GA School Bus
Out-of-Service Criteria
(Revised May 2019)

The purpose of this part is to identify critical vehicle inspection items and provide criteria for placing vehicles out-of-service subsequent to a safety inspection.

DPS personnel shall declare "Out of Service" any school bus, which due to its mechanical condition or loading, would be likely to cause an accident or breakdown. No school system, contract carrier, or individual shall require, nor shall any person operate any school bus declared and marked "out of service" until all repairs required by the "out of service notice" have been satisfactorily completed.

Out-of-Service decals shall not be removed until repairs are completed.

An Annual Inspection decal shall not be issued if there are any defects of the following items that does not result in an out-of-service condition.
The following conditions shall be considered “Out-of-Service“:

**BRAKES**

Missing or broken mechanical components including: shoes; linings; pads; springs; anchor pins; spiders; cam rollers; pushrods, and air chamber mounting bolts.

Absence of effective braking action upon application of the service brakes (such as brake linings failing to move or contact braking surface upon application.)

Loose brake components including air chambers, spiders and camshaft support brackets.

Audible air leak at brake chamber

Brake adjustment limits: Bring reservoir pressure between 90 and 100 psi, turn engine off and then fully apply the brakes. 
- One brake at 1/4 inch or more beyond the adjustment limit.
b) Two brakes less than 1/4 inch beyond the adjustment limit also equal one defective brake.

## BRAKE ADJUSTMENT CHART

### CLAMP TYPE BRAKE CHAMBER

<table>
<thead>
<tr>
<th>TYPE</th>
<th>OUTSIDE DIAMETER</th>
<th>BRAKE ADJUSTMENT LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>4 1/2 “</td>
<td>1 1/4 “</td>
</tr>
<tr>
<td>9</td>
<td>5 1/4 “</td>
<td>1 3/8 “</td>
</tr>
<tr>
<td>12</td>
<td>5 11/16 “</td>
<td>1 3/8 “</td>
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<td>16</td>
<td>6 3/8 “</td>
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<td>20</td>
<td>6 25/32 “</td>
<td>1 3/4 “</td>
</tr>
<tr>
<td>24</td>
<td>7 7/32 “</td>
<td>1 3/4 “</td>
</tr>
<tr>
<td>30</td>
<td>8 3/32 “</td>
<td>2 “</td>
</tr>
<tr>
<td>36</td>
<td>9 “</td>
<td>2 1/4 “</td>
</tr>
</tbody>
</table>
**Brake linings or pads** (except steering axles):

Cracked, loose, or missing lining.

a. Lining cracks or voids of 1/16" in width observable on the edge of the lining.

b. Portions of a lining segment missing such that a fastening device (rivet or bolt) is exposed when viewing the lining from the edge.

c. Cracks that exceed 1-1/2" (38 mm) in length.

d. Loose lining segments. (Approximately 1/16" or more movement.)

e. Complete lining segment missing.

Evidence of oil seepage into or out of the brake lining/drum interface area. This must include wet contamination of the lining edge accompanied by evidence that further contamination will occur-such as oil running from the drum or a bearing seal.

Air Brakes: Lining with a thickness less than 1/4 inch or to wear indicator if lining is so marked, measured at the shoe center for drum brakes or less than 1/8 inch for disc brakes.

Hydraulic & electric brakes:
Lining with a thickness 1/4 inch or less at the shoe center for disc or drum brakes.
STEERING AXLE BRAKES

(1) Any inoperative brake on either wheel of any steering axle.
(2) Mismatch across any steering axle of:
   (a) Air chamber sizes.
   (b) Slack adjuster length.

Brake linings or pads on the steering axle of any bus:
   (a) Cracked, loose, or missing lining.
   i. Lining cracks or voids of 1/16" (1.6 mm) in width observable on the edge of the lining.
   ii. Portions of a lining segment missing such that a fastening device (rivet or bolt) is exposed when viewing the lining from the edge.
   iii. Cracks that exceed 1-1/2" in length.
   iv. Loose lining segments. (Approximately 1/16" or more movement.)
   v. Complete lining segment missing.

Evidence of oil seepage into or out of the brake lining/drum interface area. This must include wet contamination of that lining edge accompanied by evidence further contamination will occur - such as oil running from the drum or bearing seal.

Lining with a thickness less than 3/16 inch (5 mm) for a shoe with a continuous strip of lining or 1/4 inch (6 mm) for a shoe with two pads for drum brakes or to
wear indicator if lining is so marked, or less than 1/8 inch (3 mm) for air disc brakes, and 1/16 inch (1.6 mm) or less for hydraulic, disc, drum and electric brakes.

Inoperative parking brake:
Any non-manufactured holes or cracks in the spring brake housing section of a parking brake.

Brake drums with any external crack or cracks that open upon brake application.

Any portion of the drum or rotor (discs) missing or in danger of falling away.

Hose with any damage extending through the outer reinforcement ply.

Hose with audible leak at other than a proper connection.

Two hoses improperly joined such as a splice made by sliding the hose ends over a piece of tubing and clamping the hose to the tube.

Air hose cracked, broken, or crimped in such a manner as to restrict airflow.

Tubing with an audible leak at other than a proper connection.
Tubing cracked, damaged by heat, broken, or crimped.

**LOW PRESSURE WARNING:**

Low pressure warning device missing, inoperative, or does not operate at 55 psi and below, or 1/2 of the governor cutout pressure, whichever is less.  
**NOTE:** If either an audible or a visual warning device is working as required, vehicle will not be placed out-of-service.

If an air leak is discovered and the reservoir pressure is not maintained when:  
(1) Governor is cut-in;  
(2) Reservoir pressure is between 80 & 90 psi;  
(3) Engine is at idle, and  
(4) Service brakes are fully applied 

Air reservoir security; separated from its original attachment points.

**AIR COMPRESSOR**

(1) Loose compressor mounting bolts.  
(2) Cracked, broken, or loose pulley.  
(3) Cracked or broken mounting brackets, braces, or adapters.
AIR PRESSURE GAUGES

Inoperative or defective primary or secondary air pressure gauges.

HYDRAULIC BRAKES

(Including: Power Assist over Hydraulic and Engine Driven Hydraulic Booster)

(1) No pedal reserve with engine running.
(2) Master cylinder less than 1/4 full.
(3) Power assist unit fails to operate.
(4) Seeping or swelling brake hose(s) under application of pressure.
(5) Hydraulic hose(s) abraded (chafed) through outer cover-to-fabric layer.
(6) Fluid lines or connections restricted, crimped, cracked, or broken.
(7) Any visually observed leaking hydraulic fluid in the brake system upon full application.
(8) Hydraulic System: Brake failure light/low fluid warning light on and/or inoperative.

VACUUM

(1) Insufficient vacuum reserve to permit one full brake application after engine is shut off.
(2) Vacuum hose(s) or line(s) restricted, abraded (chafed) through outer cover-to-cord ply, crimped, cracked, broken, or has collapse of vacuum hose(s) when vacuum is applied.

**EXHAUST SYSTEM**

Any bus exhaust system leaking or discharging under the chassis more than 6 inches (152 mm) forward of the rear most part of the bus when powered by a gasoline engine, or more than 15 inches (381 mm) forward of the rear most part of the bus when powered by other than a gasoline engine.

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

**FRAMES**

Any cracked, loose, sagging, or broken frame side-rail permitting shifting of the body onto moving parts or other condition indicating an imminent collapse of the frame.

Any cracked, loose, or broken frame member adversely affecting support of functional components such as steering gear, engine, transmission, body parts and suspension.
One and one-half inches or longer crack in frame side-rail web, which is directed toward bottom flange.

One inch or longer crack in side-rail bottom flange. Any crack extending from the frame side-rail web around the radius and into the bottom flange.

Any condition, including loading that causes the body or frame to be in contact with a tire or any part of the wheel assemblies, at the time of inspection.

**BODY SECUREMENT**

Body anchor points on frame with 50 percent or more that are broken, loose, or missing.

**FUEL SYSTEM**

(1) A fuel system with a dripping leak at any point
(2) A fuel tank not securely attached to the vehicle.
(3) A missing fuel cap.

**CNG OR LPG FUELS**

(1) Any fuel leakage from the CNG or LPG system detected audibly or by smell and verified by a bubble test using non-ammonia, non-corrosive soap solution.

(2) Any fuel leakage from the CNG or LPG system detected visibly (evidence such as ice buildup at fuel
system connections and fittings) and verified by a bubble test using non-ammonia, non-corrosive soap solution.

**HEADLAMPS, TAIL LAMPS, STOP LAMPS AND TURN SIGNALS**

Headlamps – A bus which does not have at least one headlamp operative on low beam.

Lamps on rear - Bus, not having at least one steady burning tail lamp on the rear of the rear most vehicle visible from 500 feet (152 m).

Does not have at least one operative stop lamp on the rear. Does not have operative turn signals visible on each side of the rear.

**Flasher Lights**

The bus shall be equipped with four hooded or recessed red flasher lights operable at all times.
Strobe Lights

Every bus shall have an outside roof mounted white flashing strobe light with clear lenses emitting light 360 degrees around its vertical axis. Such strobe light shall be no greater than one-third the distance from the rear of the bus to the front of the bus and shall flash when the bus is stopped to receive or discharge passengers.

*This rule shall apply only to new school buses manufactured on or after January 1, 1993*

STOP ARM

Stop arm must be operable at all times and have at least one operable red flashing lamp visible from front and rear.
CROSSING GATE

Crossing Gate must be operable at all times.

NOTE:
School buses must be equipped with a crossing gate mounted on the right side of the front bumper and must work in conjunction with the stop arm. Buses manufactured on or after 11/1/2017, Type A buses the crossing gate must be a minimum of 67 inches in length. Type B, C, and D buses must be a minimum of 70 inches in length. Both measured from bumper to outer edge of the crossing arm.

Type A, B, C, and D buses manufactured before 11/1/2017 the crossing arm must be a minimum of 66 inches.
STEERING WHEEL FREE PLAY

When any of these values, inch movement or degrees, are met or exceeded, vehicle shall be placed out-of-service. (For power steering systems, engine must be running.)

Steering Wheel Diameter | Manual System Movement | Power System Movement* |
--------------------------|------------------------|------------------------|
|                          | 30 degrees or          | 45 degrees or          |

<table>
<thead>
<tr>
<th>Diameter</th>
<th>Movement</th>
<th>Movement</th>
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<tbody>
<tr>
<td>16&quot; (41cm)</td>
<td>4-1/2&quot; (11.5cm)(or more)</td>
<td>6-3/4&quot; (17cm)(or more)</td>
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<tr>
<td>18&quot; (46cm)</td>
<td>4-3/4&quot; (12cm)(or more)</td>
<td>7-1/8&quot; (18cm)(or more)</td>
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<td>19&quot; (48cm)</td>
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<td>8-1/4&quot; (21cm)(or more)</td>
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<tr>
<td>22&quot; (56cm)</td>
<td>5-3/4&quot; (15cm)(or more)</td>
<td>8-5/8&quot; (22cm)(or more)</td>
</tr>
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</table>

•For power systems, if steering wheel movement exceeds 45 degrees before steering axle tires move, proceed as follows: Rock steering wheel •left to right between points of power steering valve resistance. If that motion exceeds 30 degrees (or the inch movement values shown for manual • steering) vehicle shall be placed out-of-service.

Steering Column and Components

(1) Any absence or looseness of U-bolt(s) or positioning part(s).
(2) Worn, faulty, or obviously repair-welded universal joint(s).
(3) Steering wheel not properly secured.
STEERING GEAR BOX

(1) Any mounting bolt(s) loose or missing.
(2) Any crack(s) in gearbox or mounting bracket.
(3) Any obvious welded repair(s).

PITTMAN ARM

(1) Any looseness of the pitman arm on the steering gear output shaft.
(2) Any obvious welded repair(s).

BALL AND SOCKET JOINTS

(1) Any movement under steering load of a stud nut.
(2) Any motion, other than rotational, between any linkage member and its attachment point of more than 1/8 inch (3 mm) measured with hand pressure only.
(3) Any obvious welded repair(s).

TIE RODS AND DRAG LINKS

(1) Loose clamp(s) or clamp bolt(s) on tie rods or drag links.
(2) Any looseness in any threaded joint.
(3) Loose or missing nuts on tie rods, pitman arm, drag link, steering arm, or tie rod arm.
(4) Drag link so worn to cause a non-manufactured hole.

**SUSPENSION**

Any spring hanger(s), or other axle positioning part(s) cracked, broken, loose, or missing resulting in shifting of an axle from its normal position. • Any U-bolt(s) or other spring to axle clamp bolt(s) cracked, broken, loose, or missing.

One-fourth or more of the leaves in any spring assembly broken.

Any leaf or portion of any leaf in any spring assembly is missing or separated.

Any broken main leaf.

Coil spring broken.

Rubber spring missing.

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

Broken torsion bar spring in torsion bar suspension
Deflated air suspension, (i.e., system failure, leak, etc.).
TIRES

Any Tire on Any Steering Axle

That is regrooved, retreaded, or recapped on front steering axle.

With less than 2/32 inch tread when measured in any two adjacent major tread grooves at any location on the tire.

When any part of the breaker strip or casing ply is showing in the tread.

When sidewall is cut, worn, or damaged to the extent the ply cord is exposed.

Visually observable bump, bulge, or knot apparently related to tread or sidewall separation.

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

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

Tires other than steering axle

Tire is flat or has noticeable (e.g., can be heard or felt) leak.
Bias Ply Tire: When more than one ply is exposed in the tread area or sidewall or when the exposed area of the top ply exceeds 2 square inches.

Radial Ply Tire: When two or more plies are exposed in the tread area or damaged cords are evident in the sidewall or when the exposed area exceeds 2 square inches in the sidewall.

Any tire with visually observable bump or knot apparently related to tread or sidewall separation.

So mounted or inflated that it comes in contact with any part of the vehicle. (This includes any tire contacting its mate in a dual set.)

Weight carried exceeds tire load limit. This includes overloaded tire resulting from low air pressure So worn that less than 1/32 inch (.8mm) tread remains when measured in any two adjacent major tread grooves at 3 separate locations on the tire.

Seventy-five percent or more of the tread width loose or missing in excess of 12 inches in circumference.

Removed note regarding conditions found on a dual tire set, both tires must meet the conditions.
LODGED ITEMS BETWEEN TIRES OF A DUAL TIRE SET

Any solid item lodged between a set of dual tires that is in direct contact with the sidewalls of the tires (excluding mud and snow).

WHEELS and RIMS

Lock or Side Ring

Bent, broken, cracked, improperly seated, sprung, or mismatched ring(s).

Rim Cracks

Any circumferential crack except an intentional manufactured crack at a valve stem hole.

Disc Wheel Cracks

(1) Any single crack 3" or more in length.

(2) A crack extending between any two holes including hand holes, stud holes and center hole.

(3) Two or more cracks any place on the wheel.
DISC WHEELS

Fifty percent or more elongated stud holes (fasteners tight).

SPOKE WHEELS

Two or more cracks more than 1 inch long across a spoke or hub section.

Two or more web areas with cracks

FASTENERS

Loose, missing, broken, cracked, or stripped (both spoke and disc wheels) ineffective as follows: for 10 fastener positions – 3 anywhere or 2 adjacent; for 8 fastener positions or less (including spoke wheels and hub bolts) – 2 anywhere.

WELDS

(1) Any cracks in welds attaching disc wheel to rim.
(2) Any crack in welds attaching tubeless demountable rim to adapter.
(3) Any welded repair on aluminum wheel(s) on a steering axle.
(4) Any welded repair other than disc to rim attachment on steel disc wheel(s) mounted on the steering axle.
HUBS

(1) When any axle bearing (hub) cap is missing or broken allowing an open view into hub assembly.
(2) Smoking from wheel hub assembly due to bearing failure.

WINDSHIELD WIPERS

Any bus that has an inoperative wiper or missing or damaged parts that render it ineffective on the driver's side. (Applicable only in inclement weather requiring use of windshield wipers.)

EMERGENCY EXITS

Emergency exits required that are missing, inoperative, or obstructed.

Inoperable audible warning device to alert the driver of an open rear or side door (emergency exits only).
ELECTRICAL/BATTERY

Battery not secured, leaking, or has corrosion.

Cables/wiring that is chafed, frayed, damaged, or burnt insulation.

Missing or damaged protective grommets insulating all electrical cables through metal compartments panels. **NOTE:** All electrical cables passing through a metal surface shall pass through an insulated grommet as to provide adequate protection against chaffing and shorting.

DRIVELINE/DRIVESHAFT

A. YOKE ENDS (including slip yoke, yoke shaft, tube yoke, and end fitting yoke)

(1) Any visible crack in a yoke end.
(2) Any yoke mounting hardware loose (with hand pressure only), broken or missing.
(3) Any horizontal or vertical movement of slip joint yoke shaft of greater than ½ inch, with hand pressure only.
(4) Any loose, broken, or missing end-fitting fastener.
B. UNIVERSAL JOINT

(1) Any independent vertical movement between opposing yoke ends greater than 1/8 inch, with hand pressure only.
(2) Any missing universal joint bearing cap.
(3) Any missing, broken, or loose universal joint bearing cap bolt, bearing strap or retainer bolt.
(4) Any bearing cap retainer clip is missing.

C. CENTER BEARING (CARRIER BEARING)

(1) Any broken or loose center bearing bracket, bracket bolts, or mounting hardware.
(2) Any center bearing bracket crack equaling 50 percent or more of the original bracket width.
(3) More than ½ inch vertical movement (with hand pressure only) of the shaft in the center-bearing carrier.

D. DRIVESHAFT TUBE

(1) Any original metal crack in the shaft tube greater than ¼ inch in length.
(2) Obvious cracked weld at shaft tube end.
(3) Any shaft tube with obvious twist.

E. DRIVESHAFT PROTECTION

Missing or loose driveshaft protection
SEATS AND BARRIERS

Any seat frame or barrier that is not securely attached to the vehicle. To include the driver’s seat.

WHEELCHAIR LIFT EQUIPPED VEHICLES

(1) Wheelchair lift does not function as designed or is inoperable.
(2) Any hydraulic line leaking during lift operation.
(3) Wheelchair restraint system is missing, incomplete or improperly installed, loose, damaged, or
(4) Any required wheelchair occupant restraint system not in compliance.