



Emergency amendment filed Feb. 1, 2000, effective July 1, 2000, expired Dec. 27, 2000. Amended: Filed Feb. 1, 2000, effective July 30, 2000.

*Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999.

11 CSR 50-2.300 Mud Flaps

PURPOSE: This rule describes the procedures and standards for the inspection of mud flaps. The inspection of mud flaps is a requirement of section 307.365, RSMo.

(1) Trucks without rear fenders, which are intended to be registered for over twenty-four thousand pounds (24,000 lbs.) must be equipped with mud flaps for the rear wheels. Mud flaps must be wide enough to cover the full tread width of the tires. Mud flaps must be installed so that they extend from the underside of the vehicle body in a vertical plane behind the wheels to within eight inches (8") of the ground, they must be sufficiently rigid to provide adequate protection when the vehicle is in motion.

(2) Fenders installed by the manufacturer on all pickup trucks and other small trucks will be recognized. Curved fender wells, such as those on gasoline delivery trucks, van-type trucks and any other truck with a fender design that provides reasonable protection to the rear of the vehicle, will be exempt.

(3) Reject vehicle if:

- (A) Not equipped with required mud flaps;
- (B) Flap is not wide enough to cover the full tread width of the tire(s); or
- (C) Flap is not in a vertical plane extending to within eight inches (8") of the ground.

AUTHORITY: section 307.360, RSMo 1994.* Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Aug. 13, 1970, effective Aug. 23, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Emergency rescission and rule filed Oct. 1, 1997, effective Nov. 2, 1997, expired April 30, 1998. Rescinded and readopted: Filed Oct. 1, 1997, effective March 30, 1998.

*Original authority 1967, amended 1971, 1973, 1979.

11 CSR 50-2.310 Seat Belts

PURPOSE: This rule describes the procedures and standards for the inspection of seat belts. The inspection of seat belts is a requirement of section 307.365, RSMo.

(1) Every four (4)-wheel passenger car, other than buses, manufactured after June 30, 1964, and designated as a 1965 or later model shall be equipped with at least two (2) sets of seat belts for the front seat of the vehicle. Pickup trucks manufactured on or after July 1, 1971, shall be equipped with at least two (2) sets of seat belts in the forward-most seating area of those vehicles. The inspector/mechanic must latch both sets of seat belts.

(2) A seat belt is any strap, webbing or similar device including all necessary buckles, fasteners, motors, tracks and all hardware designed for installing that seat belt in a motor vehicle by the manufacturer or its equivalent. Seat belts are classified as:

(A) Type 1 seat belt assembly is a lap belt for pelvic restraint;

(B) Type 2 seat belt assembly is a combination of pelvic and upper-torso restraint; and

(C) Type 2a shoulder belt is an upper-torso restraint for use in conjunction with a lap belt as a type 2 seat belt assembly. Some type 2a shoulder belts are motorized.

(3) Inspect Seat Belts. Do not reject vehicles that are equipped by the manufacturer with passive restraints consisting of only a shoulder belt without a lap belt.

(4) Reject vehicle if:

(A) Not equipped, if required, with two (2) sets of seat belts in front seat equivalent to those installed by the manufacturer;

(B) Front seat is covered so as to prohibit the use of required belts;

(C) A belt, buckle, bracket or motor is inoperative which prohibits designed function; or

(D) Belt webbing is frayed, split or torn.

AUTHORITY: section 307.360, RSMo 1994.* Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Aug. 26, 1985, effective Nov. 28, 1985. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Emergency rescission and rule Oct. 1, 1997, effective Nov. 2, 1997, expired April 30, 1998. Rescinded and readopted: Filed

Oct. 1, 1997, effective March 30, 1998. Amended: Filed July 14, 1998, effective Jan. 30, 1999.

*Original authority 1967, amended 1971, 1973, 1979.

11 CSR 50-2.311 Bumpers

PURPOSE: This rule formulates procedures for the inspection of motor vehicle bumpers as required by section 307.172(2), RSMo.

(1) Definitions.

(A) Bumper—A device of at least four and one-half inches (4 1/2") in vertical height constructed of metal, wood or other durable material capable of absorbing shock and mounted on the front or rear of a motor vehicle. Each bumper must be made of a strength equal to a stock bumper.

(B) Drop bumper—A bumper as described in subsection (1)(A) which may be mounted not more than three inches (3") below the original manufacturer's mounting with heavy metal by bolting or welding to the motor vehicle frame.

(C) Nonstock bumper—A device as defined in subsection (1)(A) and designed by other than a motor vehicle manufacturer.

(D) Stock bumper—A device as defined in subsection (1)(A) designed by a motor vehicle manufacturer or an equivalent replacement.

(2) The bumper shall be horizontally mounted on the vehicle centerline by bolting or welding to the vehicle frame as originally installed by the motor vehicle manufacturer. The bumper must extend in width to the originally manufactured tread width for the motor vehicle.

(3) Measurement. Measurements shall be taken with the motor vehicle in an unloaded condition on a level surface with the tires inflated to the manufacturer's specifications. Measurements shall be taken from the surface on which the vehicle stands to the highest point of the bottom of the bumper (excluding any bumper attachments). If the vehicle is equipped with a nonstock-type bumper the measurement shall be taken from a point not more than five inches (5") below the centerline of the bumper mounting bracket. The bottom of the nonstock-type bumper, however, shall not be higher than the measurements contained in section (4).

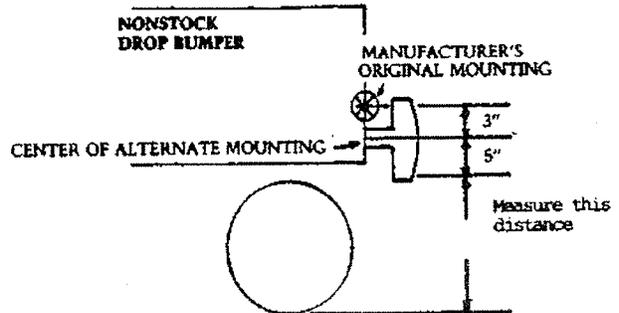
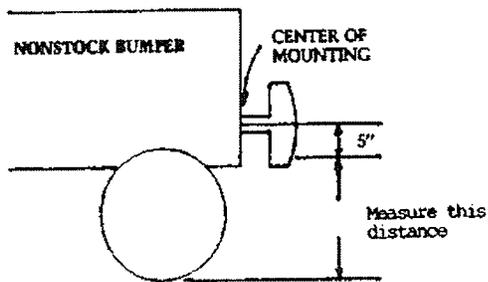
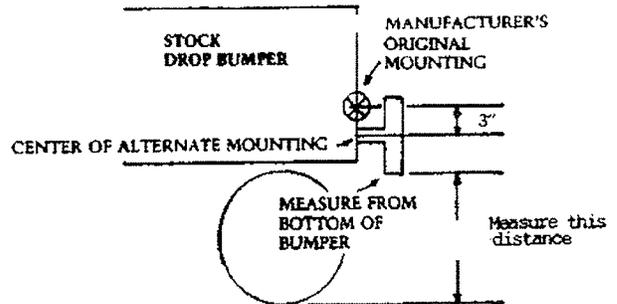
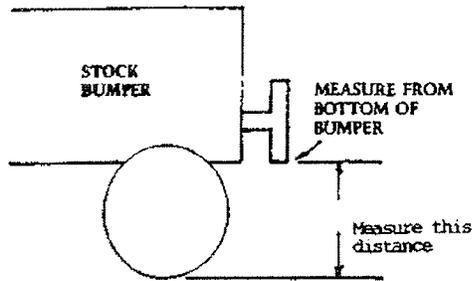
(4) Inspection Procedure. Inspect motor vehicle bumpers for proper bumper height, mounting, construction and presence of



bumpers. (Pickup trucks and other commercial vehicles not equipped by the manufacturer with a rear bumper as standard equipment are not required to be equipped with a rear bumper.) Vehicle design will determine how a vehicle is classified. Passenger cars and station wagons which are designed and manufactured solely as passenger vehicles will be classified as motor vehicles, except commercial motor vehicles, and must comply with the twenty-two inch (22") maximum bumper height. Motor vehicles designed as multi-purpose or utility vehicles, including Broncos, Blazers, Suburbans, Jeeps, vans, mini-vans, pickups and mini-pickups, will be considered as commercial motor vehicles. The Gross Vehicle Weight Rating (GVWR) of these vehicles will determine the maximum bumper height as specified in the statute. The following chart depicts various bumper configurations and correct locations to measure:



**MAXIMUM BUMPER HEIGHTS
(NOT TO SCALE)**





The following bumper heights apply to motor vehicles with a GVWR up through eleven thousand five hundred pounds (11,500 lbs.):

	Maximum Front Bumper Height	Maximum Rear Bumper Height
Motor vehicles except commercial motor vehicles	22 inches	22 inches
Commercial motor vehicles (GVWR)		
4500 lbs. and under	24 inches	26 inches
4501 lbs.-7500 lbs	27 inches	29 inches
7501 lbs.-9000 lbs	28 inches	30 inches
9001 lbs.-11500 lbs.	29 inches	31 inches

A motor vehicle will not be rejected for improper bumper height if the motor vehicle was originally equipped by the manufacturer with a bumper that exceeds the stated heights or if the motor vehicle was originally equipped by the manufacturer with a bumper that fails to comply with subsection (1)(A).

(A) Reject vehicle if:

1. The bumper height exceeds the limit stated for the weight category of the motor vehicle;
2. Bumper is not constructed of metal, wood or other durable material and of equal strength to a stock bumper;
3. Bumper is improperly mounted; or
4. Motor vehicle is not equipped with required bumper(s).

*AUTHORITY: section 307.172.2, RSMo Supp. 2004. * Emergency rule filed July 23, 1986, effective Aug. 13, 1986, expired Dec. 11, 1986. Original rule filed July 23, 1986, effective Oct. 27, 1986. Amended: Filed Aug. 28, 1987, effective Nov. 23, 1987. Amended: Filed Feb. 3, 1988, effective May 12, 1988. Amended: Filed May 9, 1989, effective Aug. 11, 1989. Emergency amendment filed Sept. 1, 2004, effective Sept. 11, 2004, expired March 9, 2005. Amended: Filed Sept. 1, 2004, effective Feb. 28, 2005.*

**Original authority: 307.172.2, RSMo 1973, amended 1986, 1987, 2004.*

11 CSR 50-2.320 School Bus Inspection

PURPOSE: This rule describes the procedures and standards for the inspection of school buses. The inspection of school buses is a requirement of section 307.375, RSMo.

(1) The standards and procedures prescribed for the inspection of a motor vehicle as set out in the rules of the Motor Vehicle Inspection Division, shall apply to Types A-D school buses. In addition, the items listed in this rule will be inspected on all school buses.

(2) Lighting Equipment and Signalling Devices.

(A) Clearance and Side Marker Lamps. School buses shall be equipped with clearance and side marker lamps, except school buses less than eighty inches (80") in width.

1. Two (2) amber clearance lamps on the front and two (2) red clearance lamps on the rear. Clearance lamps shall be mounted one (1) at each side and as far as practical to indicate the width and height of the vehicle. Clearance lamps may be connected to headlamp switch.

2. One (1) amber side marker lamp located on each side at or near the front and one (1) red side marker lamp located on each side at or near the rear. Side marker lamps may be in combination with the clearance lamps.

(B) Identification Lamps. School buses shall be equipped with identification lamps, except school buses less than eighty inches (80") in width. Three (3) red lamps shall be mounted in the center rear body and three (3) amber lamps in center front of body. Lamps shall be mounted on the roof and centered in a cluster. Lamps may be connected to headlamp switch.

(C) Intermediate Side Marker Lamps. School buses manufactured after July 1972, and over thirty feet (30') in length shall be equipped with an intermediate side marker lamp. One (1) amber side marker lamp located on each side between the front and rear marker lamps. Lamps may be connected to the headlamp switch.

(D) Stop/Taillights. Types A-2, B, C and D school buses shall be equipped with two (2) red stoplights seven inches (7") in diameter (prior to December 1988, six inches (6") in diameter), or if a shape other than round, a minimum of thirty-eight (38) square inches of illuminated area and two (2) red stop/taillights four inches (4") in diameter, or if a shape other than round, a minimum of twelve (12) square inches of illuminated area. The four-inch (4") stop/taillights shall operate in combination with the seven-inch (7") stoplights on school buses manufactured after December 31, 1988, when the service brake is applied. All stop/taillights must operate if so equipped. Type A-1 buses with bodies supplied by chassis manufacturer may have manufacturer's standard stop and tail lamps.

(E) Turn Signals. All school buses shall be equipped with front turn signals as originally equipped by the manufacturer. If additional turn signal lamps are provided (front of body below windshield or top of fender), they shall be connected to the turn signal system without removal or disconnection of originally equipped front turn signals. All buses manu-

factured after July 1, 1997, shall be equipped with amber side-mounted turn signal lights. The turn signal lamp on the left side shall be mounted rearward of the stop signal arm, and the turn signal lamp on the right side shall be mounted rearward of the service door. Rear turn signals on Type A-2, B, C and D buses must be amber in color and at least seven inches (7") in diameter or, if a shape other than round, a minimum of thirty-eight (38) square inches of illuminated area. Rear turn signals on all Type A-1 conversion buses must be at least twenty-one (21) square inches in lens area and must be in the manufacturer's standard color.

(F) Front and Rear Red Warning Flashers. School buses shall be equipped with two (2) seal-beam alternately flashing red lights and two (2) seal-beam alternately flashing amber lights on the front and rear of the vehicle. This eight (8)-lamp system shall be controlled by a manually operated switch. Under no circumstances are these lamps to be connected with the braking system. Lamps must flash at a rate of sixty to one hundred twenty (60-120) cycles per minute. The "on" cycle shall be long enough to permit the filament to come up to full brightness. The lens of each alternately flashing signalling lamp shall be at least five inches (5") in diameter. The area extending outward approximately three inches (3") from each lens shall be painted black.

(G) Stop Signal Arm. School buses shall have a red octagon signal arm, eighteen inches by eighteen inches (18" x 18"), installed on the left outside of the body with the word STOP plainly displayed. The signal arm may contain a white border with lettering and background of a reflective material meeting United States Department of Transportation standards. The stop signal arm shall contain either one (1) alternately flashing red lamp at the top and one (1) at the bottom visible to the front and rear or light emitting diodes (LEDs) that flash and spell out the word STOP.

(H) Reflectors. School buses shall be equipped with two (2) red reflectors on the rear as far apart as possible. One (1) red reflector on each side as far to the rear as possible and one (1) amber reflector on each side as far forward as possible. School buses over thirty feet (30') in length shall have one (1) additional amber reflector on each side midway between the front and rear side reflector.

(I) Observe Function of Lights and Signalling Devices.

1. Reject vehicle if:

- A. Not equipped with required lights, reflectors and signalling devices;



B. Any lighting device or reflector is obstructed;

C. Any required light, reflector or signalling device fails to function properly;

D. Any light, reflector or signalling device is not securely mounted;

E. Any light, reflector or signalling device shows a color contrary to these regulations;

F. A lens or reflector is badly broken or if any part is missing or is incorrectly installed.

(3) Lettering and Signs.

(A) School buses shall have on the front and rear or on signs attached to them the words SCHOOL BUS plainly visible in black letters at least eight inches (8") in height. School buses shall have displayed on the rear in plain and distinct black letters the following: STATE LAW: STOP WHILE BUS IS LOADING AND UNLOADING. The letters in the words STATE LAW: STOP shall be at least five inches (5") and the letters in the other words at least three inches (3") in height. District-owned school buses shall display on each side the name and number of the school district in black letters at least three inches (3") in height. Buses manufactured prior to October 1, 1981, may display the school district name and number with national school bus yellow lettering. Privately-owned school buses shall display on each side, in a conspicuous location, the name and address of the owner in black letters at least two inches (2") in height with a stroke of not less than one-quarter of an inch (1/4") wide. Signs or stickers on the rear of the bus not relating to school bus flashing signal lamps, railroad stop procedures or other similar safety messages are prohibited.

(B) A special purpose pictorial sign identifying a school bus for younger pupils, and/or a lettered sign identifying the route, and/or name or school destination in colors other than national school bus yellow and black may be used. When a pictorial or lettered sign is used it shall be mounted below the right front window behind the service door. The sign does not have to be exactly below the right front window as long as it is in the general area. Signs placed below the second or third window would be acceptable. The sign shall not exceed four hundred thirteen (413) square inches and be attached in a manner that does not pose a safety hazard to pupils. No special purpose pictorial sign or lettered sign may be placed in any school bus window.

(C) Signs that relate to the proper procedure for closing the emergency door may be placed on the emergency door.

(D) Inspect bus for lettering.

(E) Reject vehicle if:

1. Vehicle does not display the proper lettering;

2. Sign is improperly located, incorrect size or poses a safety hazard; or

3. Signs or stickers are non-safety related.

(4) Mirrors.

(A) Interior Mirrors. School buses shall be equipped with an interior rearview mirror. Types B, C and D school buses manufactured after March 1, 1987, shall have an interior mirror at least six inches by thirty inches (6" × 30"). It must be metal backed and framed, with rounded corners and protected edges. Type A school buses manufactured after March 1, 1987, shall be equipped with an interior mirror at least six inches by sixteen inches (6" × 16").

(B) Exterior Mirrors.

1. All school buses shall be equipped with flat rearview, convex rearview and convex crossview mirrors on the left and right sides of the bus. (Buses manufactured prior to March 1, 1987 do not require left and right convex rearview mirrors.)

2. Convex crossview mirrors on the right side of buses may be either a single or double mirror that provides the driver a clear view of the right front and side of the bus. Convex crossview mirrors shall be a minimum of seven and one-half inches (7 1/2") in diameter.

3. All school buses manufactured after July 1, 1993, shall be equipped with a rearview mirror system that provides the driver a clear view of the rear tires at ground level on the left and right sides of the bus.

4. All school buses manufactured after July 1, 1993, shall be equipped with a crossview mirror system that provides the driver a clear indirect view of an area at ground level from the front bumper forward and the entire width of the bus to a point where the driver can see by direct vision. The crossview system shall also provide the driver a clear indirect view of the area at ground level around the left and right front corners of the bus, to include the tires and service entrance on all types of buses to a point where it overlaps with the rearview mirror system.

(C) Inspect Mirrors.

(D) Reject vehicle if:

1. Not equipped with required mirrors;

2. A mirror is not mounted on stable support or is improperly mounted; or

3. A mirror is cracked, pitted, obstructed or clouded to the extent that vision is obscured.

(5) Exhaust System.

(A) School buses shall be equipped with a properly attached exhaust system. The exhaust system shall include the manifold, manifold gasket, flange gasket, exhaust pipe, muffler, supporting hardware and tailpipe. The exhaust system shall be properly insulated from the fuel tank and tank connections by a securely attached metal shield at any point where it is twelve inches (12") or less from the tank or tank connections, except for diesel-powered buses.

(B) The tailpipe shall be constructed of a corrosion-resistant tubing material at least equal in strength and durability to sixteen (16)-gauge steel tubing. The tailpipe shall be of sufficient length to exit at the rear of the bus or at the left side no more than eighteen inches (18") forward of the rear wheel house opening, and shall be flush with or may extend not more than two inches (2") beyond the perimeter of the body or bumper.

(C) Type A and B buses may be equipped with the manufacturer's standard tailpipe.

(D) On Type C and D buses, no exhaust shall exit beneath a fuel fill.

(E) The exhaust system on vehicles equipped with a power lift unit may be routed to the left of the right frame rail for the installation of a power lift unit on the right side of the bus.

(F) Reject vehicle if:

1. A manifold, manifold gasket, flange gasket or a connection of any other component is loose or leaking;

2. Holes are present in the exhaust pipe, muffler, tailpipe or if there are leaking patches or seams (Patches made with an arc or acetylene weld are accepted.);

3. The tailpipe end is pinched or broken off from rear support bracket;

4. Any part of the system is supported by wire or if any component is not securely attached by supporting hardware, such as bolts, brackets, clamps or hangers;

5. The vehicle has no exhaust pipe, muffler or tailpipe;

6. Any part of the system passes through the occupant compartment;

7. The tailpipe fails to discharge exhaust from the rear or left side of vehicle or if it exits beneath a fuel fill on Type C and D buses;

8. The tailpipe of a school bus is not a sixteen (16)-gauge steel or equivalent; or

9. The tailpipe is not flush with or extends more than two inches (2") beyond the perimeter of the body or bumper.

(6) Heating and Defrosting System.

(A) Inspect the heating and defrosting systems for proper operation.

(B) Reject vehicle if:



1. Any part of the heating or defrosting systems fail to function properly or have leakage.

(7) Bumper.

(A) Rear Bumper. Types A-2, B, C and D school buses shall be equipped with a rear bumper of pressed steel at least three-sixteenths inch (3/16") thick and eight inches (8") wide (nine and one-half inches (9 1/2") if manufactured after January 1, 1997). The bumper shall wrap around the back corners of the school bus and extend forward at least twelve inches (12"). The bumper shall extend at least one inch (1") beyond the rearmost part of the body surface and shall be properly attached to prevent the hitching of rides. Type A-1 school buses may be equipped with the manufacturer's standard rear bumper.

(B) Front Bumper. School buses shall be equipped with a front bumper, which may include an energy absorbing bumper. All school buses manufactured after March 1, 1987, shall be equipped with a front bumper made of pressed steel at least three-sixteenths inch (3/16") thick and not less than eight inches (8") wide, unless using an energy absorbing bumper. Type A buses may be equipped with the manufacturer's standard front bumper.

(C) Inspect the bumpers.

(D) Reject vehicle if:

1. Not equipped with proper bumpers;
2. A bumper is loosely attached; or if a broken or torn portion is protruding, creating a hazard; or if the improper attachment permits the hitching of rides; or
3. The bus is equipped with a trailer hitch or similar device which will permit hitching of rides.

(8) Service Door.

(A) The service door shall be of the split-type, the sedan type or the jack-knife type. The split-type door includes any sectioned door which divides and opens inward or outward. If one (1) section of a split-type door opens inward and the other opens outward, the front section shall open outward. Flexible material must be applied to the vertical closing edges on split-type or folding-type entrance doors, except on Type A buses. On all buses, the service door shall be designed to be operated by the driver, and so designed to prevent accidental opening. When the hand lever is used, no parts shall come together so as to shear or crush fingers.

(B) Reject vehicle if the:

1. Door and opening device do not function properly; or
2. Flexible material on the vertical closing edges of the service door is excessively loose, torn or missing.

(9) Emergency Door(s), Exits and Buzzer.

(A) All school buses shall be equipped with an emergency door or exit located in the rear and may be equipped with additional emergency doors and exits. The emergency door shall be designed to be opened from inside and outside. The device used to open the door from the outside shall be designed to prevent hitching to, but one which permits opening when necessary. The rear emergency door latch shall be equipped with an interior handle that lifts upward to release and all emergency doors and exits shall be equipped with a suitable electric switch connected with a buzzer audible in the driver compartment. The switch shall be installed in a manner that any movement of the slide bar or release mechanism will immediately sound the buzzer. All emergency doors and exits shall be identified by the words EMERGENCY DOOR or EMERGENCY EXIT both inside and outside the bus in letters two inches (2") high. The words EMERGENCY DOOR shall be placed at the top of or directly above the emergency door, or on the door in the metal panel above the top glass both inside and outside the bus. The words EMERGENCY EXIT shall be placed at the top of or directly above or at the bottom of the emergency window exits both inside and outside the bus. The designation for roof exits shall be located on the inside surface of the exit, or within twelve inches (12") of the roof exit opening. A metal guard shall be placed over the door control on the inside of a rear door. The passageway to the emergency door shall be at least twelve inches (12") wide on all school buses. A lock may be placed on an emergency door or exit. However, the engine starting and operating system must not function if any emergency door or exit is locked from either inside or outside of the bus.

(B) Inspect all emergency door(s) and exits for operation by opening and closing and for proper lettering.

(C) Reject vehicle if:

1. Doors or exits bind or catch when opening;
2. Passageway to the emergency door is blocked or restricted in any way to less than twelve inches (12") in width;
3. Any emergency door or exit release mechanism fails to work properly, from the inside and outside of the bus;
4. Slide bar on Types B, C and D buses has less than one inch (1") stroke length;
5. Emergency door buzzer fails to sound or is not audible in the driver's compartment when the slide bar is moved;
6. Any emergency or roof exit buzzer fails to sound or is not audible in the driver's compartment when the release mechanism is activated;

7. Words EMERGENCY DOOR or EMERGENCY EXIT are not properly displayed; or

8. Bus engine will start with emergency door(s) or exits locked.

(10) Seat Belts.

(A) All school buses shall be equipped with a seat belt for the driver. Seat belt retractors shall be provided on school buses manufactured after January 1, 1973. School buses manufactured after March 1, 1987, equipped with a Type 2 lap belt/shoulder harness seat belt shall be equipped with an emergency locking retractor for the continuous belt system.

(B) Reject vehicle if not equipped with:

1. Operative seat belt; or
2. Proper retractor.

(11) Emergency Equipment.

(A) All school buses must be equipped with a dry chemical or Halon 1211 type fire extinguisher and a first-aid kit. After July 1, 1977, the fire extinguisher must have an Underwriters' Laboratories, Inc. rating of not less than 10-B:C or higher classification. School buses manufactured after March 1, 1987, shall be equipped with a fire extinguisher approved by Underwriters' Laboratories, Inc., with a total rating of 2 A 10-B:C or greater. Both must be mounted in the driver's compartment.

(B) Three (3) red electric lanterns and two (2) red flags or three (3) red emergency reflectors and two (2) red flags or three (3) bidirectional emergency reflective triangles.

(C) Reject vehicle if not equipped with:

1. A proper fire extinguisher which is easily removable and properly charged;
2. A proper first-aid kit; or
3. The proper emergency warning devices.

(12) Seats.

(A) Seats on school buses shall face forward. Buses equipped to accommodate wheelchairs may have longitudinal seating if equipped with restraining devices. School buses manufactured after March 1, 1987, which are equipped to accommodate wheelchairs must have forward facing seats and wheelchair positions. They shall be fastened securely to the school bus body. Jump seats or portable seats are not permitted.

(B) Inspect the seats.

(C) Reject vehicle if:

1. The seat is not fastened securely to the floor;
2. The seat cushions are not properly attached to the seat frame;
3. Any seat has an exposed spring, sharp edge, protruding object or other hazardous condition; or



4. Seats do not face forward.
- (13) Step Treads, Aisle Mats or Runners.
- (A) Types B, C and D School Buses Only.
- The surface of step treads shall be of nonskid material. The aisle mats or runners shall be of an aisle-type fire-resistant rubber or equivalent, nonskid, wear-resistant and ribbed. The mats or runners shall be permanently bonded to the floor.
 - Inspect the general condition of step treads at the service door entrance and the general condition of the aisle mats or runners.
 - Reject vehicle if the:
 - Treads on the steps are not of nonskid material or if the surface material is loose; or
 - Mats or runners are loose, torn, curled, not permanently bonded to the floor, or are not of proper material.
- (B) Type A School Buses Only.
- Type A school buses need only be equipped with the manufacturer's original equipment as far as step treads, aisle mats or runners are concerned.
 - Reject vehicle if:
 - Not as originally equipped.
- (14) Hand Hold Grips and Handrails.
- (A) Inspect the hand grips.
- (B) Inspect the handrails for proper clearance by drawing a one-half inch (1/2") hex nut with a one-eighth inch (1/8") drawstring between the mounting points of the handrail and bus body.
- (C) Reject vehicle if:
- The hand hold grips are missing, damaged or not securely mounted; or
 - If the one-half inch (1/2") hex nut attached to one (1) end of a one-eighth inch (1/8") drawstring catches on the handrail and lodges between the handrail mounted bracket and the sheet metal body of the bus or the drawstring catches during the handrail test.
- (15) Color.
- (A) The school bus body shall be painted a uniform national school bus yellow, except the roof which may be white and the flat top surface of the hood which may be non-reflective black. The body exterior paint trim, bumper and lettering shall be black.
- Reject vehicle if:
 - Any part of the bus body or lettering is the wrong color.
 - The chassis grille shall be national school bus yellow, black, white or chrome. Reflective material meeting Federal Highway Administration standards may be installed on the front or rear bumper, or both rear of bus body, school bus lettering, sides of bus and stop arm.
 - Reject vehicle if:
 - Any portion of vehicle or reflective material is of the wrong color.
- (16) Fuel Systems.
- (A) Inspect the fuel tank(s), fuel lines and connections, filler tube and filler tube cap on gasoline or diesel fueled vehicles.
- (B) Reject vehicle if:
- Fuel tank(s) is not securely attached;
 - Filler tube cap is missing or does not fit; or
 - There is fuel leakage at any location.
- (C) Inspect compressed fuel systems or the liquefied petroleum gas (LPG) system.
- (D) Reject vehicle if:
- Fuel tank(s) is not securely attached to the outside of the frame rail by a system other than welding. If saddle clamps are used, on buses after December 31, 1989, either at the time of assembly or replacement, each tank must be attached with a minimum of two (2) clamps which are a minimum of three-eighths inch by two inch (3/8" x 2") steel;
 - The safety relief venting system is absent, damaged or designed so that escaping gas is directed other than upwards within forty-five degrees (45°) of the vertical (outside the bus body);
 - The safety relief venting system does not have a functional pressure sensitive closing device (cap);
 - The fuel tank(s) or any part of the fuel system is the lowest point of the vehicle;
 - There are leaks at any location; or
 - There is no Missouri Department of Agriculture decal on LPG systems.
- (17) Steering.
- (A) Inspect for power steering.
- (B) Reject any school bus manufactured after March 1, 1987, which is not equipped with power steering.
- (18) Tires.
- (A) Inspect all school bus tires except the spare tire for knots, exposed cord, tread depth and proper size or type.
- (B) Inspect Type A-2, B, C, or D school bus for dual rear tires.
- (C) Inspect all school buses for regrooved, recapped or retreaded tires on front wheels.
- (D) Inspect all school bus tires for same size and type on a given axle.
- (E) Reject any school bus if:
- Any tire has knots or exposed cord;
 - The tread depth is less than four-thirty-seconds inch (4/32") for the front tires or less than two-thirty-seconds inch (2/32") of the rear tires when measured at any point on a major tread groove;
 - A Type A-2, B, C or D school bus is not equipped with dual rear tires;
 - Regrooved, recapped or retreaded tires are used on the front wheels;
 - The tires on a given axle are of a different size or type; or
6. Any tire is flat or has a noticeable leak (e.g., can be heard or felt).
- (19) Glazing.
- (A) Inspect the glazing.
- (B) Reject any school bus that has outright breakage of glass at any location.
- (20) Crossing Arm.
- (A) After August 1, 1998, every school bus operated to transport students in the public school system, which has a gross vehicle weight rating (GVWR) of more than ten thousand (10,000) pounds, the engine mounted entirely in front of the windshield and the entrance door behind the front wheels shall be equipped with a crossing control arm. The arm shall be constructed of noncorrosive and nonferrous material, mounted on the right side of the front bumper of the bus, extending a minimum sixty-six inches (66") when extended and activated by the same controls which activate the mechanical and electrical signalling devices.
- (B) Inspect the crossing arm.
- (C) Reject the vehicle if:
- Bus is not equipped as required;
 - Arm is not constructed of a noncorrosive or nonferrous material;
 - Arm is not mounted in the proper location;
 - Arm does not extend as close to perpendicular to the bumper as possible when opened;
 - Arm has sharp edges or projections that could cause hazard or injury to students;
 - Arm does not extend a minimum of sixty-six inches (66") when fully extended;
 - Arm does not operate properly when the stop signal arm and overhead warning flashers are activated; or
 - The manual bypass switch allows for more than one override of the system's functions.
- (21) Frame.
- (A) Inspect the frame.
- (B) Reject any school bus if there are any unrepaired visible cracks.
- (22) Compartment Condition.
- (A) The compartment will be in good repair, with no sharp-edged tears or holes in the compartment walls, floors, doors or ceiling.
- (B) Inspect the compartment.
- (C) Reject vehicle if compartment contains any sharp-edged tears or holes in the compartment walls, floors, doors or ceiling.



(23) Out-of-Service Criteria. The following items will result in buses being put out-of-service until needed repairs are made. These criteria will be used only by Missouri State Highway Patrol personnel and are not applicable at official inspection stations:

(A) If there is a major exhaust leak in the exhaust system which dumps exhaust in front of the rear axle;

(B) If there are major steering or suspension defects;

(C) If there are major brake defects;

(D) If the stop signal arm is inoperative;

(E) If the front or rear tires have knots or exposed cord or the tread depth is less than four-thirty-seconds inch (4/32") on the front tires or less than two-thirty-seconds inch (2/32") on the rear tires when measured at any point on a major tread groove;

(F) If any tire is flat or has a noticeable leak (e.g., can be heard or felt);

(G) If any emergency door is inoperable from either the inside or outside or any other emergency exit fails to open;

(H) If the red overhead warning flashers are inoperative;

(I) If the one-half inch (1/2") hex nut attached to one (1) end of a one-eighth inch (1/8") drawstring catches on the handrail and lodges between the handrail mounting bracket and the sheet metal body of the bus or the drawstring catches during the handrail drawstring test;

(J) If not equipped with crossing arm as required or if the crossing arm does not operate when the stop signal arm and overhead warning flashers are activated;

(K) If fuel is leaking from any part of the fuel system; or

(L) If the frame has any unrepaired visible cracks.

*AUTHORITY: sections 307.360.2, RSMo 2000 and 307.375, RSMo Supp. 2005. * Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed July 29, 1969, effective Aug. 8, 1969. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed Aug. 17, 1972, effective Aug. 27, 1972. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Feb. 26, 1975, effective March 8, 1975. Amended: Filed Dec. 1, 1975, effective Dec. 11, 1975. Amended: Filed July 1, 1976, effective Oct. 11, 1976. Amended: Filed Sept. 14, 1978, effective Dec. 11, 1978. Amended: Filed Sept. 12, 1980, effective Dec. 11, 1980. Amended: Filed Jan. 12, 1982, effective April 11, 1982. Amended: Filed Aug. 14, 1987, effective Nov. 12, 1987. Amended: Filed July 27, 1988, effective Oct. 27, 1988. Amended: Filed Jan.*

1, 1989, effective April 27, 1989. Amended: Filed Aug. 30, 1989, effective Nov. 26, 1989. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Amended: Filed Oct. 3, 1994, effective April 30, 1995. Emergency rescission filed Jan. 28, 1997, effective Feb. 7, 1997, expired Aug. 1, 1997. Emergency rule filed Jan. 17, 1997, effective Feb. 3, 1997, expired Aug. 1, 1997. Rescinded and readopted: Filed Jan. 17, 1997, effective July 30, 1997. Emergency amendment filed July 14, 1998, effective Aug. 1, 1998, expired Feb. 25, 1999. Amended: Filed July 14, 1998, effective Jan. 30, 1999. Amended: Filed March 15, 1999, effective Sept. 30, 1999. Amended: Filed Feb. 1, 2000, effective July 30, 2000. Amended: Filed Sept. 15, 2000, effective March 30, 2001. Emergency amendment filed Nov. 1, 2001, effective Feb. 1, 2002, expired May 31, 2002. Amended: Filed Nov. 1, 2001, effective April 30, 2002. Amended: Filed Sept. 15, 2003, effective March 30, 2004. Emergency amendment filed Sept. 1, 2004, effective Sept. 11, 2004, expired March 9, 2005. Amended: Filed Sept. 1, 2004, effective Feb. 28, 2005. Amended: Filed Oct. 3, 2005, effective March 30, 2006. Amended: Filed Aug. 10, 2006, effective Jan. 30, 2007.

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999; and 307.375, RSMo 1967, amended 1971, 1975, 1976, 1997, 1999, 2001, 2004.*

11 CSR 50-2.321 Special Education Buses

PURPOSE: This rule establishes inspection standards for the inspection of power lifts, ramps, aisles, restraint systems, special service entrance doors and identification on special education school buses.

(1) Power Lift.

(A) Power lift shall be located on the right side of the bus body within the perimeter of bus body and in no way attached to the outside of the bus.

(B) Lift must be equipped with controls to allow operation of the lift from either the inside or outside of the bus. Buses manufactured after October 1, 1981, must be equipped with a mechanism to allow for manual manipulation in the event of a power failure or a single component mechanical failure.

(C) Lift platform shall be fitted with full-width shields and restraining device(s) on the outer (curb) edge.

(D) School buses manufactured after March 1, 1987, equipped to accommodate individuals with special transportation needs must have a lift opening and platform suffi-

cient to accommodate a thirty-inch (30") wheelchair.

(E) Inspect the power lift for proper location, attachment and operation.

(F) Reject vehicle if:

1. Lift is not in proper location or attached properly;

2. Not equipped with a mechanism that allows for at least one (1) manual operation;

3. Shields or restraining devices are not fitted on lift; or

4. Lift opening and platform are not of sufficient width.

(2) Ramps. Type A school buses may be equipped with a ramp in place of the power lift. Ramps shall be of sufficient strength and be equipped with handles and a protective flange on each longitudinal side.

(A) Reject vehicle if:

1. Ramp is not equipped with handles and protective flange.

(3) Aisles. On buses manufactured after October 1, 1981, the aisle leading to the emergency door from the wheelchair area shall be at least thirty inches (30") wide to permit passage of a maximum size wheelchair.

(A) Reject vehicle if:

1. Aisles are not of sufficient width.

(4) Restraint Systems.

(A) School buses manufactured after March 1, 1987, designed to transport individuals with special transportation needs shall contain wheelchair securement devices attached to the floor or walls, or both, to allow securement of wheelchairs in a forward facing position. These devices must require human intervention to unlatch or disengage and contain tightening clamps on front and rear assemblies.

(B) School buses designed to accommodate individuals with special transportation needs shall contain a system of positive occupant restraint that secures the occupant.

(C) Reject vehicle if:

1. Proper restraining devices are not installed.

(5) Special Service Entrance Doors.

(A) Doors on 1981 and later models shall be equipped with a device that will actuate an audible or flashing signal located in the driver's compartment when doors are not securely closed and ignition is on.

(B) A switch shall be installed so that the lifting mechanism will not operate when the lift platform doors are closed.

(C) Reject vehicle if not equipped with:

1. Warning signal; or
2. The proper switch.

(6) Identification.



(A) Buses with power lifts used for transporting children with physical disabilities may display the universal handicap symbols below the window line. The emblem shall meet United States Department of Transportation standards.

(B) Reject vehicle if:

1. Symbols are improperly displayed; or
2. Symbols are incorrect size.

*AUTHORITY: sections 307.360.2, RSMo 2000 and 307.375, RSMo Supp. 2001. * Original rule filed Aug. 18, 1987, effective Nov. 12, 1987. Amended: Filed Aug. 30, 1989, effective Nov. 26, 1989. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Emergency rescission and rule filed Oct. 1, 1997, effective Nov. 2, 1997, expired April 30, 1998. Rescinded and readopted: Filed Oct. 1, 1997, effective March 30, 1998. Amended: Filed July 14, 1998, effective Jan. 30, 1999. Amended: Filed Nov. 1, 2001, effective April 30, 2002.*

**Original authority: 307.360.2, RSMo 1967, amended 1971, 1973, 1979, 1999 and 307.375, RSMo 1967, amended 1971, 1975, 1976, 1997, 1999, 2001.*

11 CSR 50-2.330 Motorcycle Inspection

PURPOSE: This rule lists the specific inspection standards and procedures for the inspection of motorcycles and motor tricycles. These standards are necessary because of difference in vehicle design and different tolerances involved.

(1) This section of the inspection manual contains procedures which shall be followed when inspecting motorcycles and motor tricycles.

(A) Brakes.

1. Brake efficiency shall be determined by operating the vehicle on the inspection station's premises. This test may be conducted either by the inspector/mechanic or by the vehicle owner with the inspector/mechanic observing. Brakes must be installed and in operating condition on each wheel if originally equipped by the manufacturer.

2. Apply each brake control separately while vehicle is in motion, apply moderate force to brakes for one (1) minute; inspect wheel and master cylinder for leakage if equipped with hydraulic brakes; inspect master cylinder for fluid level if equipped with hydraulic brakes; inspect brake hoses or tubing for broken, flattened or restricted sections and improper support; inspect brake rods or cables for wear and proper adjustment.

3. Reject vehicle if:

A. Any brake fails to indicate braking action;

B. Not equipped with required brakes;

C. Brake pedal height cannot be maintained for one (1) minute, leakage is indicated;

D. Less than one-third (1/3) of the pedal reserve remains;

E. Pedal fails to return to the fully released position after application;

F. Wheel or master cylinder leaks;

G. Fluid level in the master cylinder is below the level recommended by the manufacturer;

H. Brake hose is broken or restricted and if hose is not supported to prevent damage by rubbing with the frame or other components;

I. Brake cable is badly frayed or if rod, clevises and couplings are badly worn;

J. Any pins, springs or other mechanical parts are missing, defective or badly worn; or

K. Brake rods or cables are not adjusted properly.

(B) Lighting Equipment.

1. Headlights. Every vehicle shall be equipped with at least one (1) and not more than two (2) headlights. A headlight shall exhibit light substantially white in color. A motorcycle equipped with a sidecar or other attachment shall be equipped with a light on the outside limit of the attachment capable of displaying a white light to the front.

2. Taillights and reflectors. Every vehicle shall be equipped with at least one (1) red taillight and at least one (1) red reflector. Any vehicle with two (2) rear wheels shall be equipped with at least two (2) red taillights and two (2) red reflectors. A reflector may be part of the taillight or it may be separate. The taillight shall be mounted at a height of not more than seventy-two inches (72") nor less than fifteen inches (15") above the ground. The reflector shall be mounted at a height not greater than sixty inches (60") nor less than fifteen inches (15") above the ground.

3. Signalling devices. If the vehicle is equipped with turn signals and a stoplight, all must operate.

4. Inspect lighting equipment, reflectors and signalling devices.

5. Reject vehicle if:

A. Not equipped with required headlight, taillights or reflectors;

B. A headlight has reflector deterioration;

C. A lens is badly broken, missing, incorrectly installed or repaired with tape;

D. Any light fails to function properly;

E. Any light or reflector is not securely mounted or shows a color contrary to law;

F. Beam indicator or dimmer switch, if so equipped, fails to operate properly; or

G. A taillight or reflector is not mounted in the prescribed area.

(C) Steering Mechanisms.

1. Inspect to determine the condition of the frame, fork, steering head bearing, handlebars and front and rear wheel tracking. Check wheel bearings by elevating and rotating each wheel. Inspect condition of grease retainers. If equipped by the manufacturer, actuate front and rear shock absorbers.

2. Reject vehicle if:

A. Frame or fork is bent, broken or wheels are out of line where it affects the steering and control;

B. Loose, defective or worn components in steering head bearing;

C. Handlebars are loose, bent, broken or damaged where it affects proper steering;

D. Any portion of the handlebars extend over fifteen inches (15") in height above the normal riding position unless originally equipped by the motorcycle manufacturer;

E. Wheel bearings have excessive horizontal movement or, when rotated, unusual noise exists;

F. Grease retainer is defective; or

G. A shock absorber is disconnected, broken, bent or missing.

(D) Tires and Wheels.

1. Inspect tires for tread wear, cord exposure, knots, cuts, tread separation and condition of wheel and rims.

2. Reject vehicle if:

A. Any tire is worn at any one (1) point where there is no tread design across half of the tire tread;

B. Tire has an exposed cord, bulge or knot;

C. A tire is marked reject, rejected, not for highway use, farm use only, for non-highway use, for race track use only or marked with similar terms, or if determined beyond a reasonable doubt that these markings have been removed. This does not include tires labeled with the word blemish;

D. A wheel has any loose, missing or defective bolts, nuts, lugs or spokes;

E. A wheel is damaged or defective; or

F. Any wheel wobbles more than three-sixteenths inch (3/16").

(E) Horn.

1. Every vehicle shall be equipped with a horn, in good working order and capable of emitting a sound adequate in quantity and volume to give warning of the approach of the vehicle to other users of the highway.



2. Determine if horn is securely fastened, audible and if electrical connections are properly grounded.

3. Reject vehicle if:

A. Vehicle is not equipped with a horn;

B. Horn is not audible under normal conditions;

C. Horn is not firmly mounted; or

D. Horn is actuated by grounding two (2) naked wires or a similar method. Defective wiring or electrical connections.

(F) Muffler and Exhaust System.

1. The motor shall be fitted with a properly attached muffler.

2. Inspect condition of muffler and exhaust pipe. If the vehicle is equipped with a dual exhaust system, both must be examined.

3. Inspect supporting hardware, attachments and brackets. Exhaust system must be securely attached at the cylinder head, manifold and to the frame at or near the place where the exhaust pipe attaches to the muffler.

4. Reject vehicle if:

A. Not equipped with a muffler;

B. Muffler or exhaust pipe has holes, loose joints or leaking seams. Only patches made with an arc or acetylene weld will be permitted;

C. Exhaust system components are not securely fastened;

D. Tailpipe is not securely fastened to the muffler; or

E. A modified high rise tailpipe is positioned so it could easily burn the operator.

(G) Glazing (Glass).

1. If equipped with a windshield, it must provide a clear vision of the road ahead.

2. Reject vehicle:

A. If the windshield is cracked, scarred or defaced to the extent that it does not provide a clear vision.

(H) Fuel System.

1. Inspect the fuel tank(s), fuel lines and connections and filler cap.

2. Reject vehicle if:

A. There is fuel leakage at any location;

B. Fuel tank is not securely attached; or

C. Filler cap is missing or does not fit.

(I) Air Pollution Control Devices.

1. Inspect all 1995 and later models for air pollution devices installed by the manufacturer.

2. Reject any vehicle if:

A. Any part of the system(s) is missing, modified, disconnected, broken, bypassed or rendered inoperative in any way;

B. A replacement catalytic converter is not one approved by the United State Environmental Protection Agency; or

C. A replacement engine is not equivalent to the certified configuration of the engine-chassis.

AUTHORITY: section 307.360, RSMo 1994. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Aug. 13, 1970, effective Aug. 23, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Feb. 26, 1975, effective March 8, 1975. Amended: Filed July 1, 1976, effective Oct. 11, 1976. Amended: Filed July 14, 1982, effective Oct. 11, 1982. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Amended: Filed Oct. 3, 1994, effective April 30, 1995. Emergency rescission and rule filed Oct. 1, 1997, effective Nov. 2, 1997, expired April 30, 1998. Rescinded and readopted: Filed Oct. 1, 1997, effective March 30, 1998. Amended: Filed Sept. 15, 2000, effective March 30, 2001.*

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999.*

11 CSR 50-2.340 Off-Highway Use Vehicles (ATV-OHV)

PURPOSE: This rule provides inspection standards for vehicles which are classified as either all-terrain vehicles or off-highway use vehicles with four or more wheels. These standards and procedures are necessary because these vehicles present special problems during inspection.

(1) Vehicles which are designed and primarily intended by the manufacturer for off-highway use are commonly referred to as all-terrain vehicles (ATV) or off-highway vehicles (OHV). These vehicles, when operated as intended and for which designed, need not be inspected. If operated on a public highway, however, these vehicles must be inspected and registered as passenger vehicles or motor tricycles.

(2) The inspection standards and procedures which are to be followed will be the same as those prescribed for identified items for all other motor vehicles, except a brake performance test will be required to check the ser-

vice brakes of these vehicles instead of pulling a wheel to inspect the condition of a brake and 1967 and earlier models with less than fifty (50) cubic inch internal combustion engines do not require emissions components.

(3) The following items of vehicular equipment are optional, but if equipped with these items, the following will apply:

(A) Signalling Devices. If equipped with turn signals and a stop light, both must function properly and have properly installed lenses;

(B) Springs and Shock Absorbers. If equipped by the manufacturer with springs and shock absorbers, both shall be properly installed;

(C) Glazing. If glass is installed at any location, the established glazing standard shall apply; and

(D) Windshield Wipers. If equipped with a windshield, a properly operating windshield wiper must be installed on the driver's side and it must comply with the standards prescribed for all vehicles.

AUTHORITY: section 307.360, RSMo 2000. Original rule filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed July 1, 1976, effective Oct. 11, 1976. Amended: Filed Sept. 1, 1977, effective Dec. 11, 1977. Amended: Filed Aug. 26, 1985, effective Nov. 28, 1985. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Emergency rescission and rule filed Oct. 1, 1997, effective Nov. 2, 1997, expired April 30, 1998. Rescinded and readopted: Filed Oct. 1, 1997, effective March 30, 1998. Amended: Filed Sept. 15, 2003, effective March 30, 2004.*

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999.*

11 CSR 50-2.350 Applicability of Motor Vehicle Emission Inspection
(Rescinded April 30, 2000)

AUTHORITY: section 307.366, RSMo 1994. Original rule filed Aug. 4, 1983, effective Nov. 11, 1983. Emergency amendment filed Dec. 22, 1983, effective Jan. 6, 1984, expired May 5, 1984. Amended: Filed Jan. 13, 1984, effective April 12, 1984. Emergency amendment filed Jan. 23, 1984, effective Feb. 3, 1984, expired May 25, 1984. Amended: Filed Feb. 10, 1984, effective May 11, 1984. Amended: Filed Sept. 12, 1984, effective Jan. 1, 1985. Emergency amendment filed Aug. 3, 1992, effective Aug. 28, 1992,