

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

PROPOSED TEXT

TITLE 13, CALIFORNIA CODE OF REGULATIONS, DIVISION 2, CHAPTER 6.5
AMEND ARTICLE 1, SECTION 1201; ARTICLE 3, SECTION 1217;
ARTICLE 6, SECTION 1232; AND, ARTICLE 8, SECTIONS 1242, 1268, AND 1269
ADD ARTICLE 8, 1267.1

**MODIFIED LIMOUSINE SAFETY
(CHP-R-2017-09)**

Existing text:Times New Roman 12 point font.
Additions:Times New Roman 12 point font with single underline.
Deletions:~~Times New Roman 12 point font with strikethrough~~

**Title 13, California Code of Regulations,
Chapter 6.5. Motor Carrier Safety**

Article 1. Definitions and General Provisions

§ 1201. Definitions.

The following terms are defined for purposes of this chapter:

- (a) Adverse driving conditions. Snow, sleet, fog, other adverse weather conditions, a highway covered with snow or ice, or unusual road and traffic conditions, none of which were apparent on the basis of information known to the person dispatching the run at the time it was begun.
- (b) Bus. Every motor vehicle defined in Vehicle Code Sections 233, and 545(k), and every school bus, school pupil activity bus, youth bus, and farm labor bus. Bus “type” is determined as follows:
 - (1) Type 1. Designed for carrying more than 16 passengers and the driver.
 - (2) Type 2. Designed for carrying not more than 16 passengers and the driver; or manufactured on or after April 1, 1977, having a manufacturer's gross vehicle weight rating of 10,000 lb or less, and designed for carrying not more than 20 passengers and the driver.
- (c) Chassis. Motor vehicle chassis as defined in Society of Automotive Engineers (SAE) Standard J687c, June 1972.
- (d) Co-driver. A driver teamed with another driver for the purpose of alternating driving duties during a trip. While one drives, the other ordinarily rests in a sleeper berth. Both driver and co-driver maintain separate driver's records of duty status pursuant to Section 1213 of this title.
- (e) Commercial Motor Vehicle. Any vehicle or combination of vehicles as defined in Vehicle Code Section 15210(b)(1).
- (f) Commissioner. Commissioner of the Department of the California Highway Patrol.
- (g) Department. Department of the California Highway Patrol.

- (h) Drive or Operate. These terms include all time spent at the driving controls of a motor vehicle in operation.
- (i) Driver. Any person, including the owner-driver, who drives any motor vehicle subject to this chapter, and any person, whether driving for compensation or not, who is under the direct control of and drives for a motor carrier.
- (j) Driver-salesperson. Any employee who is employed solely as such by a private carrier of property by motor vehicle, who is engaged both in selling goods, services, or the use of goods, and in delivering by commercial motor vehicle the goods sold or provided or upon which the services are performed, who does so entirely within a radius of 100 miles of the point at which the driver reports for duty, who devotes not more than 50 percent of his/her hours on duty to driving time. The term “selling goods” for purposes of this section shall include in all cases solicitation or obtaining of reorders or new accounts, and may also include other selling or merchandising activities designed to retain the customer or to increase the sale of goods or services, in addition to solicitation or obtaining of reorders or new accounts.
- (k) Driving Time. Means all time spent at the driving controls of a commercial motor vehicle in operation.
- (l) Eight Consecutive Days. The period of 8 consecutive days beginning on any day at the time designated by the motor carrier for a 24-hour period.
- (m) FMVSS. Federal Motor Vehicle Safety Standard(s) in effect at the time the vehicle or component is manufactured.
- (n) GPPV--General Public Paratransit Vehicle. Any motor vehicle specified in Vehicle Code Section 336.
- (o) Interstate Driver. Interstate driver means the driver of a vehicle engaged in interstate commerce as defined in 49 CFR, Section 390.5, as those regulations now exist or are hereafter amended.
- (p) Intrastate Driver. Intrastate driver means a driver engaged in trade, traffic, or transportation not described in the term “interstate driver.”
- (q) Manufacturer of the Chassis. The original manufacturer of the chassis or the manufacturer of any integral type of school bus.
- (r) Modified Limousine. Any vehicle as defined in Vehicle Code Section 378(b).
- (1) For the purpose of this chapter, the phrase “in any amount sufficient to accommodate additional passengers,” contained in Vehicle Code Section 378(b), has the following meaning: The overall wheelbase of the vehicle measured from the vertical centerline of the foremost axle to the vertical centerline of the rearmost axle exceeds the original equipment manufacturer’s published wheelbase dimension for the base model and year of the vehicle by 13 inches or more, or when installed seating positions are increased by one or more.
- (2) Specific indicia may be utilized by California Highway Patrol, California Public Utilities Commission, or other law enforcement agency personnel to make a determination whether a vehicle meets the definition referenced in Section (r). Specific indicia includes, but is not limited to, a review of the passenger seating capacity label, required to be displayed by Federal Motor Vehicle Safety Standard (FMVSS) 110. In the event the required label is missing or illegible, the display of a manufacturer label, required by the FMVSS indicating the vehicle was manufactured in two or more stages which includes the designated seating capacity, is the definitive indicator.
- (3) In the event any or all required labels are missing or rendered illegible, articulable proof the vehicle may, in any manner, accommodate more passengers than the base model of the vehicle as advertised by the original equipment manufacturer, shall substantiate a determination the

vehicle has been modified or extended to increase length in an amount sufficient to accommodate additional passengers. This articulable proof may include, but not be limited, to a determination made based on the number of installed seating positions or the installation of seat belts or shoulder restraints.

~~(s)~~(s) Motor Carrier or Carrier. The registered owner, lessee, licensee, school district superintendent, or bailee of any vehicle who operates or directs the operations of any such vehicle on either a for-hire or not-for-hire basis. The terms “motor carrier” and “carrier” may be used interchangeably in this chapter.

~~(s)~~(t) Multiple Stops. All stops made in any one village, town, or city may be computed as one.

~~(u)~~(u) On-duty Time. All time from the time a driver begins to work, or is required to be in readiness to work, until the time the driver is relieved from work and all responsibility for performing work. On-duty time shall include:

- (1) All time at a carrier or shipper plant, terminal, facility, or other property, or on any public property, waiting to be dispatched, unless the driver has been relieved from duty by the motor carrier;
- (2) All time inspecting, servicing, or conditioning any vehicle;
- (3) All “driving time” as defined in this section;
- (4) All time, other than driving time, in or upon any motor vehicle, except time spent resting in a sleeper berth as defined by the term “sleeper berth” in this section;
- (5) All time loading or unloading a vehicle, supervising, or assisting in the loading or unloading, attending a vehicle being loaded or unloaded, remaining in readiness to operate the vehicle, or in giving or receiving receipts for shipments loaded or unloaded;
- (6) All time spent complying with driver requirements relating to accidents;
- (7) All time repairing, obtaining assistance, or remaining in attendance in or about a disabled vehicle;
- (8) All time spent providing a breath sample or urine specimen, including travel time to and from the collection site, in order to comply with the random, reasonable suspicion, post accident, or follow-up testing required by 49 CFR Part 382, when directed by a motor carrier;
- (9) Performing any other work in the capacity of, or in the employ or service of, a common, contract or private motor carrier; and
- (10) Performing any compensated work for any nonmotor carrier entity.

~~(v)~~(v) PAB - Pupil Activity Bus. For the purpose of this Chapter, any motor vehicle specified in Vehicle Code Section 545(k).

~~(w)~~(w) Pupil Transportation. The transportation of any pupil enrolled in a public or private school at or below the twelfth-grade level to or from school in a school bus, to or from a school activity in a school bus, PAB, or SPAB, from a school to a nonschool-related activity within 25 miles of the school in a youth bus, or the transportation of any student enrolled in a community college to or from the community college or a college activity, in a vehicle designated as a school bus by resolution of the governing board pursuant to Vehicle Code Section 545(g), and certified by the department.

~~(x)~~(x) SPAB -School Pupil Activity Bus. Any motor vehicle specified in Vehicle Code Section 546.

~~(y)~~(y) School District Superintendent. This term or a similar phrase includes county superintendent of schools and the equivalent official of a private or public school that does not have a school district superintendent.

~~(y)~~(z) Seven Consecutive Days. The period of 7 consecutive days beginning on any day at the time designated by the motor carrier for a 24-hour period.

~~(z)~~(aa) Sleeper Berth. A berth conforming to the requirements of Section 1265.

~~(aa)~~(bb) Supporting Documents. Supporting documents are the records of a motor carrier which are maintained in the ordinary course of business which may be used to verify the information recorded on drivers' records of duty status. Examples are: bills of lading, carrier pros, freight bills, dispatch records, driver call-in records, gate record receipts, weight/scale tickets, fuel receipts, fuel billing statements, toll receipts, international registration plan receipts, international fuel tax agreement receipts, trip permits, port of entry receipts, cash advance receipts, delivery receipts, lumber receipts, interchange and inspection reports, lessor settlement sheets, over/short and damage reports, agricultural inspection reports, Commercial Vehicle Safety Alliance reports, accident reports, telephone billing statements, credit card receipts, driver fax reports, on-board computer reports, border crossing reports, custom declarations, traffic citations, overweight/oversize reports and citations, and/or other documents directly related to the motor carrier's operation, which are retained by the motor carrier in connection with the operation of its transportation business. Supporting documents may include other documents which the motor carrier maintains and which can be used to verify information on drivers' records of duty status.

~~(bb)~~(cc) Trailer-bus. A trailer or semi-trailer designed or used for the transportation of more than 10 persons.

~~(cc)~~(dd) Truck. All motortrucks and truck tractors specified in Vehicle Code Section 34500.

~~(dd)~~(ee) Twenty-four Hour Period. Any 24-consecutive-hour period beginning at the time designated by the motor carrier for the terminal from which the driver is normally dispatched.

~~(ee)~~(ff) Wheelchair. A specially constructed device on wheels used exclusively to transport a physically handicapped person except infant seat devices, strollers, and gurneys.

~~(ff)~~(gg) Wheelchair School Bus. Any school bus that has been designed or modified in accordance with Section 1293 of this title to transport pupils confined to wheelchairs.

~~(gg)~~(hh) Work Period. The duration between the time a driver first reports for duty and the time a driver is completely relieved of all duties and is permitted to go off duty for eight consecutive hours for bus drivers or ten consecutive hours for truck drivers. The terms "work period" and "tour of duty" have the same meaning.

Note: Authority cited: Sections 31401, 34501, 34501.5, 34508 and 34520, Vehicle Code; and Section 39831, Education Code. Reference: Sections 336, 378, 545, 546, 27375, 31401, 34501, 34501.2, 34501.5, 34508 and 34520, Vehicle Code; and Section 39831, Education Code.

Article 3. General Driving Requirements

§1217. Transportation of Passengers.

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

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

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

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

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

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

(f) Open Doors. While passengers are aboard, a vehicle shall not be put in motion until the doors are closed. The doors shall not be opened until the vehicle is stopped. The doors of a school bus shall be closed while the bus is in motion, whether or not there are passengers in the school bus.

(g) Emergency Exits. While a passenger is aboard, no bus or modified limousine shall be put in motion with any emergency exit locked or otherwise secured against being opened from the inside. While a passenger is aboard, no bus or modified limousine, equipped with emergency exits that are designed to be opened from the outside, shall be put in motion with such emergency exits locked or otherwise secured against being opened from either the outside or the inside. This paragraph shall not apply to buses operated by or under contract to law enforcement agencies while transporting persons in police custody.

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

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

(j) Ejection of Pupils. The driver of a PAB shall not eject any school pupil unless the pupil is given into the custody of a parent or any person designated by the parent.

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

Note: Authority ~~and reference~~ cited: Sections 543, 27375, 31401, 34500, 34501, 34501.5 and 34508, Vehicle Code; ~~and Section 38047, Education Code.~~ Reference: Sections 27375, 31401, 34501 and 34501.5, Vehicle Code.

Article 6. Carrier Requirements

§ 1232. Vehicle Inspection and Maintenance.

The following provisions apply to the inspection and maintenance of vehicles subject to this chapter.

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

(1) Emergency exits. If equipped, push-out windows, roof exits, emergency doors, and emergency exit marking lights shall be inspected at least every 90 days, inspections shall be documented, and inspection documentation shall be retained, in accordance with requirements contained in 49 CFR 396.3 as published December 17, 2008, which are hereby incorporated by this reference.

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

This periodic inspection shall at a minimum cover:

- (1) Brake adjustment
- (2) Brake system leaks
- (3) Two-way check valve in dual air systems, alternately draining and recharging primary and secondary air reservoirs
- (4) All tank mounting brackets
- (5) All belts and hoses for wear
- (6) Tires and wheels
- (7) Steering and suspension

(c) Oil or Grease Accumulations. Excessive amounts of grease or oil on the vehicle shall be removed and their cause corrected.

(d) Cleanliness of Buses. Every bus shall be kept clean and free of litter.

(e) Inspector Qualifications. Motor carriers shall ensure that individuals performing inspections, maintenance, repairs or service to the brakes or brake systems of vehicles subject to this chapter are qualified in accordance with 49 CFR 396.25 (published October 1, 2006).

Note: Authority cited: Sections 2807.2, 27375, 31401, 34501 and 34501.5, Vehicle Code.

Reference: Sections 545, 2807.2, 27375, 31401, 34501 and 34501.5, Vehicle Code.

Article 8. General Equipment Requirements

§ 1242. Fire Extinguishers.

Every motor vehicle or combination of vehicles (except those otherwise specified below) shall be equipped with one fully charged fire extinguisher having at least a 4B:C rating.

(a) Approvals. Each fire extinguisher shall have been rated and labeled by one of the following test labs approved by the State Fire Marshal to test and label portable fire extinguishers for sale in California.

(1) Underwriter's Laboratories, Northbrook, Illinois. All sizes and classifications.

(2) Factory Mutual Research Corporation, Norwood, Massachusetts. Sizes 10B:C, 1A 10B:C, 2A 40B:C, 3A 40B:C, and 4A 80B:C fire extinguishers filled with Halon 1211 or Halon 1301.

(b) Prohibited Extinguishers. Fire extinguishers using any carbon tetrachloride, chlorbromomethane, or methyl bromide as extinguishing agents shall not be carried for use in or about any vehicle.

(c) Exceptions. This section shall not apply to vehicles (except school buses, SPABS, youth buses, farm labor vehicles, and GPPVs) operated solely within a 5-mile radius of one or adjoining municipalities, vehicles subject to more restrictive provisions in this title or other code, or vehicles in any "driveaway-towaway operation" as defined in Section 303 of the Vehicle Code.

(d) Securement. Each fire extinguisher shall be securely mounted to prevent sliding, rolling, or vertical movement relative to the motor vehicle in a conspicuous place or located so it is readily accessible for use.

(e) Maintenance. Each fire extinguisher shall be maintained in efficient operating condition and equipped with some means of determining if it is fully charged.

(f) School Bus Fire Extinguishers. In addition to the other requirements of this section, school buses shall be equipped with one or two extinguishers having an aggregate rating of not less than 8B:C units, provided each extinguisher is rated at not less than 4B:C. A wheelchair school bus shall be equipped with two extinguishers, each one rated at not less than 8B:C; one to be placed in the driver's compartment and the other at the wheelchair loading door or emergency exit.

(1) School bus fire extinguishers shall be inspected and serviced only by a person, firm, or organization authorized to do so by the State Fire Marshal.

(2) Inspection or servicing shall be done at yearly intervals or at intervals prescribed in regulations adopted by the State Fire Marshal, whichever intervals are shorter.

(g) Modified Limousines. A modified limousine shall be equipped with at least two readily accessible and fully charged fire extinguishers having at least a 2A10BC 5 pound rating and maintained in efficient operating condition. One fire extinguisher shall be securely mounted in the driver's compartment and at least one shall be securely mounted in the passenger compartment, as those terms are defined in Section 1267.1. Fire extinguishers mounted in these locations shall be readily accessible to the passengers within the design of the vehicle while the vehicle is in motion. Fire extinguishers located in the vehicle trunk, a baggage compartment, or other location which is separated from the passenger compartment by a seat back, partition, or other impediment are not deemed readily accessible to the passengers within the design of the vehicle while the vehicle is in motion.

(1) A fire extinguisher maintained in efficient operating condition is one which is approved and labeled pursuant to subsection (a) of this section, is fully charged, undamaged, and can be readily operated by a modified limousine passenger during an emergency without the use of additional tools or equipment.

(2) A fire extinguisher mounted within an unlocked compartment located wholly within the modified limousine's passenger compartment which can be opened and provide ready access to the fire extinguisher without the use of any tool or other device, shall be deemed readily

accessible to a passenger when the compartment is marked in a manner which easily identifies the mounting location of the fire extinguisher to passengers in the passenger compartment.

Note: Authority cited: Sections 31401, 34501, 34501.5, 34501.8 and 34508, Vehicle Code; and Section 39831, Education Code. Reference: Sections 28062, 31401, 34501, 34501.5, 34501.8 and 34508, Vehicle Code; and Section 39831, Education Code.

§ 1267.1. Door Locations on Modified Limousines.

As required by Vehicle Code Section 27375, modified limousines shall be equipped with at least two doors allowing unobstructed ingress and egress from the passenger compartment. For the purposes of this section a lower seat cushion shall not be considered an obstruction; however, any seat back or other component of a seat shall be considered to obstruct ingress or egress.

(a) Forward passenger compartment door. This door shall be located as close as practical and to the rear of the B-pillar closest to the A-pillar within the design of the vehicle, notwithstanding interior passenger seating and comfort installations, and without compromising structural integrity of the vehicle.

(1) An additional door is required on one side of the vehicle if the distance between the rearmost opening of the driver door and the foremost opening of the rear passenger door on the same side is equal to or greater than two times the width of the rearmost door when measured from the exterior of the vehicle at the widest point of the door.

(2) A door which is located on either side of the vehicle within the passenger compartment shall be deemed to meet the requirements of subsection (a) when the distance between the rearmost opening of the driver compartment door and the foremost opening of the rear passenger compartment door on the same side is less than two times the width of the rearmost door when measured from the exterior of the vehicle at the widest point of the door.

(3) The forward passenger compartment door shall be no smaller than any other door on the vehicle when measured from the exterior of the vehicle at the widest point of the door and shall be at least as high as the highest door on the vehicle.

(b) Rear passenger compartment door. One door shall be located on the opposite side of the vehicle from the door(s) required by subsection (a), to the rear of the B-pillar, and as close as practical to the rearmost pillar within the design of the vehicle, notwithstanding interior passenger seating and comfort installations, and without compromising structural integrity of the vehicle.

(c) If there is unobstructed access between the driver compartment and the passenger compartment the right side door immediately adjacent to the driver will be deemed to meet the forward door requirement of subsection (a). A fabric curtain or other similar partition device separating the passenger and driver compartments which can be readily and easily moved aside by a passenger in an emergency shall not be deemed to be an obstruction.

(1) The width of the unobstructed opening between the passenger compartment and the driver compartment shall be no smaller than the width of the door permitting egress from the vehicle measured from the exterior of the vehicle at the widest point of the door.

(d) Doors required in subsections (a) and (b) shall be located at least one on the driver side and one on the passenger side of the vehicle.

(e) Doors required in subsection (a) and (b) shall at all times be unobstructed by temporary installations of passenger comfort amenities such as food and beverage service-related items,

passenger luggage or personal items, and as outlined in this section. Doors shall have the ability to be opened by any passenger from the inside of the vehicle without the use of any tools or equipment.

(f) Doors required by this section shall comply with Federal Motor Vehicle Safety Standards in effect at the time of vehicle modification.

(g) For the purposes of this article the following definitions shall apply:

(1) A-pillar. Any pillar that is entirely forward of a transverse vertical plane at the rear of the driver's seat back rest with the seat adjusted to its foremost position and the back rest adjusted to its most vertical position.

(2) B-pillar. Any pillar on each side of the vehicle that is, in whole or in part, rearward of a transverse vertical plane at the rear of the driver's seat back rest with the seat adjusted to its foremost position and the back rest adjusted to its most vertical position, unless there is only one pillar rearward of that plane and it is also a rearmost pillar, or there is a doorframe rearward of the A-pillar and forward of any other pillar or rearmost pillar.

(3) Driver compartment. The area forward of a transverse vertical plane at the rear of the driver's seat back rest with the seat adjusted to its rearmost position and the back rest adjusted to its most vertical position. When separated from the passenger compartment by a partition, the driver compartment is the area forward of the partition, rearward of the vehicle firewall. The driver compartment shall contain not more than the driver seat and one additional seating position or a bench seat spanning the width of the vehicle.

(4) Passenger compartment. The area to the rear of the driver compartment designed for the transportation of passengers. When separated from the driver compartment by a partition, the passenger compartment is the area to the rear of the partition and designed for passenger transportation.

(5) Pillar. Any structure, excluding glazing and the vertical portion of door window frames, but including accompanying moldings, attached components such as safety belt anchorages and coat hooks, which supports either a roof or any other structure that is above the driver's head, or is located along the side edge of a window.

Note: Authority cited: Sections 27375, and 34501 Vehicle Code. Reference: Sections 27375, and 34501 Vehicle Code.

§ 1268. Emergency Exits.

Buses (except school buses and buses operated by law enforcement agencies to transport prisoners) and all farm labor vehicles shall be equipped with emergency exits as follows:

(a) September 1, 1973, and Later--Every Type 1 bus manufactured on or after September 1, 1973, shall comply with the Federal Motor Vehicle Standard 217 applicable at the time of manufacture.

(b) Before September 1973--Every Type 1 bus manufactured before September 1, 1973, shall be equipped with at least one of the following:

(1) An emergency door on the left side to the rear of the driver's seat

(2) An emergency door at the rear center of the bus

(3) Escape windows of the push-out type

(c) Type 2 Bus--Every Type 2 bus shall be equipped with at least one emergency door or push-out escape window either at the rear of the bus or on each side, to the rear of the driver's seat.

(d) Federal Standard--Buses equipped with emergency exits conforming to FMVSS 217 are deemed in compliance with this section.

(e) Exemption--Any bus in service within single or adjoining municipalities or business or residential districts adjacent to and commercially part of such municipalities is exempt from emergency exit requirements when equipped with a door next to each passenger seat or (in addition to the front entrance) an exit door that can be easily opened by a passenger in an emergency. Open air type buses shall be deemed in compliance with this subsection if the side enclosures do not exceed 50 in. in height measured from the vehicle floor and the open area meets the emergency exit size and location requirements in FMVSS 217 for buses of 10,000 GVWR or less.

(f) Specifications for Emergency Doors--Every emergency door shall have:

(1) An opening from the floor to the top of the window line or higher and at least 24 in. wide

(2) A latch that can be readily opened by a passenger in an emergency

(3) On buses (other than farm labor vehicles) a warning device that is not directly connected with any lighting circuit and will actuate, when the door is unlatched, either an audible signal or an easily seen red light on the instrument panel

(4) A sign reading "Emergency Door" on the interior of each emergency door or center exit door used in lieu thereof, except that farm labor vehicles shall have signs reading "Emergency Exit" on the exterior and interior of emergency exits printed in English and the language of the workers being transported

(g) Emergency Exit Locking Device. Every emergency exit locking device, including those installed in a modified limousine, shall be designed and installed in such a manner that it cannot move to a locked condition as a result of vehicle vibration, vehicle movement or other unintentional causes.

(h) Farm Labor Vehicle Emergency Exits--Every farm labor vehicle with side enclosures more than 50 in. high, or with clearance of less than 30 in. between the upper edge of the side enclosures and the top, or with vertical roof supports less than 30 in. apart shall have an emergency exit remote from the entrance. Vehicles conforming with emergency exit requirements of subsection (f) of this section shall be deemed in compliance.

(1) Size of Door Opening. Farm labor vehicle emergency exit doors shall have an opening at least 7 sq ft in area and 2 ft wide. They shall be operable from both the interior and exterior of the vehicle. Single-panel hinged side doors shall be hinged on the front edge.

(2) Aisle Space. Farm labor vehicle aisle space shall be sufficient to permit rapid movement or unloading of passengers in event of an emergency. In no event, shall an aisle or other access to any emergency exit be blocked by baggage or other obstacles.

Note: Authority cited: Sections 27375, 31401, 34501 and 34501.5, Vehicle Code. Reference: Sections 322, 27375, 31401, 34500, 34501 and 34501.5, Vehicle Code.

§ 1269. Side Windows As Emergency Exits.

Side windows used as emergency exits on buses (other than school buses and buses operated by law enforcement agencies to transport passengers) and all farm labor vehicles shall have the following:

(a) Type 1 Bus--On a Type 1 bus, an unobstructed opening at least 17 3/4 x 13 in. The total escape area shall be at least 67 sq in. for each seating space, including the driver's. At least 40% of the escape areas shall be located on one side of the bus.

(b) Type 2 Bus and Farm Labor Vehicle--On a Type 2 bus and any farm labor vehicle not a Type 1 bus, one or two openings, of at least 564 sq in., with a minimum dimension of at least 12 in.

(1) In lieu of compliance with Section 1268(h)(1), a farm labor vehicle less than 80 in. wide may be equipped with not less than one sliding or push-out escape window on each side of the passenger compartment. Each window shall provide an unobstructed opening of not less than 17 3/4 x 13 in. and shall be constructed and latched so that passengers can open it readily in an emergency. The total escape areas shall equal at least 67 sq in. for each seating space, and not less than 40% of this escape area shall be located on one side of the vehicle. This does not apply to passenger(s) seated in the driver's compartment separated from the passenger compartment.

(2) Rear emergency windows that may be used in lieu of emergency exit doors shall provide an unobstructed opening of not less than 6 sq ft and a minimum width of 16 in.

(3) All push out windows shall have instructions for operation on the interior.

(c) Each modified limousine shall be equipped as follows:

(1) Except as provided in subparagraphs (A) and (B), a modified limousine shall be equipped with at least two push-out escape windows within the passenger compartment. Each push-out escape window shall provide an unobstructed opening of not less than 17 3/4 x 13 inches and shall be constructed and latched so that passengers can open it readily in an emergency without the use of tools. The total escape areas shall equal at least 67 square inches for each seating space, and not less than 40% of this escape area shall be located on one side of the vehicle. Passenger seating positions located in the driver compartment separated from the passenger compartment by a partition are not required to be included in the minimum total escape area calculation.

(A) When the design of the modified limousine precludes the installation of a push-out escape window on one side of the vehicle, a second push-out escape window shall be mounted in the roof of the passenger compartment. When open, the roof-mounted push-out escape exit shall provide an unobstructed opening of not less than 17 3/4 x 13 inches and shall be constructed and latched so that passengers can open it readily in an emergency without the use of tools. The total escape areas shall equal at least 67 square inches for each passenger seating space.

(B) When the design of the modified limousine precludes the installation of even one push-out escape window on a side of the vehicle, a push-out escape window shall be mounted in the roof of the passenger compartment. When open, the roof-mounted push-out escape exit shall provide an unobstructed opening of not less than 17 3/4 x 13 inches and shall be constructed and latched so that passengers can open it readily in an emergency without the use of tools. The total escape area shall equal at least 67 square inches for each passenger seating space.

(C) A determination the design of the vehicle precludes the installation of any push-out escape window required by this section shall be made and attested to in writing by the entity certifying compliance with the Federal Motor Vehicle Safety Standards or an independent engineering firm.

(i) Motor carriers shall obtain and retain proof of the design preclusion determination for the life the vehicle is in their possession or control.

(ii) The original written proof of the design preclusion determination shall be given to the purchasing or receiving party when the vehicle is sold by or transferred from the possession of the motor carrier.

(iii) A copy of the design preclusion certification shall be retained for six months after the vehicle leaves the motor carrier's possession or control.

(iv) Proof of the design preclusion determination shall be presented upon request and made available for inspection by any authorized representative of the Department.

(2) All push-out escape exits shall have instructions for operation on the interior of the window. Instructions shall be visible to passengers within the passenger compartment and be maintained in a condition which renders them legible in an emergency. Operation instructions may be provided using universally recognizable symbols such as arrows or other symbols, or other means to easily convey the instructions to passengers in an emergency.

(3) Installation of all push-out emergency exits shall be completed in a manner which ensures no device or element of design, or any requirement of any Federal Motor Vehicle Safety Standard applicable at the time of manufacture is removed, disabled, or otherwise rendered inoperative or ineffective.

(4) Subsection (c) shall apply to modified limousines modified on or after July 1, 2015. Beginning January 1, 2018, the subsection shall also apply to all modified limousines modified prior to July 1, 2015.

Note: Authority ~~and reference~~ cited: Sections 27375, 31401, 34501 and 34501.5, Vehicle Code.
Reference: Sections 27375, 31401, 34501 and 34501.5, Vehicle Code.