S5.1.2.1, S5.1.2.2, S5.1.2.3, S5.1.2.4, S5.1.2.5, S5.1.2.6, S5.1.2.7, S5.1.2.8, and S5.1.2.11 shall be identified by the marks "AS 11C", "AS 12", "AS 13", "AS 14", "AS 15A", "AS 15B", "AS 16A", "AS 16B", and "AS 4A", respectively. A prime **glazing** material manufacturer is one which fabricates, laminates, or tempers the **glazing** material.

S6.2 Each prime **glazing** material manufacturer shall certify each piece of **glazing** material to which this standard applies that is designed as a component of any specific motor vehicle or camper, pursuant to section 114 of the National Traffic and Motor Vehicle Safety Act of 1966, by adding to the mark required by S6.1 in letters and numerals of the size specified in section 6 of ANS Z26, the symbol "DOT" and a manufacturer's code mark, which will be assigned by the NHTSA on the written request of the manufacturer.

S6.3 Each prime **glazing** material manufacturer shall certify each piece of **glazing** material to which this standard applies that is designed to be cut into components for use in motor vehicles or items of motor vehicle equipment, pursuant to section 114 of the National Traffic and Motor Vehicle Safety Act.

S6.4 Each manufacturer or distributor who cuts a section of **glazing** material to which this standard applies, for use in a motor vehicle or camper, shall mark that material in accordance with section 6 of ANS Z26.

S6.5 Each manufacturer or distributor who cuts a section of **glazing** material to which this standard applies, for use in a motor vehicle or camper, shall certify that his product complies with this standard in accordance with section 114 of the National Traffic and Motor Vehicle Safety Act.

[GRAPHIC] [TIFF OMITTED] TC01AU91.076

[37 FR 12239, June 21, 1972, as amended at 37 FR 13097, July 1, 1972; 37 FR 24036, Nov. 11, 1972; 37 FR 24826, Nov. 22, 1972; 42 FR 61466, Dec. 5, 1977; 45 FR 47151, July 14, 1980; 46 FR 43690, Aug. 31, 1981; 48 FR 52065, Nov. 16, 1983; 49 FR 6734, Feb. 23, 1984; 56 FR 12674, Mar. 27, 1991; 56 FR 18531, Apr. 23, 1991; 56 FR 49149, Sept. 27, 1991; 57 FR 1654, Jan. 15, 1992; 57 FR 13656, Apr. 17, 1992; 57 FR 30164, July 8, 1992; 57 FR 58150, Dec. 9, 1992; 60 FR 13646, Mar. 14, 1995; 61 FR 41743, Aug. 12, 1996]

Effective Date Notes: 1. At 67 FR 79439, Dec. 27, 2002, Sec. 571.205 was amended by removing the definition of motor home in S4, Definitions, effective Dec. 27, 2004.

2. At 68 FR 43971, July 25, 2003, Sec. 571.205 was amended by revising paragraphs S3, S5.1, S5.2, S6.1, S6.2, and S6.3, removing paragraphs S6.4 and S6.5 and Figure 1 at the end of the section, adding paragraphs S5.3 and S5.4, and amending S4 by adding a new definition, effective Sept. 23, 2003. At 68 FR 55545, Sept. 26, 2003, the effective date of these amendments was delayed until Jan. 22, 2004. For the convenience of the user, the revised text is set forth below:

Sec. 571.205 Standard No. 205, **Glazing** materials.

\* \* \* \* \*

S3. Application and Incorporation by Reference.

S3.1 Application. This standard applies to passenger cars, multipurpose passenger vehicles, trucks, buses, motorcycles, slide-in campers, pickup covers designed to carry persons while in motion, and low speed vehicles, and to **glazing** materials for use in those vehicles.

S3.2 Incorporation by Reference.

(a) "American National Standard for Safety **Glazing** Materials for **Glazing** Motor Vehicles and Motor Vehicle Equipment Operating on Land Highways-Safety Standard" ANSI/SAE Z26.1-1996, Approved by American National Standards Institute August 11, 1997 (ANSI/SAE Z26.1-1996) is incorporated by reference in Section 5.1 and is hereby made part of this Standard. The Director of the Federal Register approved the material incorporated by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 (see Sec. 571.5 of this part). A copy of ANSI/SAE Z26.1-1996 may be obtained from the Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096-0007.



A copy of ANSI/SAE Z26.1- 1996 may be inspected at NHTSA's technical reference library, 400 Seventh Street, SW., Room 5109, Washington, DC or at the Office of the Federal Register, 900 North Capitol Street, NW., Suite 700, Washington, DC.

(b) The Society of Automotive Engineers (SAE) Recommended Practice J673, revised April 1993, "Automotive Safety Glasses" (SAE J673, rev. April 93) is incorporated by reference in Section S5.1, and is hereby made part of this Standard. The Director of the Federal Register approved the material incorporated by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 (see Sec. 571.5 of this part). A copy of SAE J673, rev. April 93 may be obtained from SAE at the Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096. A copy of SAE J673, rev. April 93 may be inspected at NHTSA's technical reference library, 400 Seventh Street, SW., Room 5109, Washington, DC, or at the Office of the Federal Register, 900 North Capitol Street, NW., Suite 700, Washington, DC.

(c) The Society of Automotive Engineers (SAE) Recommended Practice J100, revised June 1995, "Class 'A' Vehicle **Glazing** Shade Bands" (SAE J100, rev. June 95) is incorporated by reference in Section S5.3, and is hereby made part of this Standard. The Director of the Federal Register approved the material incorporated by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 (see Sec. 571.5 of this part). A copy of SAE J100, rev. June 95 may be obtained from SAE at the Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096. A copy of SAE J100, rev. 95 may be inspected at NHTSA's technical reference library, 400 Seventh Street, SW., Room 5109, Washington, DC, or at the Office of the Federal Register, 900 North Capitol Street, NW., Suite 700, Washington, DC.

S4. Definitions.

\* \* \* \* \*

Prime **glazing** manufacturer means a manufacturer that fabricates, laminates, or tempers **glazing** materials.

\* \* \* \* \*

S5. Requirements.

S5.1 **Glazing** materials for use in motor vehicles must conform to ANSI/SAE Z26.1-1996 unless this standard provides otherwise.

S5.2 NHTSA may test any portion of the **glazing** when doing the fracture test (Test No. 7) described in section 5.7 of ANSI/SAE Z26.1-1996.

S5.3 Shade bands. Shade band areas for windshields shall comply with SAE J100, rev. June 95 except that the value of 7 degrees must be used in place of the value of 5 degrees specified in Section 4, Shade Band Boundary Requirements, of SAE J100, rev. June 95.

S5.4 Low speed vehicles. Windshields of low speed vehicles must meet the ANSI/SAE Z26.1-1996 specifications for either AS-1 or AS-4 **glazing**.

S6. Certification and marking.

S6.1 A prime **glazing** material manufacturer must certify, in accordance with 49 U.S.C. 30115, each piece of **glazing** material to which this standard applies that is designed—

- (a) As a component of any specific motor vehicle or camper; or
- (b) To be cut into components for use in motor vehicles or items of motor vehicle equipment.

S6.2 A prime **glazing** manufacturer certifies its **glazing** by adding to the marks required by section 7 of ANSI/SAE Z26.1-1996, in letters and numerals of the same size, the symbol ``DOT" and a manufacturer's code mark that NHTSA assigns to the manufacturer. NHTSA will assign a code mark to a manufacturer after the manufacturer submits a written request to the Office of Vehicle Safety Compliance, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590. The request must include the company name, address, and a statement from the manufacturer certifying its status as a prime **glazing** manufacturer as defined in S4.

S6.3 A manufacturer or distributor who cuts a section of **glazing** material to which this standard applies, for use in a motor vehicle or camper, must—

(a) Mark that material in accordance with section 7 of ANSI/SAE Z26.1-1996; and

(b) Certify that its product complies with this standard in accordance with 49 U.S.C. 30115.

3. At 68 FR 55545, Sec. 571.205 was further amended by adding S5.5, effective Jan. 22, 2004. For the convenience of the user, the added text is set forth below:

Sec. 571.205 Standard No. 205; **Glazing** materials

\* \* \* \* \*

S5.5 Item 4A **Glazing**. Item 4A **glazing**, as specified in ANSI/SAE Z26.1-1996, may only be used in side windows rearward of the ``C" pillar.

\* \* \* \* \*

## Appendix C

S5.2 Provision of emergency exits.

S5.2.1 Buses other than school buses shall meet the requirements of either S5.2.2 or S5.2.3. School buses shall meet the requirements of S5.2.3.

S5.2.1.1 A bus with GVWR of more than 10,000 pounds may satisfy the unobstructed openings requirement by providing at least one side door for each three passenger seating positions in the vehicle.

S5.2.2 Buses other than school buses.

S5.2.2.1 Buses other than school buses shall provide unobstructed openings for emergency exit which collectively amount, in total square centimeters, to at least 432 times the number of designated seating positions on the bus. At least 40 percent of the total required area of unobstructed openings, computed in the above manner, shall be provided on each side of a bus. However, in determining the total unobstructed openings provided by a bus, no emergency exit, regardless of its area, shall be credited with more than 3,458 square centimeters of the total area requirement.

S5.2.2.2 Buses with GVWR of more than 10,000 pounds. Buses with a GVWR of more than 10,000 pounds shall meet the unobstructed openings requirements in S5.2.2.1 by providing side exits and at least one rear exit that conforms to S5.3 through S5.5. The rear exit shall meet the requirements of S5.3 through S5.5 when the bus is upright and when the bus is overturned on either side, with the occupant standing facing the exit.

When the bus configuration precludes installation of an accessible rear exit, a roof exit that meets the requirements of S5.3 through S5.5 when the bus is overturned on either side, with the occupant standing facing the exit, shall be provided in the rear half of the bus

S5.2.2.3 Buses with GVWR of 10,000 pounds or less. Buses other than school buses with GVWR of 10,000 pounds or less may meet the unobstructed openings requirement in S5.2.2.1 by providing:

- (a) Devices that meet the requirements of S5.3 through S5.5 without using remote controls or central power systems;
- (b) Windows that can be opened manually to a position that provides an opening large enough to admit unobstructed passage, keeping a major axis horizontal at all times, of an ellipsoid generated by rotating about its minor axis an ellipse having a major axis of 50 centimeters and a minor axis of 33 centimeters;

**APPENDIX Z**  
**NEW YORK STATE DEPARTMENT OF MOTOR VEHICLES**  
**PROOF OF VEHICLE INSPECTION REQUIREMENTS FOR CARRIERS**  
**TRANSPORTING PASSENGERS**

*Most vehicles registered by carriers transporting passengers must present proof that a vehicle has passed inspection before it will be registered. We will not issue a ten-day inspection extension for these vehicles.*

**I. VEHICLES THAT MUST HAVE PROOF OF INSPECTION AT REGISTRATION.**

- A. Any vehicle carrying passengers that:**
1. Must be inspected by the New York State Department of Transportation (NYSDOT) OR the New York State Heavy Vehicle Inspection Program (NYSHV)
  2. Operates under a certificate of inspection authorized by the Federal Department of Transportation

*A vehicle operating under authority' of the Interstate Commerce Commission which does not also have a NYS DOT certificate of commercial operating authority may satisfy the NYS inspection requirement by providing proof of inspection from any periodic inspection program approved by the Federal Highway Administration. For more information, see pages 3-4.*

**B. VEHICLES PREVIOUSLY JUNKED:**

*There are special registration and inspection requirements for vehicles previously junked. In addition to the other inspections, the vehicle must be cleared by the Auto Theft Prevention Program For more information on requirements for junk vehicles, contact*

*Junk & Salvage Unit  
Title Bureau  
PG Box 2105  
Albany NY 12220-0105  
(SIB) 486-4714*

**II. AFFECTED REGISTRATION TRANSACTIONS**

If a vehicle must pass inspection before it can be registered, proof of inspection in the registrant's name\*\* is required to:

1. REGISTER a vehicle for the first time
2. RENEW a vehicle registration
3. TRANSFER PLATES to a different vehicle
4. CHANGE a registration because of a change in ownership, partnership, vehicle year, vehicle identification number, or registration class. (Proof of inspection not required to correct an error on a registration.)

\*\* Note for LONG-TERM LESSEES: anyone registering a vehicle, who has the use and possession of the vehicle, under a lease or otherwise, for over 30 days, must have proof of inspection in his or her name.

### **III. INSPECTION REQUIREMENTS**

Inspection requirements vary, depending on the inspection program. However, all vehicles covered by this requirement must pass a safety inspection. Gasoline powered vehicles registered by residents of some downstate counties (Bronx, Kings, Nassau, New York, Queens, Richmond, Rockland, Suffolk and Westchester) must also pass an emissions test. The person in whose name the vehicle is registered is responsible for meeting these requirements. All inspections except NYS DOT inspection must be done annually. NYS DOT inspection is required every 6 months.

### **IV. VEHICLES EXEMPT FROM PROVIDING PROOF OF INSPECTION AT REGISTRATION**

Only vehicles that must be inspected by NYS DOT, buses inspected by NYS HV, or those subject to operating authority are required to have proof of inspection before registration. If a vehicle must have the "regular" safety inspection, then proof is not required at registration. A Motor Vehicles office may, at the customer's request, issue a ten day inspection extension certificate for these vehicles.

Among the vehicles for which proof of inspection is not required before registration are:

- A vehicle owned by the registrant for his or her personal use, that is also used to transport children under age 21, without compensation, to school and school-type activities

- ambulances

- hearses

- A vehicle with historical or vintage license plates

- A passenger transport vehicle owned and operated by a municipality or public authority. Note: however, that if the municipality grants an operating franchise to a vendor to provide transportation within that municipality, buses operated by that vendor must be inspected by NYSDOT.

- Any vehicle with seating capacity for 14 or fewer passengers, not including the driver, IF A DETERMINATION HAS BEEN MADE THAT THE VEHICLE DOES NOT REQUIRE INSPECTION BY NYSDOT.

**NEW YORK STATE DEPARTMENT OF TRANSPORTATION  
MOTOR CARRIER SAFETY BUREAU  
BUS SAFETY INSPECTION PROGRAM**

**POLICY STATEMENT ON VEHICLES EQUIPPED WITH AIR CONDITIONERS**

The following is a summary of the department's policy on the inspection of vehicles equipped with air conditioning. Inspection item 15.02 lists an inoperable air conditioner as a "B" out of service defect. The criteria also contains the note: "Seasonal conditions apply". This term is clarified further in our "frequently asked questions" document. Our current policy on inspection of air conditioning function includes these points:

Inspection of the air conditioning system for proper operation is only required during the period April 15 to October 15.

An air conditioning system must discharge air that is noticeably colder than the ambient air to be considered operative.

An operator with a vehicle equipped with an inoperative air conditioning system may eliminate the air conditioning system of a vehicle by physically and permanently removing at least one of the following major system components: 1) compressor 2) condenser 3) evaporator.

This would be allowed only if the vehicle is equipped with a sufficient number of window openings in addition to the driver's window to provide adequate ventilation. At a minimum, at least 2 windows other than the driver's window, must be capable of opening.

If the inoperative air conditioning system is eliminated under these conditions, the vehicle would not be subject to the air conditioning function requirements of the out of service criteria.

**MEMORANDUM  
DEPARTMENT OF TRANSPORTATION**

**TO:** Bus Program Regional Supervisors

cc: Regional Traffic Engineers  
R. Seastrum

**FROM:** Joseph Lee-Civalier, Director, Motor Carrier Safety Bureau, 7A-501B

**DATE:** May 13, 2003

**SUBJECT: UNSECURED BAGGAGE AND OTHER MISCELLANEOUS ITEMS ON  
VEHICLES**

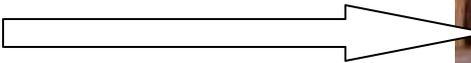
The purpose of this memorandum is to provide guidance for when unsecured items are in vehicles that are under the jurisdiction of this Department.

NYCRR Part 721.4 (A) (11) states “The passenger section shall be kept in a clean, sanitary condition and aisles shall be not obstructed while the vehicle is in service. Baggage, freight or other property shall not be carried in the aisle or so as to interfere with passenger seating space, safety or comfort. Such property may be carried in suitable baggage compartments or racks.”

When loose baggage, freight or other property is found in a vehicle during inspection, that is not secured or in a “suitable baggage compartment or rack”, it shall be identified with the defect code 99.02, with no letter designation, and the cite 721.4 (A) (11) typed in the remarks box on the inspection form. These items shall include, but are not limited to, such things as spare tires, jacks, brooms, waste baskets, camping coolers, or other items that may block an aisle or emergency exit, or become a missile in the event of an accident, or defeat the compartmentalization concepts built into school bus seats and barriers.

When an SMVI finds such items in a vehicle carrying passengers a Notice of Violation shall be written.

**I - VEHICLE**

- 1 - **ENGINE** at normal operating temperature-
- 2 - **BRAKE SYSTEM** (air/vacuum) gauge(s) are to operational maximum-
- 3 - **STICKERS/DECORATIONS** removed if not permitted by V&T Law and/or registered owner-
- 4 - **REGISTRATION / PROOF OF INSURANCE** readily available/accessible-
- 5 - **INTERIOR** clean to include trash container(s)-
- 6 - **UNSECURED ITEMS** secured or removed-
- 7 - **SEAT BELTS** accessible for inspection-   
- 8 - **COMPONENTS/SYSTEMS** reasonably clean for examination (remove any excessive build-ups)-
- 9 - **POSITION** safely/properly on/over lift or pit (wheels chocked and/or raised as applicable)-
- 10 - **EXHAUST HOSE(S)** attached (**garage doors open or closed NO EXCEPTIONS!**)
- 11- **PRE-TRIP** performed prior to start of NYSDOT Inspection (should be verifiable)-
- 12 - **INSPECTION AREA** (to include WALKWAY AROUND) clean, dry and clear-



**\*ALL SAFETY DEVICES MUST FUNCTION AS REQUIRED AND/OR DESIGNED (to include engaging lift safety latches)\***

**II - STAFF (assistant informed that...)**

- 1 - **CONTROLS** must NOT be activated/de-activated until told to do so-
- 2 - **DRIVER LICENSE** must be valid and of proper class if driving vehicle during road/brake test-
- 3 - **ACTIONS/INTENTIONS** must be communicated to the NYSDOT Inspector in advance of any such which either delay inspection or could become a safety concern-

**II - STAFF (all others informed that...)**

- 1 - **MAINTENANCE/OTHER ACTIVITIES** may be stopped/suspended to safely perform a particular NYSDOT Inspection procedure- **NOTIFY THE NYSDOT INSPECTOR BEFORE RAISING/LOWERING ANY VEHICLE LOCATED ON A LIFT IMMEDIATELY NEXT TO A VEHICLE UNDERGOING NYSDOT INSPECTION**
- 2 - **REPAIRS DURING NYSDOT INSPECTION** permitted with approval by the NYSDOT Inspector BUT do not ask the Inspector how to repair the item/component in question (follow the manufacturer's recommendations)-
- 3 - **CONTROLS** must NOT be activate/de-activate until told to do so-

**III - RECORDS & REPORTS (from last departmental inspection to and including current date...721.1(E))**

- 1 - **DVIR's** (unit#, starting & ending mileage, date, driver's signature [pre/post trip] and any identified vehicle defects or roadside vehicle failures...if no defects/failures are noted, the report must indicate this fact.) Note: To be filed in chronological order...721.1(B)(6)
- 2 - **PREVIOUS MC300 INSPECTION FORM** - (in vehicle maintenance folder...721.1(D))
- 3 - **ITEMIZED RECORD OF EACH PERIODIC MAINT. EXAMINATION** (from last departmental inspection to and including current date...721.1(E))
- 4 - **ITEMIZED RECORD OF ANY REPAIR(S) OR ADJUSTMENT(S) PERFORMED ON THE VEHICLE** (from last departmental inspection to and including current date...721.1(E))

**\*PRE-TRIP INSPECTIONS SHALL EXAMINE AT LEAST THE FOLLOWING ITEMS\***

Service Brakes - Parking Brake - Steering Mechanism - Lighting Devices & Reflectors - Horn - Windshield Wipers - Mirrors - Tires - Wheels & Rims - Emergency Equipment - Emergency Exits

**Pre-Trip and Post-Trip Signatures Required**

IN TWO AREAS DESIGNATE AS PRE-TRIP AND POST TRIP

**\*VEHICLE EXAMINATIONS SHALL INCLUDE THE FOLLOWING ITEMS\***

Brake System - Steering Mechanism - Tires - Lights - ALL Emergency Exits - AND be consistent with the type(s) of vehicles in their operation.

**Signature Required**

"A" - Vehicle placed OOS - must be re-inspected by NYSDOT

"B" - Inspection Certificate issued - defect must be repaired PRIOR to transporting passengers (repair must be documented)

"C" - Inspection Certificate issued - defect must be repaired WITHIN 15 DAYS (repair must be documented)

99.02 - Inspection Certificate issued - condition/regulation violation must be addressed within a reasonable time frame

Note: A 99.02 defect code may only refer to a violation of a regulation that is not otherwise addressed in the NYSDOT Out Of Service Criteria; written Policy and Procedure; Interpretations and FAQs.