New Jersey
Motor Vehicle Commission

Private Inspection Facility Manual
2010 Edition

Welcome to the
New Jersey Motor Vehicle Commission Enhanced I/M Program

In January 1938, New Jersey began its safety inspection program with twenty-nine (29) stations located throughout the state consisting of 51 inspection lanes. These stations performed semi-annual safety inspection on all 800,000 registered vehicles in state for steering, suspension, lights, exhaust system, horn, wipers, glazing and brakes.

Today these inspections, along with emission testing, are being conducted by thirty-one (31) stations and approximately1,400 private inspection facilities (PIFs) located throughout the state. Starting in the 1970's with the addition of emission testing to the program, the state decided to partner with private garages known as "re-inspection station" (RIC) to perform re-inspections of the four (4) million vehicles inspections annual. As the program continued to change with new emission tests and the numbers of registered vehicles to be inspect, the state began to rely more and more on these private garages or "official inspection centers" (OICs) by allowing them to conduct complete inspections of motor vehicles. These facilities later became "private inspection centers" (PIC). With implementation of the Enhanced Inspection and Maintenance Program in 1999 which included the ASM5015 and later OBD II Emissions Tests, the PICs were converted to the new designation as "private inspection facilities or PIFs". This continuing partnership between MVC and PIFs has been an essential part of the New Jersey Vehicle Inspection Program for the last thirty (30) years and could continue for many years to come.

This manual is being provided to the Class1 OBD only, Class II OBD and TSI, Class III Diesel Only Class IV OBD/Diesel, and Class V OBD/TSI/Diesel facilities as part of this continuing partnership. It is an important tool for the PIF or licensed inspector to keep and refer to during the course of their daily licensed activities. It contains almost everything that a licensed PIF or inspector needs to know in order to conduct business and inspect motor vehicles in accordance with New Jersey State Law, Rules and Regulations. Of course, there may be times when the answer to a question is not easily found or in the manual. In such cases, you should call your local PIF Unit with your questions at:

Northern PIF Unit- 973-631-6584

Central PIF Unit - 732-869-8335

South PIF Unit - 609-567-8873

DEIC Unit – 609-292-5330

Business License
Services – 609-292-6500 ext. 5096 first or 3312

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SECTION I

Definitions

THIS SECTION CONTAINS DEFINITIONS OF WORDS AND PHRASES USED THROUGHOUT THIS MANUAL.

"Action spectra" means those portions of the electromagnetic spectrum, such as UVA, UVB, near UV, and visible light, which elicit an adverse medical condition as specified in N.J.S.A. 38:3-75.1 and this subchapter.

"Advertising," means any printed or published materials including, but not limited to, direct mail, circulars, leaflets, pamphlets, newspapers, magazines, billboards, yellow pages of any telephone directory, radio and/or television broadcasts, and any other advertising medium of communication used to induce the public to seek the services of the private inspection facility and/or the services of a motor vehicle emission repair facility. The term "advertising" shall not include printed or published materials appearing in the white pages of any telephone directory. Note: [DEIC license number must appear on any advertising. **13:20-47.16**]

"Applicant" means any person applying under the provisions of this subchapter for an initial license to engage in the business of a private inspection facility and/or the business of a motor vehicle emission repair facility or to renew an existing license. In the case of a partnership or corporation applying for a license, the term "applicant" shall respectively include all partners and/or officers and directors and/or persons having a controlling interest in a sole proprietorship or corporation.

"AS-1 line" means the mark at the edge of a sheet of glazing material that delineates the area of the windshield requisite for driving visibility and indicates that portion of the sheet of glazing material having a luminous transmittance of not less than 70 percent.

"Best available retrofit technology" or **"BART"** means an aftermarket particulate emissions control device that, as determined by the Department, can be used on or in a regulated vehicle or regulated equipment, at a reasonable cost to achieve substantial reduction of fine particulate diesel emissions, and is either a diesel emissions control strategy for which CARB has issued an Executive Order, or a verified retrofit technology for which the USEPA has issued a Verification Letter. "Best available retrofit technology" includes only those retrofit devices and fuel for which the retrofit device manufacturer or fuel manufacturer certifies that the installation and use would not jeopardize the original engine warranty in effect at the time of the installation or the commencement of use of the retrofit device or fuel, and for which the manufacturer has issued a warranty pursuant to 7:27-32.9.

"BART 1" means a BART that achieves a minimum particulate emissions control level of 25 percent reduction in mass.

“BART 2" means a BART that achieves a minimum particulate emissions control level of 50 percent reduction in mass.

“BART 3" means a BART that achieves a minimum particulate emissions control level of 85 percent reduction in mass.

"Black smoke" means smoke in the exhaust emissions of a diesel-powered motor vehicle which has a dark achromatic visual value and produces no predominant hue.

"Blue smoke" means smoke in the exhaust emissions of a diesel-powered motor vehicle which has a hue of the portion of the visible light spectrum which lies between green and violet.

“Bi-fueled” means powered by gasoline and by an alternate fuel, but not on a mixture of the two-fuels. Each fuel is stored in a separate tank. For example, a vehicle may operate on either propane or gasoline, but it cannot operate on both at the same time. Typically, these vehicles will consume the alternate fuel until the supply is exhausted, and then switch over, often automatically, to use the traditional fuel. This term shall not include vehicles powered by electric motors.

“CARB” means the California Air Resources Board, empowered by federal statute to regulate sources of air pollution, including motor vehicles and motor vehicle components, established pursuant to the California health and safety Code, Sections 39500 et seq.

“Certificate of approval” means an inspection sticker issued by an official inspection facility, a licensed private inspection facility, a licensed Diesel Emission Inspection Center, or a State specialty inspection facility certifying that a motor vehicle complies with the requirements of Title 39 and Title 26 of the Revised Statutes, N.J.A.C 13:20-43, this subchapter or N.J.A.C. 13:20-33 whichever is applicable, and N.J.A.C. 7:27-15 and 7:27B-5 regarding the inspection of motor vehicles.

“Certificate of waiver” means an inspection sticker issued by an official inspection facility evidencing that a motor vehicle has successfully passed a safety inspection but that the requirements of compliance with N.J.A.C 13:20-43 and the rules adopted by the Department of Environmental Protection pertaining to emission or OBDII inspection standards have been waived by the New Jersey Motor Vehicle Commission for the particular inspection cycle for which the waiver is granted.

“Chief Administrator” means the Chief Administrator of the New Jersey Motor Vehicle Commission in the State of New Jersey.

“Certified configuration” means a vehicle-engine-chassis design for light-duty gasoline-fueled vehicles and light-duty gasoline-fueled trucks certified by either of the following agencies as meeting the applicable emission standards for motor vehicles manufactured in a given model year:

EPA for model year 1968 or for a more recent model year; or

California Air Resources Board for model year 1966 or for a more recent model year.

“Clear film,” means a material that, when applied over factory-installed glazing, has a neutral gray appearance.

"Closed crankcase ventilation system" means a system installed upon an internal combustion engine and that is designed to capture all solids, liquids and gases that are emitted from the vent and divert them to the engine intake air plenum for recombustion.

“Collector motor vehicle” means a motor vehicle, not otherwise qualified for designation as a “historic vehicle,” or “street rod,” which was either: originally manufactured as a restricted issue make or model, or in a sufficiently limited quantity; or at the time of qualification for designation exists in such limited numbers; either one or the other or both of the above, according to any generally recognized compilation of motor vehicle statistical information on file with, or supplied by the owner to the Commission, so as to establish it as a unique commodity having a current monetary value in excess of similar make and model vehicles with routine manufacture, and distribution patterns, and further, that it is not driven in excess of the maximum mileage permitted by the terms of a valid limited use motor vehicle insurance policy issued for, and covering such vehicle, proof of which shall be supplied to the New Jersey Motor Vehicle Commission at the time of application for designation as a collector vehicle, which mileage shall in no event exceed 3,000 miles per year. This term shall not include motor vehicles with elevated chassis height which are subject to inspection in accordance with N.J.A.C. 13:20-37.

“Controlling interest” means possession of the power to direct or cause the direction of the management and policies of a private inspection facility and/or motor vehicle emission repair facility, whether through ownership of voting securities or otherwise. The New Jersey Motor Vehicle Commission will presume that control in fact exists if any person or entity directly or indirectly owns, controls, holds the power to vote, or holds proxies representing 10 percent or more of the voting securities of any private inspection facility and/or motor vehicle emission repair facility. This presumption may be rebutted by showing that control does not in fact exist. The New Jersey Motor Vehicle Commission may determine that control in fact exists, notwithstanding the presence or absence of a presumption to that effect.

“Commission” means the New Jersey Motor Vehicle Commission in the State of New Jersey.

“Customer” means the owner of record of a motor vehicle on file with the New Jersey Motor Vehicle Commission, or any family member, employee or any other person whose use of a motor vehicle is authorized by such owner of record.

"Data link connector" or "DLC" means a standardized 16-pin diagnostic test receptacle used to connect an analyzer to a motor vehicle.

"Diagnostic Trouble Code" or "DTC" means an alphanumeric code stored in the on board diagnostic system of a motor vehicle, which generally indicates the malfunction of a system or component. These codes are defined by SAE J2012 Diagnostic Trouble Code Definitions, (MAR92). Copies of SAE J2012 may be obtained from the Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096-0001.

“Department” means the Department of Environmental Protection in the State of New Jersey.

13:20-46. "Diesel bus" means any diesel-powered auto-bus or motor-bus of any size or configuration, whether registered in this State or elsewhere, that is designed or used for intrastate or interstate transportation of passengers for hire or otherwise on a public road, street or highway or any public or quasi-public property in this State, including, but not limited to, auto-buses under the jurisdiction of the Department of Transportation pursuant to Titles 27 or 48 of the Revised Statutes; auto-buses of the New Jersey Transit Corporation and its contract carriers that are under the inspection jurisdiction of the Department of Transportation; auto-buses that are subject to Federal motor carrier safety regulations; auto-buses under the authority of the Interstate Commerce Commission or its successor agency; school buses, as defined pursuant to N.J.S.A. 39:1 -1; and hotel, casino, charter, and special buses.

"Diesel Emission Inspection Center" (DEIC) means any person who for compensation, engages in the business of inspecting and certifying heavy-duty diesel trucks, diesel buses or diesel-powered motor vehicles, including emission control apparatus and emission control systems. An employee of a diesel emission inspection center who engages in the business of inspecting and certifying diesel motor vehicles, including emission control apparatus and emission control systems, solely by reason of his or her employment is not deemed to be a diesel emission inspection center and is not required to be licensed as such.

"Diesel particulate filter" means an exhaust emissions after treatment device that physically entraps and prevents from being emitted into the air at least 85 percent of the particulate matter contained in the full exhaust stream emitted by the engine **7:27-14.1**

"Diesel emissions testing equipment" means equipment used to conduct a test of a diesel-powered motor vehicle in accordance with N.J.A.C. 7:27B-4 and, which satisfies all applicable specifications set forth at N.J.A.C. 7:27B-4.2(d) and 4.6. For motor vehicle inspections conducted pursuant to N.J.A.C. 7:27B-4 and this subchapter, this term shall include all devices used for performing a motor vehicle inspection including, but not limited to, smoke opacity meters, exhaust gas analyzers, on board diagnostic scanners and analyzers and computers and related software.

“Element of Design” means any automotive part or system on a motor vehicle that is subject to federal emission standards at 40 CFR Part 86 or CARB emission standards at California Code of Regulations, Title 13 which could affect the emission of any regulated air contaminant from a motor vehicle.

"Emission control apparatus" means any device utilized by the vehicle manufacturer and/or the engine manufacturer to control the release of any regulated emission, including any associated component**,** which monitors the function and maintenance of such a device[.]**, regardless of the location of the device on the vehicle**. **This term shall also include any retrofit device added to the vehicle or engine as part of a mandatory or voluntary retrofit program for emission control.**

“Emission control information label” means a label or sticker affixed beneath the engine hood of a motor vehicle, as required by federal regulation, providing vehicle-specific information on the emissions certification.

“Emission control system” means a device or equipment installed on a motor vehicle by the vehicle manufactured and/or the engine manufacturer for the purpose of controlling air contaminants emitted from the motor vehicle or motor vehicle engine, including devices or equipment integral with, but not limited to, exhaust emission control systems, fuel evaporation control systems, crankcase emission control systems, and associated systems which control or monitor the function and maintenance of these devices or systems.

“Emission repair facility registration” means a registration issued to a motor vehicle emission repair facility that evidence’s the New Jersey Motor Vehicle Commission’s authorization for the facility to engage in emission and OBD II repairs, including diesel repairs pursuant to P.L. 1995, c.157, on motor vehicles that have failed an emission or OBD II inspection.

“Emission Testing” Currently the NJEIMS uses two (2) emission tests at the CIFs and PIFs. They are the Two Speed Idle and On Board Diagnostics Test (OBD II). The OBD II test is conducted by using a vehicle’s on board computer network to query its emission components to see if they are working within standards set by United States Department of Environmental Protection. Model year vehicles 1996 and newer are subject to this test. The two speed idle test, or TSI. is a tailpipe test, in which a probe is inserted into the tailpipe of a vehicle to collect a sample of the exhaust. The TSI test has two test modes. Exhaust gas measurements are made with the vehicle engine at idle (between 350 and 1,100 RPM) and at high idle (between 2,200 and 2,800 RPM). Generally, each mode may run for a duration of 30 seconds up to 180 seconds depending upon the exhaust gas values and the results from previous modes.

"EPA Memorandum 1A" means the memorandum dated June 25, 1974 and issued by the EPA's Office of Enforcement and General Counsel, which sets forth the EPA's interim tampering enforcement policy. This term also includes any revisions to the policy set forth in the June 25, 1974 memorandum that are subsequently issued by the EPA. A copy of this EPA memorandum has been filed with the Office of Administrative Law and may be obtained from the Bureau of Motor Vehicle Inspection and Maintenance in the Department of Environmental Protection.

“Engaged in the business” means performing emission-related or OBD II-related repair(s) for compensation and includes:

- Any person performing emission or OBD II repair(s) on a motor vehicle that has failed an emission or OBD II inspection required by the New Jersey Motor Vehicle Commission;

- Any person who subcontracts or has any type of business arrangement with a motor vehicle emission repair facility or other person to perform emission of OBD II inspection required by the New Jersey Motor Vehicle Commission; or

- Any person who prepares an estimate to be used by a motor vehicle emission repair facility or other person to perform emission or OBD II repairs on motor vehicles that

failed an emission or OBD II inspection required by the New Jersey Motor Vehicle Commission; or

- Any person who negotiates in any manner with any customer to perform emission or OBD II repairs on motor vehicles that have failed an emission or OBD II inspection required by the New Jersey Motor Vehicle Commission: or

- Any person who inspects, re-inspects and certifies motor vehicles, including motor vehicle emission control systems; or

- Any person who for compensation negotiates, in any manner, with any customer to inspect, re-inspect and certify motor vehicles, including emission control systems.

- Any person who inspects and certifies diesel motor vehicles, including the presence of diesel emission control systems, or

- Any person who for compensation negotiates, in any manner, with any customer to inspect and certify heavy duty diesel trucks, diesel buses or diesel-powered motor vehicles, including emission control systems.

"Estimate" means any written determination prepared by a motor vehicle emission repair facility of the approximate cost of the parts and labor needed to perform the requested repair services or any written determination prepared by a private inspection facility of the approximate cost of the parts and labor needed to perform the requested non-emission related repair services.

"EPA" means the United States Environmental Protection Agency.

"Federal Clean Air Act" means the Federal "Clean Air Act," 42 U.S.C §7401 et seq., and subsequent amendments or supplements to that act.

"Fleet" means 10 or more motor vehicles.

"Frame" means the main longitudinal structural members of the chassis of the vehicle or, for vehicles with unitized body construction, the lowest main longitudinal structural members of the body of the vehicle.

"Gasoline-fueled" means powered by a hydrocarbon fuel other than diesel fuel, including, but not limited to, gasoline, natural gas, liquefied petroleum gas, and propane, and also powered by alcohol fuels and hydrocarbon-alcohol fuel blends.

"Gross vehicle weight rating" or "GVWR" means the value specified by the manufacturer as the maximum loaded weight of a vehicle or combination (articulated) vehicle.

"Governed engine speed" or "maximum governed rpm" means the maximum engine speed obtainable when the [diesel] engine is driving the vehicle under a loaded condition, as specified by the engine manufacturer.

"Heavy-duty diesel truck" means any diesel powered motor vehicle, whether registered in this State or elsewhere, with a GVWR of 18,000 or more pounds that is designed or used for the transportation of property on any road, street or highway or any public or quasi-public property in this State. For the purposes of these rules, heavy-duty diesel truck shall not mean a heavy-duty diesel truck owned and operated by a county, municipality, fire district, or duly incorporated nonprofit organization **and** used for first aid, emergency, ambulance, rescue, or fire-fighting purposes.

"Heavy-duty gasoline-fueled vehicle" means a gasoline-fueled motor vehicle that has a GVWR or more than 8,500 pounds and that is designed primarily for the transportation of persons or property.

"High Idle" means the highest engine speed obtainable when the engine is disengaged from the transmission and free-wheeling.

7:27-14.1 "High-speed diesel engine" means any heavy- duty diesel engine with a governed speed over 2800 rpm

"Inspection logo" means a large green and white sign identifying a licensed New Jersey Motor Vehicle Commission Inspection Center. This sign is designed to list more than one type of MVC business license. The only thing that can appear on the sign is the type of MVC business license and license number. This sign must be displayed outside the facility in full public view. **13:20-47.12**

"Inspector" means an individual who is licensed by the New Jersey Motor Vehicle Commission to perform motor vehicle emission, OBD inspections and Diesel Emission Test

"Jitney" means an autobus as defined in N.J.S.A. 48:16-23 with a carrying capacity of not more than 13 passengers, operated under municipal consent upon a route established wholly within the limits of a single municipality or with a carrying capacity of not more than 20 passengers operated within the limits of not more than four continuous municipalities within any county of the fifth or sixth class, which route in either case does not, in whole or part, parallel upon the same street the line of any street railway or traction railway or any other autobus route.

"Lessee" means any person who exercise control or who operates a motor vehicle under an agreement or contract for 30 days or more.

"Lift," means any modification or alteration, other than load, of the chassis, suspension, body, rims, or tire size, which elevates the height of a motor vehicle.

"Light-duty gasoline-fueled truck" means a gasoline-fueled motor vehicle that has a GVWR of 8,500 pounds or less, a vehicle curb weight of 6,000 pounds or less, and a basic frontal area of 45 square feet or less, and that is:

- Designed primarily for the transportation of property or more than 12 passengers: or

- Available with special features enabling off-street or off-highway operation and use.

“Light-duty gasoline-fueled vehicle” means a gasoline-fueled motor vehicle that has a GVWR of 8,500 pounds or less, is designed for the use as a passenger car or is a passenger car derivative and is capable of seating 12 or fewer passengers.

“Low mileage vehicle” means a vehicle that is driven less than 10,000 miles during the biennial inspection cycle.

“Low or curb idle” means the minimum operating speed of an engine with the accelerator pedal released and transmission disengaged, as specified by the engine manufacturer.

7:27-14.1 “Low-speed diesel engine” means any heavy-duty diesel engine with a governed speed of 2200 rpm or lower.

“LUMP or Low utilization modified performance vehicle” means a vehicle that has been modified for performance in accordance with N.J.A.C. 7:27-15.7 and is driven less than 5,000 miles per year.

"Malfunction indicator light" or **"MIL"** means the light located on the dashboard instrument panel of an OBD-equipped motor vehicle that indicates a malfunction detected by the OBD system by illuminating the words "check engine," "service engine" or an engine pictograph with the word "check" or "service."

7:27-14.1 “Medium-speed diesel engine” means any heavy-duty diesel engine with a governed speed of 2201 to 2800 rpm.

“Model year” means, with respect to a motor vehicle, the year in which the motor vehicle is considered to have been manufactured. If the manufacturer establishes an annual production period, designation of the year shall be based on the annual production period during which the manufacturer begins production of the motor vehicle. When such annual production period falls within one calendar year into the next, the model year attributed to the motor vehicle shall be the latter calendar year (for example, a motor vehicle produced in an annual production period that continues from 1994 to 1995 shall be considered as being produced in the 1995 model year). If the manufacturer establishes no annual production period, a motor vehicle’s model year shall be the calendar year in which the manufacturer begins production of that motor vehicle. If a motor vehicle is manufactured in two or more stages, the model year of such a vehicle shall be based on the date of completion of the chassis. In case of any dispute, the New Jersey Motor Vehicle Commission shall have sole discretion to determine the model year of a vehicle for purposes of this subchapter. For purposes of this subchapter, the New Jersey Motor Vehicle Commission may determine that the “model year” means the model year designated for the motor vehicle as contained in the vehicle identification number for such vehicle.

“Motor vehicle” means all vehicle propelled otherwise than by muscular power, excepting such vehicles as run upon rails or tracks and motorized bicycles.

"Motor vehicle emission repair facility or ERF" means any person, partnership, or corporation registered by the New Jersey Motor Vehicle Commission to engage in the business of performing emission-related and OBD II-related repairs on motor vehicles that have failed an emission or OBD II inspection required by this subchapter. For the purpose of this subchapter, the following are not deemed to be a motor vehicle emission repair facility and are not required to be registered:

- Any employee of a motor vehicle emission repair facility who engages in the business of repairing motor vehicles that have failed an emission or OBD II inspection solely by reason of his or her employment:

- Any person who is solely engaged in the business of repairing motor vehicles that have failed an emission or OBD II inspection and who is employed by a single commercial or industrial establishment that is the owner or lessee of such vehicles; or

- Any person whose activities consist of fueling, changing oil, water, batteries or tires, replacing fan belts, light bulbs, communication equipment, or such other repair and servicing functions that are not related to motor vehicle emission or OBD II inspection failures.

"Motor vehicle emission testing equipment" means equipment in accordance with specifications contained in N.J.A.C 7:27B-5.9. The equipment shall include all devices used for performing a motor vehicle emission inspection and Diesel Emission Inspection, including but not limited to, exhaust gas analyzers, OBD II scanners and analyzers, fuel cap leak testers, and computers and related software.

"Near UV" means the portion of the visible electromagnetic spectrum that appears violet to blue in color, having wavelengths that range from 400 nanometers to 492 nanometers.

"NJDEP" means the New Jersey Department of Environmental Protection.

"Offsite Inspection" – inspection or re-inspection conducted by a Private Inspection Facility or Private Inspection Fleet Facility at an alternate location other than what is designated by the Private Inspection Facility / Private Inspection Fleet License.

"Official inspection facility" means a test-only inspection facility that the State Treasurer has contracted for pursuant to section 4 of P.L. 1995, c.112.

"On-board diagnostics or OBD" means an automotive diagnostic system complying with California OBD regulations or EPA OBD II regulations

"OBD-eligible" means capable of receiving an OBD II inspection as determined by the Department of Environmental Protection in accordance with N.J.A.C. 7:27-15.5(m).

"Omnibus" means all motor vehicles used for the transportation of passengers for hire, except commuter vans and vehicles used in ride-sharing arrangements and school buses, if the same are not otherwise used in the transportation of passengers for hire.

"Optical properties" means the percentage of visible light and/or UV transmittance, visible light reflection, and other parameters of approved sun-screening materials, and products as supplied by the manufacturer and installed or applied by a registered sun-screening material installation facility.

"Original manufacturer" means any company engaged in the manufacturer or assemblage of motor vehicles, which comply, with all applicable United States Department of Transportation regulations for delivery to the first purchaser.

"Original vehicle height or OVH" means the highest distance inclusive of the largest tires and highest suspension available from the original manufacturer. The distance shall be measured from the lowest edge of the centerline of the operator's door with the door closed, or from the lowest point where the door would meet the body on vehicles without doors, or from the lowest point on the floor panel directly below the operator's position on vehicles designed without doors, to the level surface on which the unladen vehicle rests.

"Person" means the address or location where the services of a private inspection facility are offered or ordinarily performed.

"Place of business" means the address or location where services of a private inspection facility, motor vehicle emission repair facility, or a Sunscreen material installation facility are offered or ordinarily performed.

7:27-14.5 "Power Brake Test" means test conducted on all heavy-duty diesel-powered motor vehicles equipped with automatic transmissions as described in NJAC 7:27B-4.3.

"Primary emission control component" means the air pump, oxygen sensor, catalytic converter, positive crankcase ventilation (PCV) valve and exhaust gas recirculation (EGR) valve.

"Private inspection facility or PIF" means any person who for compensation engages in the business of inspecting, re-inspecting, and certifying motor vehicles, including emission control systems. For purposes of this subchapter, an employee of a private inspection facility who engages in the business of inspecting, re-inspecting and certifying motor vehicles, including emission control systems, solely by reason of his or her employment is not deemed to be a private inspection facility and is not required to be license as such. It also means any person, partnership or corporation licensed by the New Jersey Motor Vehicle Commission pursuant to N.J.A.C. 13:20-44 to perform the motor vehicle inspections required by N.J.S.A. 39:8-1.

"Private inspection facility license" means a license issued to a private inspection facility which evidence's the New Jersey Motor Vehicle Commission's authorization for the facility to engage in the inspection, re-inspection and certification of motor vehicles, including motor vehicle emission control systems.

"PSI" means pressure in pounds per square inch.

“Reconstructed vehicle” means a vehicle which has been materially altered from its original construction by the removal, addition or substitution of essential parts, new or used.

“Reflectance” means the percentage of visible light reflected by the sun-screening material or product.

“Remote sensing device” means an apparatus, which remotely monitors motor vehicle emissions from an on-road, roadside, or other location.

"Retrofit device" means any emissions control apparatus, including exhaust after treatment device that has been installed on the vehicle or engine after the original manufacturing date of the complete vehicle.

“Road-load” means the specific power absorption setting on a chassis dynamometer equivalent to that experienced by a vehicle of a specific curb weight and engine displacement being driven at a constant speed on a level road.

“Rolling Acceleration Test” means test employed on all 1994 and newer model-year heavy-duty diesel-powered motor vehicles equipped with manual and automatic transmissions and on all heavy-duty-diesel-power motor vehicles of all model years equipped with medium or high speed engines and manual transmissions. as described at NJAC 7:27B-4.3 This test procedure may be employed on all heavy duty diesel powered vehicles subject to periodic inspection requirements, in lieu of the snap acceleration or stall acceleration test procedures. **This test procedure shall be performed on all electronically controlled heavy duty diesel powered vehicles with low speed engines which have high idle speeds less than 1600 rpm or with engine speed rise times during the snap acceleration test over 2.1 seconds.**

“SAE” means the Society of Automotive Engineers, Inc. Copies of the Standards and Recommended Practices of the Society of Automotive Engineers may be purchased from the Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096, and (724) 776-4841.

“School bus or bus” means every motor vehicle operated by, or under contract with, a public or governmental agency, or religious or other charitable organization or corporation, or privately operated for compensation for the transportation of children to and from school for secular, or religious education, school-connected activity, day camp, summer day camp, nursery school, child-care center, pre-school center or similar places of education, including “Type S” school bus as defined in N.J.A.C. 13:20-51.2.

“Snap Acceleration Test” means test procedure used on all heavy-duty diesel-powered motor vehicles with engines having a maximum governed speed of 2,500 rpm, equipped with manual transmissions.

“State” means a state of the United States or the District of Columbia.

"State specialty inspection facility" means a test-only inspection facility that is operated by the New Jersey Motor Vehicle Commission to inspect certain motor vehicles as specified in N.J.A.C. 13:20-7.3(d).

"Stud" means a pin type device prepared for installation in the tread of an automobile and consists of a tungsten carbide core bonded to an outer casing or shell of plastic, aluminum or steel.

"Stud tire" means an automobile tire fitted with studs in the treads in openings molded for that purpose by the tire or tread manufacturer.

"Sun-screening material installation facility or SMIF" means any person who for compensation engages in the business of installing or applying approved sun-screening materials and products on the windshields and /or the front side window(s) of motor vehicles for which medical exemption certificates have been issued in accordance with N.J.A.C. 13:20-1 and which are driven by or used to transport a person having a medical condition involving ophthalmic or dermatological photosensitivity. For the purpose of this subchapter, an employee of a sun-screening material installation facility who engages in the business of installing or applying approved sun-screening materials or products solely by reason of his or her employment shall not be deemed to be a sun-screening material installation facility and shall not be required to be registered.

"Sun-screening material installation facility registration" means a registration issued to a sun-screening material installation facility which evidence's the New Jersey Motor Vehicle Commission's authorization for the facility to engage in the business of installing or applying approved sun-screening materials and products on the windshields and/or front side window(s) of motor vehicles for which medical exemption certificates have been issued in accordance with N.J.A.C. 13:20-1 and which are driven by or are used to regularly transport a person having a medical condition involving ophthalmic or dermatological photosensitivity. **http://www.state.nj.us/mvcbiz/BusinessServices/SunScreening.htm**

"Suspension, revocation or refusal to grant or renew" means administrative action by the New Jersey Motor Vehicle Commission, in accordance with the provisions of P.L. 1995, c.112 or this subchapter, to refuse to grant or renew a private inspection facility registration, motor vehicle emission repair facility registration, and/or sun-screening material installation facility registration or to suspend or revoke an existing registration.

"Tinted film," means a material of any color that is applied over factory-installed glazing.

"Transmittance" means the percentage of visible light and/or UV radiation that passes through a sun-screening material or product and the factory-installed glazing to which it is attached.

"Two Speed Idle Test" means a tailpipe test in which a probe is inserted into the tailpipe of a vehicle to collect a sample of the exhaust. The Two Speed Idle (TSI) Test has two test modes. Exhaust gas measurements are made with the vehicle engine at idle (between 350 and 1,100 RPM) and at high idle (between 2,200 and 2,800 RPM). The test equipment will determine

whether or not the vehicle is emitting excess pollutants based on measurement of hydrocarbons and carbon monoxide.

"Ultraviolet or UV" means the ultraviolet portion of the electromagnetic spectrum, having wavelengths that range from 290 nanometers to 400 nanometers.

"UVA" means the portion of the UV spectrum that ranges from 320 nanometers to 400 nanometers in wavelength.

"Vehicle" means every device in, upon or by which a person or property is or may be transported upon a highway, excepting devices moved by human power or used exclusively upon stationary rails or tracks or motorized bicycles.
"VIN" means vehicle identification number.

"VIR" means vehicle inspection report.

"Wheel track" means the shortest distance between the centers of the tire treads on the same axle. The widest distance shall be calculated on vehicles having dissimilar track widths.

SECTION II

Licensing Standards & Penalties

Private Inspection Facility (PIF) Requirements

This section contains licensing standards for use by Class1 OBD only, Class II OBD and TSI, Class III Diesel Only, Class IV OBD/Diesel, and Class V OBD/TSI/Diesel New Jersey licensed Inspection Facilities and penalties for non-compliance.

General Information

This subchapter shall apply to every person engaged in the business of a private inspection facility, which performs inspections, re-inspections, and certifications of motor vehicles, including emission control systems.

No person shall, on or after June 29, 1995, engage in the business of a private inspection facility unless licensed by the Commission in accordance with the provisions of this subchapter.

Private inspection facilities shall be licensed to engage in the inspection, re-inspection and certification of light-duty gasoline-fueled vehicles, light-duty gasoline-fueled trucks, heavy-duty gasoline-fueled vehicles, bi-fueled motor vehicles, diesel-fueled automobiles, diesel-fueled trucks having a GVWR of less than 10,000 pounds. Heavy Duty Diesel Vehicles, with a **Gross Vehicle Weight Rating (GVWR) of 18,000** lbs or greater, as specified by the vehicle manufacture shall receive an opacity test only. Ambulances regardless of weight, buses which include modified buses regardless of passenger capacity which have been issued passenger, governmental, no fee, or commercial vehicle license plates by the Commission, retired school buses and summer camp vehicles), motor homes regardless of weight class, migrant farm vehicles, and jitneys; **provided, however, private inspection facilities shall not inspect School Buses, buses which are subject to inspection by the Commission's Commercial Bus Inspection and Investigation Unit, or motor vehicles with elevated chassis height which are subject to inspection in accordance with N.J.A.C. 13:20-37.**

This manual contains the standards and inspection procedures to be used by Class 1 OBD only, Class II OBD and TSI, Class III Diesel Only, Class IV OBD/Diesel, and Class V OBD/TSI/Diesel. A Diesel PIF can perform an initial inspection or re-inspection of Heavy Duty Diesel Vehicles, with a **Gross Vehicle Weight Rating (GVWR) of 18,000** lbs or greater, as specified by the vehicle manufacture.

Class 1 OBD only, Class II OBD and TSI, Class III Diesel Only, Class IV OBD/Diesel, and Class V OBD/TSI/Diesel shall not inspect School Buses or buses which are subject to inspection by the New Jersey Motor Vehicle Commission (MVC), Commercial Bus Inspection and

Investigation Unit, or vehicles registered as contractor equipment, in-transit vehicles or registered "Farmer", or vehicles owned and operated by a county, municipality, fire district, or duly incorporated nonprofit organization **and** used for first aid, emergency, ambulance, rescue, or fire fighting purposes.
"The preceding sentence is to be interpreted as meaning county, municipality; fire districts or duly incorporated non-profit organizations vehicle designed and used only for emergency purposes are exempt from opacity tests. Example: Fire truck, ambulance, police command post, etc.

Those vehicles used on an occasional basis for emergency purposes must receive an opacity test, an example of such vehicle would be a utility vehicle used for snow plowing during a snow emergency."]

Class1 OBD only, Class II OBD and TSI, Class IV OBD/Diesel, and Class V OBD/TSI/Diesel licensed private inspection facilities shall provide inspection, re-inspection*, and certification services in all motor vehicle inspection categories, other than motorcycle inspection categories, established by the Commission including the following categories;

- Credentials;
- Engine emission;
- On-board diagnostics;
- Brake system;
- Exhaust system;
- Steering suspension, tires and wheels;
- Glass (windshield, windows);
- Electrical (all switches, signals, wipers, lenses and lights, including headlights); and
- Miscellaneous (any inspection item not in any other category)

*Note: OBD Only can only reinspect 1996 and newer gasoline vehicles and 1997 and newer light duty diesel vehicles up to 8,500 GVWR regardless of rejection.

Licensed private inspection motorcycle facilities (PIM) shall provide inspection, re-inspection and certification services in all motorcycle inspection categories established by the Commission, including the following inspection categories:

- Credentials;
- Brake system;
- Exhaust system;
- Steering, suspension, tires, and wheels;
- Glazing (windscreen);
- Electrical (all switches, signals, wipers, lenses, and lights, including headlights); and
- Miscellaneous (any inspection item not in any other category) ?

Each motor vehicle inspection conducted by a private inspection facility pursuant to this subchapter shall include an examination of the driver's license, motor vehicle registration certificate and insurance identification card; provided, however, that this subsection shall not

apply to Federal motor vehicles inspected in accordance with N.J.A.C. 13:20-43.4, or to motor vehicles registered in other states inspected in accordance with N.J.A.C. 13:20-43.5.

Private inspection facilities shall be licensed in the following classes:

- **Class I, OBD ONLY -** This class can inspect and reinspect 1996 and newer gasoline and bi-fueled vehicles and 1997 and newer light duty diesel vehicles up to 8,500 GVWR.

  Note: OBD Only can only reinspect 1996 and newer gasoline vehicles and 1997 and newer light duty diesel vehicles up to 8,500 GVWR regardless of rejection.

- **Class II, OBD and TSI* -** This class can inspect all model year gasoline and bi-fueled vehicles regardless of GVWR and diesel vehicles up to 10,000 GVWR. *two speed idle

- **Class III, Diesel Only -** This class can inspect Heavy Duty Diesel vehicles all model years 18,000 GVWR and greater for smoke opacity only.

- **Class IV OBD/Diesel -** This class can inspect 1996 and newer gasoline and bi-fueled vehicles up to 8,500 GVWR, light duty diesel vehicles, 1997 and newer up to 8,500 GVWR and Heavy Duty Diesel vehicles 18,000 GVWR and greater for smoke opacity only.

- **Class V OBD/TSI/Diesel -** This class can inspect all gasoline and bi-fueled vehicles regardless of GVWR or model year, diesel vehicles all years up to 10,000 GVWR, diesel vehicles 18,000 GVWR and greater model years for smoke opacity only.

- **Private Inspection Motorcycle (PIM) -** shall be issued to private inspection motorcycle facilities (to engage in the inspection and certification of motorcycles.

Note: Each class will provide a “fleet” option

Any private inspection facility which is also registered as a motor vehicle emission repair facility pursuant to N.J.A.C. 13:20-45 and which inspects, re-inspects and certifies fleet vehicles that it owns or leases shall be exempted from the requirements of N.J.A.C. 13:20-45.10 for those vehicles.

Inspector training and licensing; training administration; testing; application process; license fee; renewal of license; refresher training and testing; conflicts of interest.

(a) No person shall perform an emission inspection required by this subchapter unless licensed by the Commission to perform such inspection. In order to be licensed as a motor vehicle emission inspector, an applicant shall complete a training program that shall consist of acquiring an understanding of:

- The air pollution problem, its causes and effects;
- The purpose, function, and goal of the motor vehicle emission inspection program;
- Emission and OBD II inspection regulations and procedures;
- Technical details of emission test procedures and OBD II Inspection procedures and the rationale for their design;
- Emission control device function, configuration, and inspection;
- Emission test and OBD II inspection equipment operation, calibration, and maintenance;
- Quality control procedures and their purpose;
- Public relations; and
- Personal safety and health issues related to the inspection process.

(b) The Commission shall administer the training program or approve, monitor and evaluate the training programs administered by third parties as set forth in N.J.A.C. 13:20-43.21.

(c) An applicant for a license as a motor vehicle emission inspector shall submit to the Commission the required licensing fee and a certificate confirming that the applicant has successfully completed training and testing at a Commission approved emission inspector training program. The applicant shall have attained a score of at least 80 percent of correct responses on a written examination covering all aspects of the training. In addition, a hands-on test shall have been administered in which the applicant demonstrated, without assistance, the ability to conduct a proper inspection, to properly utilize equipment and to follow other procedures adopted by the Commission. Inability to properly conduct an emission test or OBD II inspection procedure shall constitute failure of the test.

(d) A motor vehicle emission inspector license shall be valid for **two years**. Refresher training and testing shall be required prior to renewal of the license, and the applicable fee shall accompany each application for license renewal. For purposes of this subsection, "refresher training and testing" shall mean either a training program set forth in (a) above, or an on-the-job evaluation of the licensee's inspection performance and knowledge of current inspection requirements by the Commission of his/her designee.

(e) No person licensed as an emission inspector shall, while in the employment of an **official inspection facility (CIF)**, own, operate or be employed by any motor vehicle repair or service facility, motor vehicle parts sales business, or any motor vehicle sales or leasing business. An emission inspector, other than an emission inspector employed at an official inspection facility, may be employed by a private inspection facility which is licensed by the Commission in accordance with chapter 8 of Title 39 of the Revised Statutes and N.J.A.C 13:20-44.

(f) The Commission, upon presentation of a statement stating that the original emission inspector license has been destroyed, lost, or stolen, may, if he or she is satisfied that the facts as set forth in the statement are substantially true, issue a duplicate emission inspector license to the original holder thereof, upon payment of a fee for each duplicate emission inspector license so issued.

(g) A person shall not be licensed as a motor vehicle emission inspector, nor perform the duties of a motor vehicle emission inspector, unless such person possesses a valid driver license.

Emission Inspector; Mechanic Qualifications

Emission Inspector

A Class1 OBD only, Class II OBD and TSI, Class III Diesel Only, Class IV OBD/Diesel, and Class V OBD/TSI/Diesel licensed private inspection facility shall employ an emission inspector licensed in accordance with N.J.S.A. 39.8-1 et seq. and N.J.A.C. 13:20-43.17.

Mechanic Qualifications

(a) If the private inspection facility performs safety equipment repairs, the licensee or someone in his or her employment shall meet one of the following criteria:

- One year experience as a paid automotive mechanic and successful completion of an advanced course in automotive mechanics specifically designed for professionals engaged in the trade; or

- Three or more years paid experience in general automotive repair and service or at least one year paid experience and successful completion of an automotive repair course at a vocational or technical school, provided the applicant has successfully passed the National Institute for Automotive Service Excellence Test for engine tune up and at least one other test from the following areas:

    i. Brakes;

ii. Front end or

iii. Automotive electrical systems.

Diesel Mechanic Qualifications

Experience – The applicant or someone in his employ, must have at least the following:

Completion of a course designated by the DEP consisting of the following:

(a) Theory of diesel engine operation
(b) Operating principles and proper use of the smoke opacity meter
(c) Test methods and equipment operational procedures.

Suspension or revocation of inspector license; retraining and retesting; suspension pending hearings

(a) A motor vehicle emission inspector license may be suspended or revoked for any of the following:

- Fraudulently, willfully or negligently conducting an improper emission or OBD II inspection of a motor vehicle;
- Violation of any provision of N.J.S.A 39:8-1 et seq., N.J.A.C. 13:20-7, 13:20-32, 13:20-33, 13:20-44, 13:20-45, or this subchapter;
- Violation of any procedure established by the Commission or by the Department of Environmental Protection for conducting emission or OBD II inspections;
- Fraudulently, willfully or negligently issuing an improper certificate of approval or certificate of waiver; or
- Other good cause.

(b) An emission inspector who fraudulently or willfully conducts an improper emission or OBD II inspection of a motor vehicle shall be subject to a suspension of his or her inspector license for a period of at least six months. An emission inspector whose license is suspended pursuant to this section shall successfully complete refresher training and testing in accordance with N.J.A.C. 13.20-43.17(d) and pay the required restoration fee before such license is restored under this subchapter.

(c) Any applicant who submits false information when applying for a motor vehicle emission inspector license may be disqualified from receiving the license. In addition, any licensee whose eligibility for a license was based on the submission of false information is subject to license suspension or revocation by the Commission.

(d) A motor vehicle emission inspector license may be suspended immediately by the Commission upon a charge of a violation that directly affects emission reduction benefits or compromises the integrity of the inspection system. If the Commission determines that the public interest requires suspension of a license pursuant to this subchapter prior to a hearing, the Commission may do so, provided that notice containing the reasons for such suspension and the effective date of the suspension is provided to the licensee in person, or by certified or regular mail, prior thereto and the licensee is afforded the opportunity to request in writing a hearing within 10 days of the effective day of the suspension. When a licensee requests an administrative adjunction it shall be held as soon thereafter as practicable. If the Commission determines it necessary to suspend a license prior to a hearing, and the licensee submits a request for a hearing within the time prescribed by this section, the Commission may require that a preliminary hearing be held or may refer the matter to the Office of Administrative Law for a preliminary hearing to determine whether sufficient cause exists to continue such suspension until a plenary hearing can be conducted.

(e) Any hearing concerning suspension, revocation or refusal to grant or renew a motor vehicle emission inspector license shall be conducted in accordance with the Administrative Procedure Act, N.J.S.A. 52:14B-1 et seq., and the Uniform Administrative Procedure Rules. N.J.A.C. 1:1.

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Emission Inspector Licensee Penalties

Responsibility of licensees

In the case of a sole proprietorship, the owner and/or possessor of a controlling interest in a private inspection facility shall be responsible to the Commission for the conduct of the business of the facility and for all actions performed by its employees in connection with the business of the facility concerning violations of P.L. 1995, c.112 or this subchapter.

In the case of a partnership or corporation, each partner, or corporate officer and/or director, or any person or entity possessing a controlling interest, as the case may be, shall be responsible to the Commission for the conduct of the business of the facility and for all actions performed by its employees in connection with the business of the facility concerning violations of P.L. 1995, c.112 or this subchapter.

The following penalty schedule shall apply to emission inspector licensees who violate P.L. 1995, c.112, N.J.S.A. 39:8-1 et seq., N.J.A.C. 13:20-7, 13:20-32, 13:20-33, 13:20-44, 13:20-45, or this subchapter

1. For intentionally or willfully improperly passing or waiving a vehicle for any required portion of the emission test or OBD II inspection in violation of rules or procedural requirements:

- First violation - i. Six months license suspension; plus $500 civil penalty; plus mandatory retraining and retesting
- Second violation - ii. Two year license suspension; plus $1,000 civil penalty; plus mandatory retraining and retesting
- Third violation - iii. Lifetime license revocation; plus $2,000 civil penalty

2. For gross negligence in passing or waiving a vehicle for any required portion of the emission test or OBD II inspection in violation of rules or procedural requirements:

- First violation - i. Three month license suspension; plus $500 civil penalty; plus mandatory retraining and retesting
- Second violation - ii. Six month license suspension; plus $750 civil penalty; plus mandatory retraining and retesting
- Third violation - iii. Two year license suspension; plus $1,000 civil penalty; plus mandatory retraining and retesting
- Fourth violation - iv. Lifetime license suspension; plus $2,000 civil penalty

3. For simple negligence in passing or waiving a vehicle for any required portion of the emission test or OBD II inspection in violation of rules or procedural requirements:

- First violation - i. Two week license suspension; plus $500 civil penalty; plus mandatory retraining and retesting
- Second violation - ii. One month license suspension; plus $500 civil penalty; plus mandatory retraining and retesting
- Third violation - iii. Three month license suspension; plus $750 civil penalty; plus mandatory retraining and retesting
- Fourth violation - iv. Six month license suspension; plus $750 civil penalty; plus mandatory retraining and retesting
- Fifth and subsequent violations - v. Two year license suspension; plus $1,000 civil penalty; plus mandatory retraining and retesting

4. For misrepresentation on application (fraud or misrepresentation in securing a license):

- Three year license denial or suspension

5. For fraudulently affixing certificate of approval, certificate of waiver or rejection sticker:

- First violation - i. Immediate two-year license suspension; plus $500 civil penalty;

- Second violation - ii. Immediate four-year license suspension; plus $1,000 civil penalty;
- Third violation - iii. Lifetime license revocation; plus $2,200 civil penalty;

6. For fraud or misrepresentation in the conduct of the licensed activity:

- First violation - i. Immediate two-year license suspension
- Second violation - ii. Immediate four-year license suspension
- Third violation - iii. Lifetime license revocation

7. For issuance or possession of altered, forged, stolen, or counterfeit certificate of approval, certificate of waiver, rejection sticker, or emission inspector license:

- First violation - i. Two-year license suspension
- Second violation - ii. Four-year license suspension
- Third violation - iii. Lifetime license revocation

8. For furnishing, lending, giving or selling a certificate of approval, certificate of waiver or rejection sticker without performing the required inspection or reinspection:

- First violation - i. Two-year license suspension
- Second and subsequent violations - ii. Four-year license suspension

9. For fraudulent recordkeeping:

- First violation - i. Immediate two-year license suspension
- Second violation - ii. Immediate four-year license suspension
- Third violation - iii. Lifetime license revocation

10. For failing to produce inspection records:

- Immediate license suspension until compliance

11. For improper recordkeeping:

- First violation - i. One-month license suspension
- Second violation - ii. Two-month license suspension
- Third and subsequent violations - iii. Six-month license suspension

12. For improper security of certificates of approval, certificates of waiver and/or rejection stickers:

- First violation - i. Written warning
- Second violation - ii. Two-month license suspension
- Third and subsequent violations - iii. Six-month license suspension

13. For lost or Stolen Certificates of Approval, Certificates of Waiver, and/or Rejection Stickers for which the licensee does not properly account. A licensee may "properly account" for such documents by demonstrating, to the satisfaction of the Commission, that they were lost or stolen under circumstances beyond reasonable control of the licensee:

- First violation - i. One month license suspension; plus first violation $100 civil penalty for each certificate.
- Second violation - ii. Two month license suspension; plus second violation $250 civil penalty for each certificate.
- Third violation - iii. One year license suspension; plus third and subsequent violation $500 civil penalty for each certificate.

14. For overcharging on inspection/reinspection:

- First violation - i. Written warning
- Second violation - ii. 30-day license suspension
- Third violation - iii. 60-day license suspension

15. For failure to provide vehicle inspection report and/or work order to the customer:

- First violation - i. 30-day license suspension
- Second violation - ii. 60-day license suspension
- Third and subsequent violations - iii. One-year license suspension

16. For criminal conviction, which is disqualifying:

- Indefinite denial/suspension

  (Issuance/restoration predicted on standards set forth in the Rehabilitated Convicted Offenders Act N.J.S.A. 2A: 168A-2 et seq.)

17. For lending an emission inspector license to another person:

- First violation – i. Two-year license suspension
- Second violation – ii. Four year license suspension

18. For failing to produce an emission inspector license:

- First violation – Immediate cessation of licensed activity until compliance: plus written warning.
- Second violation - Immediate cessation of licensed activity until compliance: plus $25.00 civil penalty
- Third and subsequent violations - Immediate cessation of licensed activity until compliance; plus $50.00 civil penalty; plus 30-day license suspension

(g) Where, pursuant to N.J.S.A. 39.8-1 et seq., or any regulation adopted thereunder, the Commission has the authority to suspend, revoke, or refuse to issue or renew a motor vehicle

emission inspector license, the Commission shall also have the authority to impose an official warning, as an alternative or in addition to such suspension, revocation or refusal to issue or renew.

(h) A motor vehicle emission inspector whose license is suspended pursuant to this section or who receives an official warning from the Commission shall be required to successfully complete refresher training and testing in accordance with N.J.A.C. 13:20-43.17(d).

Surrender of an Emission Inspector License

(a) Each motor vehicle emission inspector license, although issued and delivered to a licensee, shall at all times be the property of the State of New Jersey.

(b) Upon any suspension, revocation, refusal to renew or other termination of a motor vehicle emission inspector license, the license shall no longer be in force and effect and the license shall be surrendered forthwith upon demand of a Commission representative.

Additional Penalties; Schedule of Penalties

(a) Where pursuant to N.J.S.A. 39.8-1 et seq., or any regulation adopted thereunder, the Commission has the authority to suspend, revoke or refuse to grant or renew the license of a private inspection facility, the Commission shall also have the authority to impose, as an alternative or in addition to such suspension, revocation or refusal to grant or renew, an official warning.

(b)The following penalty schedule shall apply to private inspection facilities that violate P.L. 1995, c.112, N.J.A.C 13:20-33, or this subchapter:

1. For intentionally or willfully improperly passing or waiving a vehicle for any required portion of the emission test or OBD II inspection in violation of rules or procedural requirements:

- First violation - i. Six months license suspension; plus $1,000 civil penalty
- Second violation - ii. Two year license suspension; plus $5,000 civil penalty
- Third violation - iii. Lifetime license revocation; plus $7,500 civil penalty

2. For gross negligence in passing or waiving a vehicle for any required portion of the emission test or OBD II inspection in violation of rules or procedural requirements:

- First violation - i. Six month license suspension; plus $500 civil penalty
- Second violation - ii. One year license suspension; plus $1,000 civil penalty
- Third violation - iii. Two year license suspension; plus $2,000 civil penalty
- Fourth violation - iv. Lifetime license revocation; plus $5,000 civil penalty

3. For simple negligence in passing or waiving a vehicle for any required portion of the emission test or OBD II inspection in violation of rules or procedural requirements:

- First violation - i. Six month license suspension; plus $500 civil penalty
- Second violation - ii. Six month license suspension; plus $500 civil penalty
- Third violation - iii. One year license suspension; plus $750 civil penalty
- Fourth violation - iv. One year license suspension; plus $750 civil penalty
- Fifth and subsequent violations - v. Two year license suspension; plus $1,000 civil penalty

4. For misrepresentation on application (fraud or misrepresentation in securing a license):

- Three year license denial

5. For fraudulently affixing certificate of approval or certificate of waiver:

- First violation - i. Immediate two-year license suspension; plus $500 civil penalty;
- Second violation - ii. Immediate four-year license suspension; plus $1,000 civil penalty;
- Third violation - iii. Lifetime license revocation; plus $2,000 civil penalty;

6. For fraud or misrepresentation in the conduct of the licensed activity:

- First violation - i. Immediate two-year license suspension
- Second violation - ii. Immediate four-year license suspension
- Third violation - iii. Lifetime license revocation

7. For issuance or possession of altered, forged, stolen, or counterfeit certificate of approval, certificate(s) of waiver or rejection sticker(s):

- First violation - i. Two-year license suspension
- Second violation - ii. Four-year license suspension
- Third violation - iii. Lifetime license revocation

8. For furnishing, lending, giving or selling a certificate of approval, certificate of waiver or rejection sticker without performing the required inspection or reinspection:

- First violation - i. Two-year license suspension
- Second and subsequent violations - ii. Four-year license suspension

9. For failing to produce inspection records:

- First violation - i. Immediate license suspension until compliance

10. For unlicensed person performing emission test or OBD II inspection:

- First violation - i. Four-month license suspension
- Second violation - ii. Six-month suspension
- Third and subsequent violations - iii. One-year license suspension

11. For fraudulent recordkeeping:

- First violation - i. Immediate two-year license suspension
- Second violation - ii. Immediate four-year license suspension
- Third violation - iii. Lifetime license suspension

12. For improper recordkeeping:

- First violation - i. One-month license suspension
- Second violation - ii. Two-month license suspension
- Third and subsequent violations - iii. Six-month license suspension

13. For certifying a vehicle that does not meet State equipment safety standards:

- First violation - i. Six-month license suspension
- Second violation - ii. Six-month license suspension
- Third and subsequent violations - iii. One-year license suspension

14. For improper security of certificates of approval, certificates of waiver and/or rejection stickers:

- First violation - i. Written warning
- Second violation - ii. Two-month license suspension
- Third and subsequent violations - iii. Six-month license suspension

15. For lost or stolen certificates of approval, certificates of waiver and/or rejection stickers for which the licensee does not properly account. A licensee can "properly account" for such documents by demonstrating to the satisfaction of the Commission that they were lost or stolen under circumstances beyond the reasonable control of the licensee:

- First violation - i. One-month license suspension; plus $100 civil penalty per certificate
- Second violation - ii. Two-month license suspension: plus $250 civil penalty per certificate
- Third and subsequent violations - iii. License suspension: plus $500 civil penalty per certificate

16. For overcharging on inspection/re-inspection:

- First violation - i. Written warning
- Second violation - ii. 30-day license suspension
- Third and subsequent violations - iii. 60-day license suspension

17. For failing to maintain insurance coverage:

- Minimum 15-day license suspension and until compliance

18. For failure to provide vehicle inspection report, repair order, invoice, and/or Emission Repair Facility list to the customer:

- First violation - i. 30-day license suspension
- Second violation - ii. 60-day license suspension
- Third and subsequent violations - iii. One-year license suspension

19. For failure to post license:

- First violation - i. Written warning
- Second violation - ii. 20-day license suspension
- Third and subsequent violations - iii. Two-month license suspension

20. For failure to post outdoor sign:

- First violation - i. Written warning
- Second violation - ii. 20-day license suspension
- Third and subsequent violations - iii. Two-month license suspension

21. For failure to post an hourly rate and/or inspection fees:

- First violation - i. Written warning
- Second violation - ii. 20-day license suspension
- Third and subsequent violations - iii. Two-month license suspension

22. For failure to pay fee(s):

- License suspension until compliance

23. For criminal conviction, which is disqualifying:

- **Indefinite license denial/suspension license - issuance/restoration predicted on standards set forth in the Rehabilitated Convicted Offenders Act N.J.S.A.2A: 168A-1 et seq.**

Diesel Inspector Licensee Penalties

13:20-47.18 Additional violations

(a) In addition to any violation of N.J.S.A. 39:8-1 et seq., the Chief Administrator may refuse to issue a license or a renewal thereof, or suspend or revoke the existing license of any diesel emission inspection center if he or she determines that the applicant or licensee:

1. Has made a false statement or concealed a fact in connection with the application for a license or a renewal thereof;

2. Is not the owner of, or possessor of a controlling interest in, the diesel emission inspection center;

3. Has been found to have tampered with fuel control system or emission control apparatus, in violation of 7:27-14.3(c);

4. Has been found to have violated or conducted fraudulent or deceptive practices concerning the inspection and certification of heavy-duty diesel trucks or diesel buses in violation of P.L. 1995, c.157, or of the inspection, reinspection, certification and/or repair of motor vehicles in violation of N.J.S.A. 39:8-1 et seq., 56:8-1 et seq., or 13:45A-26C;

5. Has a criminal record which is disqualifying. A disqualifying criminal record shall include a conviction of any offense in any jurisdiction which would be:

i. Any of the following offenses under the "New Jersey Code of Criminal Justice," P.L. 1978, c.95 (Title 2C of the New Jersey Statutes) as amended and supplemented:

(1) All crimes of the first degree;

(2) N.J.S.A. 2C:5-1 (attempt to commit an offense which is listed in this subparagraph (a)5i);

(3) N.J.S.A. 2C:5-2 (conspiracy to commit an offense which is listed in this subparagraph (a)5i);

(4) N.J.S.A. 2C:11-4b (manslaughter);

(5) N.J.S.A. 2C:11-5 (vehicular homicide);

(6) N.J.S.A. 2C:12-1b (aggravated assault);

(7) N.J.S.A. 2C:13-1 (kidnapping);

(8) N.J.S.A. 2C:14-1 et seq. (sexual offenses);

(9) N.J.S.A. 2C:15-1 (robberies);

(10) N.J.S.A. 2C:17-1a and b (crimes involving arson and related offenses);

(11) N.J.S.A. 2C:17-2a and b (causing or risking widespread injury or damage);

(12) N.J.S.A. 2C:18-2 (burglary);

(13) N.J.S.A. 2C:20-1 et seq. (theft and related offenses);

(14) N.J.S.A. 2C:21-4a (falsifying or tampering with records);

(15) N.J.S.A. 2C:27-1 et seq. (bribery and corrupt influence);

(16) N.J.S.A. 2C:28-1 et seq. (perjury and other falsification in official matters);

(17) N.J.S.A. 2C:30-2 and 2C:30-3 (misconduct in office and abuse of office);

(18) N.J.S.A. 2C:35-5 (manufacturing, distributing or dispensing a controlled dangerous substance or a controlled dangerous substance analog);

(19) N.J.S.A. 2C:35-6 (employing a juvenile in a drug distribution scheme);

(20) N.J.S.A. 2C:35-7 (distributing, dispensing, or possessing a controlled dangerous substance or controlled substance analog on or within 1,000 feet of school property or bus);

21) N.J.S.A. 2C:35-10 (possession, use or being under the influence of a controlled dangerous substance or a controlled substance analog, or failure to make lawful disposition of same);

(22) N.J.S.A. 2C:35-11 (distribution, possession or manufacture of imitation controlled dangerous substances); and

(23) N.J.S.A. 2C:35-13 (acquisition of controlled dangerous substances by fraud); or

ii. Any other offense under New Jersey or Federal law which indicates that licensure of the applicant or continued licensure of the licensee would be inimical to the licensing standards set forth in P.L. 1995, c.157 and this subchapter;

6. Demonstrates a pattern of conduct whereby inspections, reinspections, certifications and/or repairs made by the diesel emission inspection center were not made in the prescribed manner;

7. Issues a check in payment of any fees required by this subchapter which is subsequently dishonored;

8. Has failed to comply with any of the provisions of this subchapter;

9. Fails to maintain an approved place of business in accordance with this subchapter;

10. Fails to pay any fee required by law or regulation;

11. Does not have valid permits, as provided for in 13:20-47.4(c) 6, or other authorization from the appropriate Federal, State or other governmental agency authorizing operation of the business or operation of any equipment, service or process on the premises;

12. Fails to notify the Chief Administrator in writing as required by 13:20-47.12(e), (f) and (g);

13. Has in its possession any motor vehicle, major motor vehicle component part or component part as defined in N.J.S.A. 39:10B-1 or replacement parts on which the vehicle identification number or other identification affixed thereto in accordance with Federal theft prevention standards has been removed, altered, defaced, destroyed, or so covered as to be concealed; or

14. For other good cause.

13:20-47.19 Additional penalties; schedule of penalties

(a) Where, pursuant to N.J.S.A. 39:8-1 et seq., or any regulation adopted thereunder, the Chief Administrator has the authority to suspend, revoke or refuse to grant or renew the license of a diesel emission inspection center, the Chief Administrator shall also have the authority to impose, as an alternative or in addition to such suspension, revocation or refusal to grant or renew, an official warning

(b) The following penalty schedule shall apply to diesel emission inspection centers that violate P.L. 1995, c.157 or this subchapter.

1. For improperly passing a diesel vehicle for any required portion of the diesel emission test in violation of rules or procedural requirements:

i. First violation: six month license suspension, plus $ 1,500 civil penalty;

ii. Second violation: two year license suspension, plus $ 1,500 civil penalty;

iii. Third violation: lifetime license revocation, plus $ 1,500 civil penalty.

2. For misrepresentation on application (fraud or misrepresentation in securing the license): three-year license denial, plus $ 1,500 civil penalty.

3. For fraudulently affixing diesel emission inspection certificate of approval:

i. First violation: immediate two-year license suspension, plus $ 1,500 civil penalty;

ii. Second violation: immediate four-year license suspension, plus $ 1,500 civil penalty;

iii. Third violation: lifetime license revocation, plus $ 1,500 civil penalty.

4. For fraud or misrepresentation in the conduct of the licensed activity:

i. First violation: immediate two-year license suspension, plus $ 1,500 civil penalty;

ii. Second violation: immediate four-year license suspension, plus $ 1,500 civil penalty;

iii. Third violation: lifetime license revocation, plus $ 1,500 civil penalty.

5. For issuance or possession of altered, forged, stolen, or counterfeit diesel emission inspection certificate of approval:

i. First violation: two-year license suspension, plus $ 1,500 civil penalty;

ii. Second violation: four-year license suspension, plus $ 1,500 civil penalty;

iii. Third violation: lifetime license revocation, plus $ 1,500 civil penalty.

6. For furnishing, lending, giving or selling a diesel emission inspection certificate of approval without performing the required inspection or reinspection:

i. First violation: two-year license suspension, plus $ 1,500 civil penalty;

ii. Second violation: four-year license suspension, plus $ 1,500 civil penalty;

iii. Third violation: lifetime license revocation, plus $ 1,500 civil penalty.

7. For failing to produce inspection records: immediate license suspension until compliance plus $ 500.00 civil penalty.

8. For fraudulent recordkeeping:

i. First violation: immediate two-year license suspension, plus $ 500.00 civil penalty;

ii. Second violation: immediate four-year license suspension, plus $ 500.00 civil penalty;

iii. Third violation: lifetime license revocation, plus $ 500.00 civil penalty.

9. For improper recordkeeping:

i. First violation: one-month license suspension, plus $ 500.00 civil penalty;

ii. Second violation: two-month license suspension, plus $ 500.00 civil penalty;

iii. Third and subsequent violations: six-month license suspension, plus $ 500.00 civil penalty.

10. For improper security of diesel emission inspection certificates of approval:

i. First violation: written warning, plus $ 500.00 civil penalty;

ii. Second violation: two-month license suspension, plus $ 500.00 civil penalty;

iii. Third and subsequent violations: six-month license suspension, plus $ 500.00 civil penalty.

11. For lost or stolen diesel emission inspection certificates of approval for which the licensee does not properly account. A licensee can "properly account" for such documents by demonstrating, to the satisfaction of the Chief Administrator, that they were lost or stolen under circumstances beyond the reasonable control of the licensee:

i. First violation: one-month license suspension, plus $ 500.00 civil penalty per certificate;

ii. Second violation: two-month license suspension, plus $ 500.00 civil penalty per certificate;

iii. Third and subsequent violations: one-year license suspension, plus $ 500.00 civil penalty per certificate.

12. For failing to maintain insurance coverage: minimum 15-day license suspension and until compliance plus $ 500.00 civil penalty

13. For failure to provide vehicle inspection report and/or work order to the customer:

i. First violation: 30-day license suspension, plus $ 500.00 civil penalty;

ii. Second violation: 60-day license suspension, plus $ 500.00 civil penalty;

iii. Third and subsequent violations: one-year license suspension, plus $ 500.00 civil penalty.

14. For failure to post license:

    i. First violation: written warning, plus $ 500.00 civil penalty;

    ii. Second violation: 20-day license suspension, plus $ 500.00 civil penalty;

    iii. Third and subsequent violations: two-month license suspension, plus $ 500.00 civil penalty.

15. For failure to post outdoor sign:

    i. First violation: written warning, plus $ 500.00 civil penalty;

    ii. Second violation: 20-day license suspension, plus $ 500.00 civil penalty;

    iii. Third and subsequent violations: two-month license suspension, plus $ 500.00 civil penalty.

16. For failure to pay fee(s): license suspension until compliance.

17. For criminal conviction which is disqualifying: indefinite license denial/suspension license issuance/restoration predicated on standards set forth in the Rehabilitated Convicted Offenders Act (N.J.S.A. 2A:168A-1 et seq.).

Fingerprint Requirements for All Motor Vehicle Private and Diesel Inspection Facilities

The New Jersey Motor Vehicle Commission has now established a live fingerprint scan process to streamline criminal background checks required as a condition of certification as a licensed Motor Vehicle Private Inspection Facility.

As part of the Business license process, it is required that all proprietors, partners and corporate officers schedule an appointment with the States fingerprint scan vendor SAGEM MORPHO, INC.

Or you call this toll-free number 1-877-503-5981 or TTY-1-800-673-0353 (check) (Hearing Impaired) to arrange an appointment to be scanned at an established site. When scheduling your appointment, you will be asked to provide certain personal information including your driver's license and social security number. Please make sure you have this information available when scheduling your appointment. In addition, you will be asked to provide the following Motor Vehicle Commission identification numbers.

Originating Agency referral Number (ORI)	**NJ920530Z**
Agency Case Number	**(Your Driver License Number)**
Category	**MVS**
Document Type	**RS**
Statute	**39:8-49 Private Inspection Facility Licensing**

After supplying this information you will be scheduled for an appointment at one of the electronic scan sites. When fingerprinted, you will be required to pay a one-time fee in the amount of $51.00 incorporating all required background checks. Payment must be made by certified check or money order made out to the name of the State contractor:
SAGEM MORPHO INC.

A link to SAGEM MORPHO INC., where payment and appointments may be completed, can be found at the New Jersey Motor Vehicle Commission Website:

http://www.state.nj.us/mvcbiz/BusinessServices/PIF.htm
or:
https://www.bioapplicant.com/nj/Default.aspx

If you have any questions concerning this procedure, please contact the following area:

New Jersey Motor Vehicle Commission
Business License Services
Private Inspection Facility Unit
Business License
Services – 609-292-6500 ext. 5096 first then 3312

N.J.A.C. 13:20-44.9 Facilities and Equipment

Licensed private inspection facilities shall be located in a structure having a garage-type entrance and one or more service bays or lanes; except that licensed private inspection facilities which perform inspections, re-inspections and certifications exclusively at the business locations of owners or lessees of fleet motor vehicles may be exempted from the provisions of this subchapter.

Class III Diesel Only, Class IV OBD/Diesel, and Class V OBD/TSI/Diesel New Jersey licensed Inspection Facilities shall have a paved surface; approximately 75 feet in length, where a rolling acceleration test can be performed without posing a hazard to the public.

A vehicle lift or heavy-duty floor jack shall be available on the business premises of a Class1 OBD only, Class II OBD and TSI, Class IV OBD/Diesel, and Class V OBD/TSI/Diesel licensed private inspection facility.

Brake testing equipment, for example, a drive-on horizontal scale or roller-type tester, shall be available on the business premises of the facility. The brake testing equipment requirements may be waived by the Commission upon receipt of written notification from the licensee expressing its commitment to make visual inspections of the brake system and to perform road tests of the brake system.

A tire tread depth gauge calibrated in 32nds of an inch shall be available on the business premises of the facility.
Motor vehicle emission testing equipment, approved by the New Jersey Department of Environmental Protection, shall be owned or leased by a Class1 OBD only, Class II OBD and TSI, Class III Diesel Only Class IV OBD/Diesel, and Class V OBD/TSI/Diesel licensed private inspection facility and shall be located on the business premises of the facility.

Electronic medium for retrieval of motor vehicle inspection information from and transmission of motor vehicle inspection information to, the Commission's data base shall be available on the business premises of a Class1 OBD only, Class II OBD and TSI, Class III Diesel Only Class IV OBD/Diesel, and Class V OBD/TSI/Diesel licensed private inspection facility.

Motor Vehicle Emission Repair Facility (ERF)

1. P.L. 1995, c.112 provides for the registration of motor vehicle emission repair facilities by the Commission. The purpose of this subchapter is to establish a system for the registration of motor vehicle emission repair facilities that perform emission and OBD II repairs for compensation on "gasoline-fueled", "bi-fueled" and "diesel fueled" motor vehicles as defined in N.J.A.C. 13:20-43.1 that have failed an emission or OBD II inspection so that the Commission may track emission and OBD II repairs for monitoring purposes and document emission and OBD II repair costs.

2. This subchapter shall apply to every person engaged in the business of a motor vehicle emission repair facility.

3. No person shall, on or after June 29, 1995, engage in the business of a motor vehicle emission repair facility unless registered by the Commission in accordance with the provisions of this subchapter.

4. Any person seeking to engage in the business of a motor vehicle emission repair facility shall apply, in accordance with the provisions of this subchapter, to the Commission for a

registration authorizing him or her to engage in such business. An application for a motor vehicle emission repair facility may be downloaded at :

http://www.state.nj.us/mvcbiz/BusinessServices/ERF.htm or obtained from the Motor Vehicle Emission Repair Facility Registration Unit of the Commission. The address of the Motor Vehicle Emission Repair Facility Registration Unit is:

New Jersey Motor Vehicle Commission
Business License Services
Motor Vehicle Emission Repair Facility
Registration Unit
225 East State Street
PO Box 170
Trenton, New Jersey 08666-0170

Motor Vehicle Emission Repair Facility Stamp

As of November 2, 2002, all registered New Jersey Emission Repair Facilities are required to have purchased and begun using an identification stamp displaying the registration number of their facility. All newly registered New Jersey Emission Repair Facilities as of October 15, 2001 must purchase from a commercial source a stamp that meets the following criteria.

The stamp should measure 1 1/8 inch by 2 1/8 inch with ¼ inch high alpha/numeric characters. All ERF Registration numbers contain six (6) digits. There will be from two (2) to five (5) zeros in front of the registration numbers. Make sure you include the zeros when ordering the stamp. The New Jersey Emission Repair Facility registration number shall be imprinted on the stamp. The following is an example of how the stamp shall appear.

NEW JERSEY
MOTOR VEHICLE COMMISSION
EMISSION REPAIR FACILITY

REGISTRATION NO.
DATE:

All registered New Jersey Emission Repair Facilities that were registered prior to October 1, 2001 have the option of using the stamp they have already purchased, or purchase the new stamp. If you choose to use the old stamp already purchased, you must write the date of the emission repair under the Emission Repair Facility registration number within the border of the stamp.

The stamp shall be imprinted in an appropriate area of the emission repair form. Also, be advised that all information must still be completely filled out on the emission repair form. The stamp does not supersede any areas of information that the form requires.

New Jersey Emission Repair Technician (ERT)
Certification Requirements Effective 2009

If your Private Inspection Facility is also an Emission Repair Facility you must register as such with the Commission and you or someone in your employ must be a New Jersey Emission Repair Technician.

The Emission Technician Education Program (ETEP) sets forth the requirements to become a New Jersey certified Emission Repair Technician (ERT). Completion of either the test (ASE testing-based) or the education track (ETEP curriculum-based) is required.

Track I - the Test Option

- Certification in the Automotive Service Excellence (ASE) A6, A8, and L1 tests is required.
- Certification in the new ASE A9 Light Vehicle Diesel Engines test, **or** successful completion of the 2009 Emission Technician Education Program (ETEP) Section 7 "Light-Duty Diesel Vehicle Technologies & Testing", is required.
- Attendance at the 2009 New Jersey Specific Informational Course, **or** a 2009 Updated New Jersey Inspector Training Course, is required.

Track II - the Education Option

- Successful completion of ETEP Sections 1 through 6 is required.
- Successful completion of the 2009 ETEP Section 7 "Light-Duty Diesel Vehicle Technologies & Testing", **or** certification in the new ASE A9 Light Vehicle Diesel Engines test, is required.
- Attendance at the 2009 New Jersey Specific Informational Course, **or** a 2009 Updated New Jersey Inspector Training Course, is required.

One of the above tracks must be completed in its entirety before applying for certification. All courses mentioned above will be available through our network of approved Training Providers. If you are interested in Inspector training, please call the New Jersey Motor Vehicle Commission (MVC) at (609) 633-9487 to obtain the most current list of approved Inspector Training Providers or visit our website at:

http://www.state.nj.us/mvcbiz/BusinessServices/TrainingProviders.htm

Please contact the Training Providers directly to inquire about and/or to register for the courses.

Questions may be referred to the DEP's Bureau of Motor Vehicle Inspection and Maintenance at (609) 530-4035.

Once you have completed track 1 or 2 training and upon application approval by the New Jersey Department of Environmental Protection for an emission repair technician license, you will be issued an ERT identification number. **Emission Repair Technician certifications are valid for five years** but may be less than that depending on when a technician applies for certification, particularly if updated training is imminent. The expiration date normally corresponds to the L1 expiration date, or is 5 years from the date of ETEP curriculum completion.

If you have any questions regarding your NJ Emission Repair Technician identification numbers, please call NJ ERT Application Center at (888) 286-0313 or (703) 713-3089.

SECTION III

Inspection Standards and Procedures

Inspection Standards and Procedures

THIS SECTION CONTAINS INFORMATION CONCERNING THE STANDARDS AND INSPECTION PROCEDURES TO BE USED BY CLASS 1 OBD ONLY, CLASS II OBD AND TSI, CLASS III DIESEL ONLY, CLASS IV OBD/DIESEL, AND CLASS V OBD/TSI/DIESEL LICENSED PRIVATE INSPECTION FACILITIES WHEN PERFORMING INITIAL INSPECTION OF PASSENGER CARS AND TRUCKS OR REINSPECTION OF PASSENGER CARS AND TRUCKS, WHICH HAVE BEEN REPAIRED AFTER BEING REJECTED AT AN OFFICIAL INSPECTION FACILITY OR PRIVATE INSPECTION FACILITY. CLASS III DIESEL ONLY, CLASS IV OBD/DIESEL, AND CLASS V OBD/TSI/DIESEL LICENSED PRIVATE INSPECTION FACILITIES CAN PERFORM AN INITIAL INSPECTION OR RE-INSPECTION OF HEAVY DUTY DIESEL VEHICLES, WITH A **GROSS VEHICLE WEIGHT RATING (GVWR) OF 18,000** LBS OR GREATER, AS SPECIFIED BY THE VEHICLE MANUFACTURER.

A SEPARATE MANUAL IS AVAILABLE FOR USE BY CLASS III LICENSED INSPECTION CENTERS WHEN CERTIFYING MOTORCYCLES (ANY TWO OR THREE WHEEL MOTOR VEHICLES REGISTERED AS MOTORCYCLES).

Initial Inspection

Your inspection center license authorizes you to place a certificate of approval on a vehicle as certification that you or someone in your employ who is a licensed Motor Vehicle Emissions Inspector, has inspected and determined that the vehicle is in compliance with applicable New Jersey Motor Vehicle Commission laws and regulations. When you make repairs, adjustments or corrections, the condition of the rejected item must be brought to the standards described in this manual. If emission repairs are made, your facility must be a registered Emission Repair Facility and employ a mechanic certified and registered as an Emission Repair Technician. You are required to make the checks, tests or inspections as a part of the repair job, which is standard automotive repair practice. You may charge the vehicle owner an inspection fee as posted on your Table “A” rate chart for the initial inspection and in addition, a fee of not more than $2.50 for the certificate of approval.

Class1 OBD only, Class II OBD and TSI, Class III Diesel Only Class IV OBD/Diesel, and Class V OBD/TSI/Diesel PIFs shall not inspect School Buses or buses which are subject to inspection by the New Jersey Motor Vehicle Commission (MVC), Commercial Bus Inspection and Investigation Unit, or vehicles registered as contractor equipment, in-transit vehicles or registered "Farmer", or vehicles owned and operated by a county, municipality, fire district, or duly incorporated nonprofit organization **and** used for first aid, emergency, ambulance, rescue, or fire fighting purposes.

"The preceding sentence is to be interpreted as meaning county, municipality; fire districts or duly incorporated non-profit organizations vehicle designed and used only for emergency purposes are exempt from opacity tests. Example: Fire truck, ambulance, police command post, etc.

Those vehicles used on an occasional basis for emergency purposes must receive an opacity test, an example of such vehicle would be a utility vehicle used for snow plowing during a snow emergency."

Your Class1 OBD only, Class II OBD and TSI, Class III Diesel Only Class IV OBD/Diesel, and Class V OBD/TSI/Diesel license authorizes you to inspect a New Jersey registered vehicles within the state of New Jersey

You may set your own fee for performing initial inspections. **Any changes in your fee must be posted on a new table "A" rate chart, and a copy must be filed with the Commission**. If you wish to charge a fee to your customer to cover the Verizon charge it must be included in your inspection fee. You may charge up to your maximum initial inspection fee as posted on the table "A" rate chart as filed with the Commission for the initial inspection of the vehicle. A travel fee may be charged if the PIF wishes to do so, however, the fee must be separately stated on the invoice issued to the customer, and the copy for the state records. Travel fee is a taxable item.

There are to be no other charges listed on the numbered work order/invoice except charges for parts and labor repairs for rejected items.

A separately stated and identified charge for a motor vehicle initial inspection and a certificate of approval by a private inspection facility to obtain a certificate of approval as provided under N.J.S.A. 39:8-1, et seq., **is exempt from state sales tax**. The charge for any repairs or adjustments required to obtain a certificate of approval for a motor vehicle as a result of an initial inspection rejection is subject to tax.

Any vehicle presented to you for initial inspection must undergo a complete inspection **before** approving or rejecting or making repairs to the vehicle. Customers are **not** to be refused inspection services, and once you begin the initial inspection, you must complete the process.

IMPORTANT!! In cases when a vehicle is brought to a PIF by another repair business, the PIF will require an invoice or work order indicating the customer has knowledge of the vehicle being inspected at the PIF. All paperwork prepared by the PIF will be made out to the customer and will include the information on the repair facility that brought the vehicle for inspection.

- Private inspection facilities are not to inspect or put certificates of approval on school buses, vehicles with school bus plates and vehicles that are raised four (4) inches or more above the stock configuration.

- Heavy Duty Diesel must determine the type of emission test that will be conducted. The three emission tests are the Rolling, Power Brake, and Snap.

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- An up-to-date PIF license, Table "A" Rate chart, and the official inspection sign with complete license number must be conspicuously displayed for the public at all times.

- Do not charge state sales tax on the initial inspection, certificate of approval or any Table "A" rate chart inspection fee.

- Under no circumstances can a certificate of approval be "swapped" between Private Inspection Facilities.

- Certificates of approval, invoices and/or work orders MUST be used in numerical order.

- Use only approved inserts as issued by the Motor Vehicle Commission, no substitutions.

- Heavy Duty Diesel emission approval Sticker will be positioned on the right passenger side of the windshield at the lowest point or above any displayed sticker

- Upon approval of any vehicle, the station approval stamp must appear on all copies of the numbered invoice and/or work order and all Vehicle Inspection Reports shall be stamped and signed. The number of the certificate of approval issued must be recorded (with pen only) on the appropriate line of the station approval stamp on the numbered invoice and/or work order. Do not include any non-related items (items not pertaining to the inspection) on the invoice. A copy of the numbered invoice and/or work order and a signed Vehicle Inspection Report will be given to the customer if customer fails.

- All copies of numbered invoices and/or work orders must have your facility name, address, phone number, and all required stamps (i.e. acknowledgement and station approval stamps). All copies of numbered invoices and/or work orders must have customer's name, address, plate number and vehicle description[model, make vin # and year] customer's insurance company's name and policy number, and the customer's telephone number. In lieu of writing the insurance information on the numbered work order/invoice, an attached photocopy of the insurance card is acceptable proof.

- A copy of the numbered invoice and/or work order with the rejections listed and a signed Vehicle Inspection Report will be given to the customer showing rejected item(s). If the rejection is emission related an emission repair form must be filled out online through a web portal. Deface the inspection certificate of approval or certificate of waiver affixed to the motor vehicle, if any, by cutting it in a diagonal manner from the upper right corner of the certificate to the lower left corner of the certificate as viewed from the inside of the passenger compartment and removing the lower right half of such certificate.

- Only New Jersey licensed Motor Vehicle Emission Inspectors can certify a vehicle.

- The New Jersey licensed emissions inspector who performs the inspection must sign all copies of the vehicle inspection report (VIR) in the space provided for the inspector's signature.

Do not issue any certificates of approval if repairs are required unless repairs were made to correct the rejections for certification.

- **Note:** A "Repair to Pass" option in the analyzer software will allow a New Jersey Certified Motor Vehicle Emission Inspector to pass and place a certificate of approval on a vehicle that has failed inspection **for safety items only**; provided that rejected items are repaired before leaving the PIF.

Charges for inspections, certificates of approval, and repairs must be separately stated on invoice/work order.

Record all initial inspections in the analyzer.

Any Vehicle Inspection Report presented over the forty five (45) day limit, from the last inspection on the Vehicle Inspection Report, or 30 days beyond the expiration date of the current certificate of approval, whichever is greater, is required to have a complete initial inspection. The customer must agree in order for the PIF center to perform the initial inspection. Record the initial inspection on the station analyzer.

If a very dangerous rejection is detected, and the owner of the vehicle does not want the rejection repaired, procedures for issuing the 48-hour rejection sticker appear in the Class1 OBD only, Class II OBD and TSI, Class III Diesel Only Class IV OBD/Diesel, and Class V OBD/TSI/Diesel manual.

Initial inspections may be done up to sixty (60) days before the expiration of the certificate of approval that is present on the windshield.

All New Jersey registered diesel powered motor vehicles, with a gross vehicle weight rating of 18,000 pounds or more, must be tested for smoke opacity at a licensed PIF within 90 days of their month of registration renewal. **N.J.A.C.13:20-26.17(b)**

Basic Information Required on All Work Orders/Invoices

For Class1 OBD only, Class II OBD and TSI, Class III Diesel Only Class IV OBD/Diesel, and Class V OBD/TSI/Diesel

Your Business Name
Your Business Address
Your Business Phone #
Your PIF#

Invoices Must be Numbered

Date of Work & Inspection

Customer's Name
Customer's Address
Customer's Contact Phone #

Vehicle Make, Model and Year
Vehicle License Plate #
Vehicle VIN#
Odometer Reading

Fill Out All Work Orders or Invoices in Triplicate

Vehicle Insurance Information
Insurance Company Name
Policy # and Effective Dates

Stamp all copies of Work Order

or Invoice with Station Approval Stamp

and Acknowledgement Stamp if rejected

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Station Approval Stamp to be filled out,
Acknowledgement stamp to be
signed only if repairs are made

Invoice Must State:

New Jersey State Inspection plus Fee

New Jersey State Inspection Sticker plus Fee

Listing of All Rejections for Inspection Failures

Work required to repair rejections Fee

Basic Information Required on All Work Orders/Invoices

For Class1 OBD only, Class II OBD and TSI, Class III Diesel Only Class IV OBD/Diesel, and Class V OBD/TSI/Diesel

Place Your Trade Name Your Address Your Town, NJ 00000 Business Phone # on work order/invoice				CUSTOMER'S NAME			DATE		
				CUSTOMER'S ADDRESS			WORK ORDER/INVOICE NUMBER		
				CUSTOMER'S CITY, STATE, ZIP					
				CUSTOMER'S CONTACT PHONE #					
CUSTOMER'S VEHICLE YEAR, MAKE AND MODEL							LICENSE PLATE NUMBER		
CUSTOMER'S VEHICLE VIN NUMBER				CUSTOMER'S INSURANCE INFORMATION (COMPANY, POLICY #, DATES)			ODOMETER READING		
								AMOUNT	
				DESCRIPTION OF WORK					
				NEW JERSEY STATE INSPECTION				FEE	
				NEW JERSEY STATE INSPECTION STICKER				FEE	
				LIST REJECTIONS FOR FAILING INSPECTION					
				WORK TO REPAIR REJECTIONS				Fee	
							Tax		
				ACKNOWLEDGEMENT AND STATION STAMPS TO BE PLACED ON WORK ORDER/INVOICE					

Invoice to be filed in triplicate to allow one for the customer, one for the business and one for the state audit.

Acknowledgement Stamp and Usage

13:20-33-2

A licensed private inspection facility shall not require, as a condition of performing the initial inspection, that any repairs, adjustments, or corrections be performed at the private inspection facility performing the inspection.

Repairs, adjustments or corrections shall not be performed on a motor vehicle at the licensed private inspection facility where the motor vehicle was inspected unless the customer signs a written acknowledgment and waiver that he or she understands his or her right to have the repairs, adjustments or corrections performed elsewhere and expressly waives his or her rights. You are required to purchase stamps from a commercial source with the imprint as shown in the sample below, or have the wording pre-printed on your numbered invoice and/or work order, or on your computer generated numbered invoice/work order. The acknowledgment/waiver shall contain at least the following information:

ACKNOWLEDGEMENT/WAIVER
I UNDERSTAND MY RIGHT TO HAVE
INSPECTION REPAIRS, ADJUSTMENTS,
AND CORRECTIONS PERFORMED ELSEWHERE

_____
Customer's Signature – Date

I CHOOSE TO HAVE SUCH INSPECTION REPAIRS,
ADJUSTMENTS, AND CORRECTIONS PERFORMED
AT THIS FACILITY

_____
Customer's Signature – Date

If your numbered work order/invoice is not pre-printed, stamp your copy of the numbered work order/invoice with the acknowledgement stamp. If the customer chooses to have you make the repairs, have the customer sign the acknowledgement where indicated, and retain for your files. If you obtain verbal authorization to perform customer repairs to the vehicle, the acknowledgement stamp must be signed when the vehicle is picked up. **The customer's signature is only required if you reject the vehicle and repairs are made.**

These numbered invoices and/or work orders with the waiver stamp and customer's signature will be checked by the Commission as part of the regular records audit.

Re-inspection

Your Class1 OBD only, Class II OBD and TSI, Class III Diesel Only Class IV OBD/Diesel, and Class V OBD/TSI/Diesel license also requires you to re-inspect and certify a vehicle when the owner himself or another repair facility has made the necessary repairs, adjustments or corrections. In such cases, you or someone in your employ who is properly certified and licensed must actually re-inspect the rejected defects to determine if they have been brought to the standards described in this manual. If those defects have been brought to standard, you shall place a certificate of approval on the vehicle.

Only a New Jersey Certified Emissions Inspector can certify a vehicle. This inspector must be recognized by the Commission as having at least one of the qualifications as outlined in Section II.

You may charge a fee for re-inspection of repairs made elsewhere or by the owner based on the fee posted on the Table “A” rate chart, but only that portion of an hour, which the Commission has established to be the average time for re-inspection of the specific rejected items shown in the table "A" rate chart. A Table “A” rate chart (schedule of charges) shall be posted in a prominent place viewed by the public on the premises and a copy filed with the Commission. 13:20-44.14(j). The posted schedule shall not be smaller than one square foot.

New Jersey Sales Tax

A separately stated and identified charge for a motor vehicle inspection by a private inspection facility to obtain a certificate of approval as provided under N.J.S.A. 39:8-1, et seq. **is exempt from sales tax.** The charge for any repairs or adjustments required to repair a vehicle to obtain a certificate of approval for a motor vehicle as a result of an inspection rejection is subject to tax as provided in 18:24-7.12(a).

Average length of time required to re-inspect a specific item on a motor vehicle having a GVWR of 8,500 pounds or less.

Item re-inspected	Time required
Credentials	.1 hour *
License plates	.1 hour *
Steering and suspension	.5 hour
Front parking lights	.1 hour *
Glazing	.2 hour
Obstruction to driver's vision	.1 hour *
Windshield Wipers	.2 hour
Turn signals and/or hazard warning signals	.2 hour
Clearance lights, reflectors, identification lights and/or side-marker lights	.2 hour
Taillights	.1 hour *
Stoplights	.1 hour *
Wheels and/or tires	.2 hour
Exhaust system	.2 hour
Engine emissions (CO, HC, and/or smoke)	.5 hour
Fuel cap leak test	.2 hour
On-board diagnostic (OBD II) inspection	.3 hour
Catalytic converter	.2 hour
Headlights	.3 hour
Rear view mirror	.1 hour *
Miscellaneous items	.3 hour
Service brakes	.5 hour
Parking brake	.2 hour
Service brake equalization	.5 hour
Service brake pedal reserve	.2 hour

Note: If this is the only item to be re-inspected on a motor vehicle, the re-inspection time shall be considered to be .2 hour.

If the repairs are made in your shop, each mechanic who repaired a specific rejected item must sign his or her name or initials on the Vehicle Inspection Report (VIR) next to the applicable rejection category. If the repairs were "farmed out" under your license and providing that the customer is informed and gives his or her approval/consent, each mechanic who inspected the rejected items must sign his or her name on the Vehicle Inspection Report (VIR) in the same manner as above.

You may not charge a re-inspection fee from the table "A" rate chart for rejected items repaired by you. In this case, you may only charge for parts, labor, the certificate of approval, and any applicable sales tax.

Average length of time required to re-inspect a specific item on a motor vehicle having a GVWR of 8,500 pounds or more.

Item re-inspected	Time required
Credentials	.1 hour *
License plates	.1 hour *
Steering and suspension	.7 hour
Front parking lights	.1 hour *
Glazing	.2 hour
Obstruction to driver's vision	.1 hour *
Windshield Wipers	.2 hour
Turn signals and/or hazard warning signals	.2 hour
Clearance lights, reflectors, identification lights and/or side-marker lights	.2 hour
Taillights	.1 hour *
Stoplights	.1 hour *
Wheels and/or tires	.2 hour
Exhaust system	.4 hour
Engine emissions (CO, HC, and/or smoke)	.5 hour
Fuel cap leak test	.2 hour
Catalytic converter	.2 hour
Headlights	.3 hour
Rear view mirror	.1 hour *
Miscellaneous lights	.2 hour
Wiring and/or switching	.2 hour
Miscellaneous items	.3 hour
Service brakes	.7 hour
Parking brake	.4 hour
Service brake equalization	.7 hour
Service brake pedal reserve	.4 hour

Note: If this is the only item to be re-inspected on a motor vehicle, the re-inspection time shall be considered to be .2 hour.

If the repairs are made in your shop, each mechanic who repaired a specific rejected item must sign his or her name or initials on the Vehicle Inspection Report (VIR) next to the applicable rejection category. If the repairs were "farmed out" under your license and providing that the customer is informed and gives his or her approval/consent, each mechanic who inspected the rejected items must sign his or her name on the Vehicle Inspection Report (VIR) in the same manner as above.

You may not charge a re-inspection fee from the table “A” rate chart for rejected items repaired by you. In this case, you may only charge for parts, labor, the certificate of approval, and any applicable sales tax.

- A separately stated and identified charge for a motor vehicle re-inspection as posted on the table ‘A” rate chart and a certificate of approval by a private inspection facility to obtain a certificate of approval as provided under N.J.S.A. 39:8-1, et seq., is exempt from state sales tax.
- An up-to-date PIF wall license, Table "A" Rate Chart and the Official Inspection Sign must be conspicuously displayed for the public at all times.
- Do not charge state sales tax on any table “A” rate chart re-inspection fee or certificate of approval.
- Certificates of approval and numbered work order/invoices MUST be used in numerical order.
- Use only approved inserts as issued by the Motor Vehicle Commission, no substitutions.
- Any Vehicle Inspection Report presented over the forty five (45) day limit, from the last inspection on the Vehicle Inspection Report, (or 30 days beyond the expiration date of the current certificate of approval whichever is greater), is required to have a complete initial inspection. The customer must be informed in order for the PIF center to perform the initial inspection.
- If a vehicle is presented for re-inspection with no initial Vehicle Inspection Report, have the inspector print a duplicate Vehicle Inspection Report. If unable to print a duplicate VIR, then the customer will be advised to either return to the facility, which performed the initial inspection in order to obtain a copy of the Vehicle Inspection Report (VIR), or given the option to have a complete initial inspection performed, providing they are advised that a charge for an initial inspection is required.
- The certificate of approval number, date, and repair order number must be on the work order/invoice. All information must be written with a ballpoint pen only.
- Upon approval of any vehicle, the station approval stamp must appear on all copies of the numbered invoice and/or work order and all Vehicle Inspection Reports shall be stamped and signed. The certificate of approval issued must be recorded (with pen only) on the appropriate line of the station approval stamp on the numbered invoice and/or work order. All repairs, inspection and non inspection related, may be documented on one work order. A copy of the numbered work order/invoice and a signed Vehicle Inspection Report will be given to the customer if they fail again.
- All three copies of numbered work order/invoices must have your facility name, address, phone number, and all required stamps (i.e. acknowledgement and station approval stamps). All numbered invoices must have customer's name, address, plate number and vehicle description (make, model, vin# and year), customer's insurance company name and policy number, and customer’s telephone number. In lieu of writing the insurance information on the numbered invoice/work order, an attached photocopy of the insurance card is acceptable proof.
- All re-inspection numbered invoices and/or work orders must show the work done to repair all rejected item(s). All repairs must be written on numbered work order/invoice. In the case of an emission repair, the emission repair form must be properly filled out online through a web portal. The results of the repair will show up automatically in the

VIIS when the vehicle is scanned for reinspection. In the event that the repair data can not be entered or transmitted; the ERF number and ERT number will be entered on the VIR and the emissions repair form.

- All emission repairs must be certified by a registered New Jersey Emissions Repair Technician, unless repaired by the customer/owner.
- Mechanics repairing rejected items must initial all items on the numbered work order/invoices and Vehicle Inspection Report that they have repaired. Re-inspection of items not repaired at your facility will be noted on the reverse side of the Vehicle Inspection Report and initialed by a Certified Motor Vehicle Emission Inspector.
- Only New Jersey Certified Motor Vehicle Emission Inspectors can certify a vehicle.
- A re-inspection charge can only be made when a vehicle is repaired by someone other than the PIF center, including the owner of the vehicle, and must be based on your fee as posted on your Table "A" Rate Chart. Any changes in your fees or hourly rate must be posted on a new Table "A" Rate Chart and a copy filed with the Commission.
- Do not issue any certificates of approval until all repairs are made.
- Charges for re-inspections, certificates of approval, and repairs must be separately stated on all numbered work orders/invoices.
- Record all the inspections in the analyzer.

Basic Information Required on All Work Orders/Invoices

For Class1 OBD only, Class II OBD and TSI, Class III Diesel Only Class IV OBD/Diesel, and Class V OBD/TSI/Diesel

Your Business Name Your Business Address Your Business Phone # Your PIF#	Invoices Must be Numbered Date of Work & Inspection
Customer's Name Customer's Address Customer's Contact Phone #	Vehicle Make, Model and Year Vehicle License Plate # Vehicle VIN# Odometer Reading
Fill Out All Work Orders or Invoices in Triplicate	Vehicle Insurance Information Insurance Company Name Policy # and Effective Dates
Stamp all copies of Work Order or Invoice with Station Approval Stamp and Acknowledgement Stamp if rejected →	Station Approval Stamp to be filled out, Acknowledgement stamp to be signed only if repairs are made

Invoice Must State:	
New Jersey State Inspection plus	Fee
New Jersey State Inspection Sticker plus	Fee
Listing of All Rejections for Inspection Failures	
Work required to repair rejections	Fee

Basic Information Required on All Work Orders/Invoices

For Class1 OBD only, Class II OBD and TSI, Class III Diesel Only Class IV OBD/Diesel, and Class V OBD/TSI/Diesel

Place Your Trade Name Your Address Your Town, NJ 00000 Business Phone # on work order/invoice				CUSTOMER'S NAME			DATE		
				CUSTOMER'S ADDRESS			WORK ORDER/INVOICE NUMBER		
				CUSTOMER'S CITY, STATE, ZIP					
				CUSTOMER'S CONTACT PHONE #					
CUSTOMER'S VEHICLE YEAR, MAKE AND MODEL							LICENSE PLATE NUMBER		
CUSTOMER'S VEHICLE VIN NUMBER				CUSTOMER'S INSURANCE INFORMATION (COMPANY, POLICY #, DATES)			ODOMETER READING		
							AMOUNT		
				DESCRIPTION OF WORK					
				NEW JERSEY STATE INSPECTION			FEE		
				NEW JERSEY STATE INSPECTION STICKER			FEE		
				LIST REJECTIONS FOR FAILING INSPECTION					
				WORK TO REPAIR REJECTIONS			FEE		
						TAX			
				ACKNOWLEDGEMENT AND STATION STAMPS TO BE PLACED ON WORK ORDER/INVOICE					

Invoice to be filed in triplicate to allow one for the customer, one for the business and one for the state audit.

Certification and Rejection Procedures

For Class1 OBD only, Class II OBD and TSI, Class III Diesel Only Class IV OBD/Diesel, and Class V OBD/TSI/Diesel

A. Vehicle Inspected, NO defects:

- Certify that the vehicle meets the inspection standards.
- Record on the analyzer all required information necessary to complete the certification.
- Three copies of numbered work order/invoices must have your facility name, address, phone number, and all required stamps (i.e. acknowledgement and station approval stamps). All numbered work order/invoices must have customer's name, address, plate number and vehicle description (make, model, year and VIN #), customer's insurance company name and policy number, and customer's telephone number. In lieu of writing the insurance information on the numbered work order/invoices, an attached photocopy of the insurance card is acceptable proof.
- Make out a numbered work order/invoice in sufficient copies to provide one for the customer, one for your file and one for the Commission audit. Vehicle Inspection Report (VIR) from the analyzer may be provided to customer if requested.

B. Vehicle Inspected, Defects ARE Found, Owner AUTHORIZED Repairs (Customer acknowledgement requirements, stamped, signed and dated on numbered work order/invoices):

- An explanation of the rejected items shall be made to the customer to determine if the customer wishes to have the repairs made at this facility. The customer acknowledgement stamp shall be utilized on the numbered work order/invoices to indicate that the customer was informed that they have the right to have repairs made at other facilities.
- If the repairs are authorized and the acknowledgement stamp is signed by the customer, make the repairs of the rejected items (customer approvals by phone and/or email are ok providing the acknowledgement stamp is signed upon pickup of vehicle).
- Certify that the vehicle meets the inspection standards.
- Record on the analyzer all required information necessary to complete the certification.
- Rejected information that is recorded on the analyzer must be listed on the numbered work order/invoices.
- Repaired items are initialed on the Vehicle Inspection Report (VIR) (except for emissions).
- Vehicles initially rejected that are properly repaired for emissions are entered as re-tests and a properly completed emissions repair form must be checked on the VID
- **Note:** A "Repair to Pass" option in the analyzer software will allow a New Jersey Certified Motor Vehicle Emission Inspector to pass and place a certificate of approval on a vehicle that has failed inspection **for safety items only**; provided that rejected items are repaired before leaving the PIF.

- NOTE: Vehicles rejected for emissions must be repaired at a registered New Jersey Emission Repair Facility (ERF) or by the customer. A properly completed emissions repair form and/or properly completed online version of the form and an appropriate work order/invoices must be presented at time of re-inspection. If the customer repaired the vehicle, invoices for parts used in the repair, if any, should also accompany the emission repair form. The Private Inspection Facility is to retain the original emission repair form for audit purposes along with a copy of the Vehicle Inspection Report.
- Three copies of numbered work order/invoices must have your facility name, address, phone number, and all required stamps (i.e. acknowledgement and station approval stamps). All numbered work order/invoices must have customer's name, address, plate number and vehicle description (make, model, year and VIN #), customer's insurance company name and policy number, and customer's telephone number. In lieu of writing the insurance information on the numbered work order/invoices, an attached photocopy of the insurance card is acceptable proof.
- Complete numbered work order/invoices in triplicate, for the inspection service fee and certificate of approval fee. Make out a numbered work order/invoice in sufficient copies to provide one for the customer, one for your file and one for the Commission audit. Attach a copy of a signed Vehicle Inspection Report to each numbered work order/invoices.
- List the repairs to correct the rejection(s) from the initial inspection on the numbered work order/invoices.

C. Vehicle Inspected, Defects ARE Found, And Owner DOES NOT AUTHORIZE Repairs:

- If the vehicle has a certificate of approval, deface the existing certificate of approval by cutting the sticker in half. (Exception - plastic windshield).
- Record in the analyzer all required information to complete the inspection.
- All copies of numbered work order/invoices must have your facility name, address, phone number, and all required stamps (i.e. acknowledgement and station approval stamps). All numbered invoice and/or work order must have customer's name, address, plate number and vehicle description (make, model, year and VIN #), customer's insurance company name and policy number, and customer's telephone number. In lieu of writing the insurance information on the numbered work order/invoice, an attached photocopy of the insurance card is acceptable proof.
- Complete a numbered work order/invoice in triplicate, for the inspection service fee and stamp all numbered work order/invoices with your station approval stamp. In the sticker number area of the station approval stamp enter all "9"s to coincide with the sticker number on the Vehicle Inspection Report (VIR).
- Attach copies of a signed Vehicle Inspection Report to all three numbered work order/invoices.
- A copy of the numbered work order/invoice, the signed Vehicle Inspection Report and the ERF form, in the event of an emissions failure, will be given to the vehicle customer/owner in order that he/she may have their vehicle repaired and re-inspected at

another licensed facility. Emissions related repairs need to be completed at a registered Emissions Repair Facility.

D. Re-inspection of a Vehicle Rejected at a Centralized Lane or by a Private Inspection Facility.

- Obtain from the vehicle owner the Vehicle Inspection Report issued by the Centralized Inspection Facility or another Private Inspection Facility who performed the initial inspection and which indicates the rejection(s).
- Upon authorization from the vehicle owner, have the Certified Mechanic repair safety-rejected item(s) only. If the repairs are emission related, then, the repairs must be certified by a New Jersey Motor Vehicle Emission Repair Technician at a registered New Jersey Emission Repair Facility. The technician must properly complete an Emission Repair Form.
- You are required to re-inspect repairs made by a Certified Mechanic (safety items), or an Emissions Repair Technician (emission items), or by the customer (self-repaired).
- Certify the vehicle if it meets the Motor Vehicle Commission inspection standards.
- The copies of numbered work order/invoices must have your facility name, address, phone number, and all required stamps (i.e. acknowledgement and station approval stamps). All numbered work order/invoices must have customer's name, address, plate number and vehicle description make, model, year and VIN #), customer's insurance company name and policy number, and customer's telephone number. In lieu of writing the insurance information on the numbered work order/invoice, an attached photocopy of the insurance card is acceptable proof.
- Make a copy of the original Vehicle Inspection Report you obtained from the vehicle owner for the Commission audit and attach the original to the numbered work order/invoices and give the copy back to the customer.
- Complete numbered work order/invoices in triplicate for the repair service fee and certificate of approval fee and do not include any non-related items; one for the owner, one for your file, and one for the Commission audit. Attach all signed Vehicle Inspection Reports from the analyzer, to all copies of the numbered work order/invoices. Such copies of records shall be kept on premises until such are picked up by a representative of the Commission and shall be made available for inspection by a representative of the Commission, the Attorney General, the Commissioner of the Department of Environmental Protection, the Director of the Division of Consumer Affairs, the Superintendent of the Division of State Police, during normal business hours.

Basic Information Required on All Work Orders/Invoices

For Class1 OBD only, Class II OBD and TSI, Class III Diesel Only Class IV OBD/Diesel, and Class V OBD/TSI/Diesel

Your Business Name
Your Business Address
Your Business Phone #
Your PIF#

Invoices Must be Numbered

Date of Work & Inspection

Customer's Name
Customer's Address
Customer's Contact Phone #

Vehicle Make, Model and Year
Vehicle License Plate #
Vehicle VIN#
Odometer Reading

Fill Out All Work Orders or Invoices in Triplicate

Vehicle Insurance Information
Insurance Company Name
Policy # and Effective Dates

Stamp all copies of Work Order

or Invoice with Station Approval Stamp

and Acknowledgement Stamp if rejected

→ Station Approval Stamp to be filled out,
Acknowledgement stamp to be
signed only if repairs are made

Invoice Must State:

New Jersey State Inspection plus Fee

New Jersey State Inspection Sticker plus Fee

Listing of All Rejections for Inspection Failures

Work required to repair rejections Fee

Basic Information Required on All Work Orders/Invoices

For Class1 OBD only, Class II OBD and TSI, Class III Diesel Only Class IV OBD/Diesel, and Class V OBD/TSI/Diesel

Place Your Trade Name Your Address Your Town, NJ 00000 Business Phone # on work order/invoice				CUSTOMER'S NAME			DATE		
				CUSTOMER'S ADDRESS			WORK ORDER/INVOICE NUMBER		
				CUSTOMER'S CITY, STATE, ZIP					
				CUSTOMER'S CONTACT PHONE #					
CUSTOMER'S VEHICLE YEAR, MAKE AND MODEL							LICENSE PLATE NUMBER		
CUSTOMER'S VEHICLE VIN NUMBER				CUSTOMER'S INSURANCE INFORMATION (COMPANY, POLICY #, DATES)			ODOMETER READING		
								AMOUNT	
				DESCRIPTION OF WORK					
				NEW JERSEY STATE INSPECTION				FEE	
				NEW JERSEY STATE INSPECTION STICKER				FEE	
				LIST REJECTIONS FOR FAILING INSPECTION					
				WORK TO REPAIR REJECTIONS				FEE	
							TAX		
				ACKNOWLEDGEMENT AND STATION STAMPS TO BE PLACED ON WORK ORDER/INVOICE					

INVOICE TO BE FILED IN TRIPLICATE TO ALLOW ONE FOR THE CUSTOMER, ONE FOR THE BUSINESS AND ONE FOR THE STATE AUDIT.

PIF OFFSITE PROCEDURE

OFFSITE INSPECTIONS/ RE-INSPECTIONS

Private Inspection Facilities may perform offsite inspections/re-inspections at locations other than the licensed private inspection facility address as indicated on the Private Inspection Facility Business License. Offsite inspections/ re-inspections may only be performed at commercial establishments. **Offsite inspections/ re-inspections may not be performed at a residential location.**

Offsite inspections/ re-inspections may be performed at branch locations of Licensed Private Inspection Fleet Facilities.

When performing offsite inspections/ re-inspection, you must submit an Offsite Inspection Form to the New Jersey Motor Vehicle Commission each time you plan to perform offsite inspections/ re-inspections.
If you decide to conduct off site inspections you must adhere to the following procedures:

1. **All PIF's must request, one week in advance, permission to perform an off site inspection**. This request must be on the form supplied by their state auditor. This form must be completed in full and submitted via email to MVC or offsite request will be denied. Only vehicles listed on the form, owned / leased by, or employed by the company will be inspected. Amended notices must be transmitted via email not less than two business days prior to the date of the scheduled offsite inspections. **The PIF must remain within New Jersey while performing inspections and can only approve New Jersey registered vehicles**. Inspections must be performed at a business location. No inspections will be performed at a residence.

2. All PIF's must maintain on file at their place of business all written agreements (contracts) with the contracted business representative stating that they are conducting emission testing on their property. This agreement must grant access to personnel from the Motor Vehicle Commission, Department of Transportation, Consumer Affairs, Department of Environmental Protection and the New Jersey State Police to the business premises during regular business hours. These contracts must be available to state officials / auditor upon request. Fleet PIF's are not required to maintain contracts to perform inspections at branch locations, however they must still submit offsite forms for each offsite location.

3. All PIF's performing offsite inspections shall have with them at the time of the offsite inspection, all inspection certificates of approval assigned to the PIF, the PIF logo displayed, required stamps and all records dating back to last monthly audit, a copy of PIF license and table "A" rate chart. Stickers must be secured in a lock box at all times.

4. All inspections must be recorded on approved MVC forms at the time of the inspection. All paperwork required by the MVS must be completed at the time of inspection. This includes invoicing/billing.

5. A travel fee may be charged if the PIF wishes to do so. However, the fee must be separately stated on the first invoice issued to the customer, and on the copy for the state records. Travel fee is a taxable item.

Reporting Off Site Inspections

A. Submit Offsite Form to MVC by e-mail to:

1. Email addresses - Northern Region Email address :
MVCMORRISTOWNSS@DOT.STATE.NJ.US

Central Region Email Address :
MVCASBURYPARKSS@DOT.STATE.NJ.US

Southern Region Email Address :
MVCWINSLOWSS@DOT.STATE.NJ.US

Heavy Duty Diesel :
HDDV.UNIT@DOT.STATE.NJ.US

B. Completing Offsite Form

1. You must check one of the following boxes:
    a. Offsite, Add, Cancel, Reschedule or Master List. Must submit a separate form for each action.
        1. Offsite – Used to schedule an initial schedule
        2. Add – When any change is made to an initial offsite schedule. The change must be submitted 2 business days in advance of scheduled date. (ex. plate change, new vehicle)
        3. Reschedule – When a cancellation occurs and a reschedule date is made, one week notification period is required.

        4. Cancel - Notice of cancellation must be emailed to MVC Office 2 business days prior to scheduled inspection. Cancellations for good cause (Inclement weather, equipment failure, emergency etc...) are the only exceptions. Notification must still be given Documentation may be requested by MVC.

        5. Master List– Master List must be attached, on supplied offsite form, either as a word document or as a scanned

image each time a schedule is submitted.

a. PIF must ensure that the master list is up to date and accurate
b. When submitting a schedule using a master list, enter on offsite form under the heading license plates, “see master list”.
c. When entering number of vehicles to be inspected on form, enter total number of vehicles submitted by company.

2. Name on PIF License
    a. Enter your PIF Name
3. License Number
    a. Enter your PIF license number
4. Company Name
    a. Enter name of company that is scheduled for offsite inspections
5. Street/City/Zip Code
    a. Enter full business address of company scheduled for offsite inspections
6. Time/Date
    a. Enter Time and Date of offsite inspection (designate AM/PM or 24 hour time)
        1. If running more than ½ hour early or late, must notify PIF Office
7. Contact Person
    a. Enter full name of contact person from offsite business location
8. Phone Number
    a. Enter phone number of offsite business location contact person
9. Number of Vehicles
    a. Enter scheduled number of vehicles to be inspected
10. License Plate/Plates
    a. Enter License Plate number of vehicles
11. Vehicle Identification Number (VIN)
    a. enter last four VIN numbers of vehicles

If a PIF is at an offsite location and another customer requests an inspection, the PIF must inform the customer that they will have to schedule an appointment.

The above established procedures must be followed. Failure to follow off-site procedures will result in administrative action and civil penalties against a PIF license.
All MVC rules, regulations and procedures established in the PIF manual must be followed.

New Jersey Motor Vehicle Commission
PIF OffSite Inspection*/Re-inspection Schedule

Private Inspection Facilities may perform offsite inspections/re-inspections at locations other than the licensed private inspection facility address as indicated on the Private Inspection Facility Business License. Offsite inspections/ re-inspections may only be performed at commercial establishments. **Offsite inspections/ re-inspections may not be performed at a residential location.**

☐ Offsite ☐ Add ☐ Cancel ☐ Reschedule ☐ Master List [must attach to schedule]

E-Mail To:

NAME Of PIF: LICENSE NUMBER:

LOCATION OF OFFSITE INSPECTION/REINSPECTION:

COMPANY NAME:
STREET:
City: ZIPCODE:

TIME: DATE: CONTACT PERSON:

PHONE NUMBER: NUMBER of VEHICLES:

LICENSE PLATE:	LAST 4 DIGITS of VIN:

***Offsite Inspection** – inspection or re-inspection conducted by a Private Inspection Facility or Private Inspection Fleet Facility at an alternate location other than what is designated by the Private Inspection Facility / Private Inspection Fleet License.

SAMPLE CONTRACT

YOUR BUSINESS NAME
BUSINESS ADDRESS
CITY/TOWN
PIF LICENSE #

I Business Owner/Authorized Rep give permission to your business name and PIF # to conduct Diesel opacity tests at our facility at company name/street address/NJ city/town.
I also give permission to personnel from N J Motor Vehicle Commission, Environmental Protection Agency, NJ State Police, Department of Transportation, or Consumers Affairs access to the vehicles owners/lessee's premises during regular business hours.

Authorized signature_____
DATE _____

Basic Information Required on All Work Orders/Invoices

For Class1 OBD only, Class II OBD and TSI, Class III Diesel Only Class IV OBD/Diesel, and Class V OBD/TSI/Diesel

Your Business Name
Your Business Address
Your Business Phone #
Your PIF#

Invoices Must be Numbered

Date of Work & Inspection

Customer's Name
Customer's Address
Customer's Contact Phone #

Vehicle Make, Model and Year
Vehicle License Plate #
Vehicle VIN#
Odometer Reading

Fill Out All Work Orders or Invoices in Triplicate

Vehicle Insurance Information
Insurance Company Name
Policy # and Effective Dates

Stamp all copies of Work Order

or Invoice with Station Approval Stamp

and Acknowledgement Stamp if rejected

→ Station Approval Stamp to be filled out,
Acknowledgement stamp to be
signed only if repairs are made

Invoice Must State:

New Jersey State Inspection plus Fee

New Jersey State Inspection Sticker plus Fee

Listing of All Rejections for Inspection Failures

Work required to repair rejections Fee

Basic Information Required on All Work Orders/Invoices

For Class1 OBD only, Class II OBD and TSI, Class III Diesel Only Class IV OBD/Diesel, and Class V OBD/TSI/Diesel

Place Your Trade Name Your Address Your Town, NJ 00000 Business Phone # on work order/invoice				CUSTOMER'S NAME			DATE			
				CUSTOMER'S ADDRESS			WORK ORDER/INVOICE NUMBER			
				CUSTOMER'S CITY, STATE, ZIP						
				CUSTOMER'S CONTACT PHONE #						
CUSTOMER'S VEHICLE YEAR, MAKE AND MODEL							LICENSE PLATE NUMBER			
CUSTOMER'S VEHICLE VIN NUMBER				CUSTOMER'S INSURANCE INFORMATION (COMPANY, POLICY #, DATES)			ODOMETER READING			
								AMOUNT		
				DESCRIPTION OF WORK						
				NEW JERSEY STATE INSPECTION				FEE		
				NEW JERSEY STATE INSPECTION STICKER				FEE		
				LIST REJECTIONS FOR FAILING INSPECTION						
				WORK TO REPAIR REJECTIONS				FEE		
							TAX			
				ACKNOWLEDGEMENT AND STATION STAMPS TO BE PLACED ON WORK ORDER/INVOICE						

INVOICE TO BE FILED IN TRIPLICATE TO ALLOW ONE FOR THE CUSTOMER, ONE FOR THE BUSINESS AND ONE FOR THE STATE AUDIT.

State Audits of the Private Inspection Facility

Regular routine audits of the Private Inspection Facilities are conducted during normal business hours, Monday through Friday. All records pertaining to inspections are to be available for auditing purposes.

The records to be checked include but not limited to:

- Failed Vehicle Inspection Reports, which will be attached to invoice upon re-exam approval.
- PIF no longer required to maintain a certification /rejection ledger. Ledger replaced by Inspection Detail Report.
- Inspection Detail Report, which PIF will print upon demand, at the time of audit
- Numbered work order/invoices which must contain the following:
    - Customer's name, address and phone number
    - Make, model, model year, vehicle identification number and plate number of vehicle being inspected
    - Vehicle insurance company name, insurance policy number, effective starting date and expiration date
- Certificates of approval
- Sticker purchase receipts (form BLC-35)
- Emission repair forms if required
- Recorded bundles that have been audited and accounted for that have been sealed and kept on premises for one inspection cycle (two years) or until they are picked up by a representative of the Motor Vehicle Commission. Only a representative of the Motor Vehicle Commission can open sealed bundles of records.

Other items checked during the routine audit include but are not limited to:

- Current posted station license or ERF registration visible to the customer
- Current posted Table "A" rate charts visible to the customer
- Official sign present with license number and visible to the public
- The presence of the required station approval stamp and acknowledgement/waiver stamp
- Required analyzer and any maintenance and/or repair records
- Equipment necessary to properly perform safety inspections
- Inspectors must have current valid inspectors license

Additional audits that are conducted at Private Inspection Facilities are but not limited to:

- Gas calibration audits of the analyzer
- Spot checking of vehicle inspection at Private Inspection Facilities
- Covert observations of Private Inspection Facilities

Inspector observation performance audit including but not limited to:

- Credential check
- Vehicle information entry

- Visual safety check
- Steering test
- Catalyst and smoke check
- Emission or OBDII test
- Brake test
- Suspension test
- Gas cap test
- Sticker and VIR issuance
- Calibration survey

State Audits of the Emission Repair Facility

Audits that are conducted at Emission Repair Facilities include but are not limited to:

- Current posted facility registration visible to the customer
- Official sign present and visible to the public
- The presence of the required ERF stamp
- Certified Emission Repair Technician

Certificate of Approval Purchases

You may obtain certificates of approval by mail order from:

New Jersey Motor Vehicle Commission
Business License Services
225 East State Street
PO Box 170
Trenton, New Jersey 08666-0170

If purchasing certificates of approval in person, you must present all of the following items:

Your PIF I.D. card.

Order form (signed by owner/manager).

Driver's license of person picking up stickers.

Check or money order payable to the New Jersey Motor Vehicle Commission (no cash will be accepted)

All certificates of approval, forms, and approval stamp must be locked at all times.

Certificate of Approval Issuance

The rules concerning the issuance of certificates of approval can be found in Title 39:8-2 (New Jersey Motor Vehicle and Traffic Laws).

The rule simply states that all motor vehicles must be inspected every two years from the month in which they are first titled and registered. If a vehicle is inspected late, it still needs to be inspected two years from the previous certificate of approval sticker.

New motor vehicles purchased after January 1, 2003 will receive a four-year dealer sticker.

The only time the month of inspection can be changed is at the change of ownership. After changing ownership, the motorist has fourteen days to have the vehicle inspected with a new inspection expiration date two years from the change of ownership date. After the fourteenth day, the motorist would receive the same certificate of approval that was on the vehicle. If the certificate of approval is expired, after being inspected, a new certificate of approval must be issued for two years from the expiration date of the previous certificate of approval.

If a vehicle being inspected does not have a previous certificate of approval, the inspector is to refer to the appropriate section of this procedures manual, pages 87 through 109, for further instructions.

Note: The month of inspection does not have to match the expiration date on the registration.

Note: Heavy duty diesel vehicles must be inspected every year at the time of registration renewal.

Note: Heavy Duty Diesel Emission Inspection sticker <u>MUST</u> match the expiration date on the registration

Note: A voided or spoiled sticker <u>MUST</u> be retained for auditing purposes (if sticker is disposed of it will be considered a missing/stolen sticker and PIF will be subjected to administrative action)

New Diesel Dealers/Lessors Stickers

The decal will be issued after completion of the new Motor Vehicle Dealer/Lessor Certification of the exhaust system and the manufacturer's pre-delivery inspection procedure as per N.J.A. C 13:20-27.4c. **Dealer Diesel Inspection Approval sticker is not to be issued until after issuance of initial/transferred registration, and assigned license plates are mounted on vehicle. The decal will not be mailed to the vehicle owner/lessor.**

A packet containing approval sticker order forms, heavy-duty diesel emission inspection decal log sample, and an instruction sheet will be mailed to requesting licensed New Jersey truck dealers and lessors.

Effective April 5, 2004, all newly purchased and all newly leased (1st timed owned/leased and registered in New Jersey) Heavy Duty Diesel Vehicles as defined in N.J.A.C 13:20-27.3 with a gross vehicle weight rating of 18000 or more as specified by the vehicle manufacturer will be issued a two-year heavy duty diesel DEALER emission inspection approval sticker. New Heavy Duty Diesel Vehicles purchased from a dealer outside the State of New Jersey cannot be issued a diesel emission approval sticker.

Heavy Duty Diesel Dealer approval stickers are at no cost to licensed New Jersey dealers, and are available in lots of 5 (5 stickers in a lot).

The decal will indicate the month and year when the vehicle will be due for the opacity test. The decal will be valid for (2) two years from the initial registration month or two years from the expiration date of the transferred registration. Thereafter, the Heavy Duty Diesel Vehicle is subject to an annual diesel emission inspection performed by a New Jersey licensed Diesel Emission Center.

This sticker will be valid for two years from the initial registration date. **If a registration is transferred from one vehicle to the newly registered truck, and still has time remaining on the registration, the sticker that will be issued will be valid for two years plus the remaining time balance on the registration. The sticker shall not reflect an amount of time greater than thirty-five (35) months, and must match the month of vehicle registration.**

A Dealer/Lessor shall be solely responsible for diesel emission inspection certificates of approval and diesel vehicle inspection reports issued to them by the Motor Vehicle Commission. Records required by the Motor Vehicle Commission to be maintained by a dealer/Lessor should be made available for examination by authorized representatives of the Motor Vehicle Commission, Department of Transportation, Department of Environmental Protection and Division of Consumer Affairs at any time during regular business hours. The authorized representatives shall also be granted access to the Dealer/Lessor's business premise during regular business hours.
Decals may be ordered from the MVC Business License Services Unit. Please call 609-292-6500 ext. 3312 for the necessary order forms.

New Diesel Dealers/Lessors Inspection Requirements

New Diesel Dealer Sticker Procedures for HDDV with a GVWR as specified by the vehicle manufacture of 18,000 lbs or more.

Purpose: The purpose of the following procedures is to regulate exhaust emissions from heavy-duty diesel trucks by requiring New Jersey new motor vehicle dealers to inspect the exhaust system, including the emission control apparatus and the exhaust after treatment apparatus of new heavy-duty diesel trucks, prior to delivery of an ultimate purchaser in New Jersey. This also applies to motor vehicle leasing companies that take delivery of new heavy duty diesel trucks from franchised New Jersey licensed new motor vehicle dealers. New HDDV's purchased from a dealer outside the jurisdictional limits of the State of New Jersey cannot be issued a new diesel dealer sticker.

The following definitions shall apply to the procedures described for certifying a new HDDV.

"Emission Control Apparatus" means any device utilized by the vehicle manufacture and/or the engine manufacture to control the release of any regulated emission, including any associated component that monitors the function and maintenance of such device.

"Pre-delivery Checklist" means a list of items and procedures that a new motor vehicle dealer or motor vehicle leasing company is required or recommended by a manufacturer to check or follow prior to delivery of a new heavy-duty diesel truck to a purchaser or lessee.

To be in compliance of the inspection requirements for a new HDDV emission inspection sticker the following must be completed:

1) Completion of the pre-delivery inspection procedures, both required or recommended by the manufacture. A copy of which must be kept on file for review by the State auditor during his monthly audits.

2) Certification that the exhaust system, including the emission control apparatus and exhaust apparatus, has been inspected and conforms to the manufacture's specifications. A copy of which must be kept on file for review by the State auditor during his monthly audits.

3) Certification that the new HDDV is equipped with an engine certified by the EPA or CARB.

4) Certification that a 2005 or subsequent model year HDDV diesel engine is certified by CARB.

5) Pre-delivery check list must include; place and date of inspection, the person or person's performing the new heavy-duty diesel truck inspection, and that the new heavy-duty diesel truck has been found to be in compliance with the inspection procedures described.

After satisfactory completion of an inspection of a new heavy-duty diesel vehicle, affix a decal to the lower right corner of the windshield inside the passenger compartment of the vehicle, approximately three inches from the bottom of the windshield, and four inches from the right side of the windshield, in an upright position.

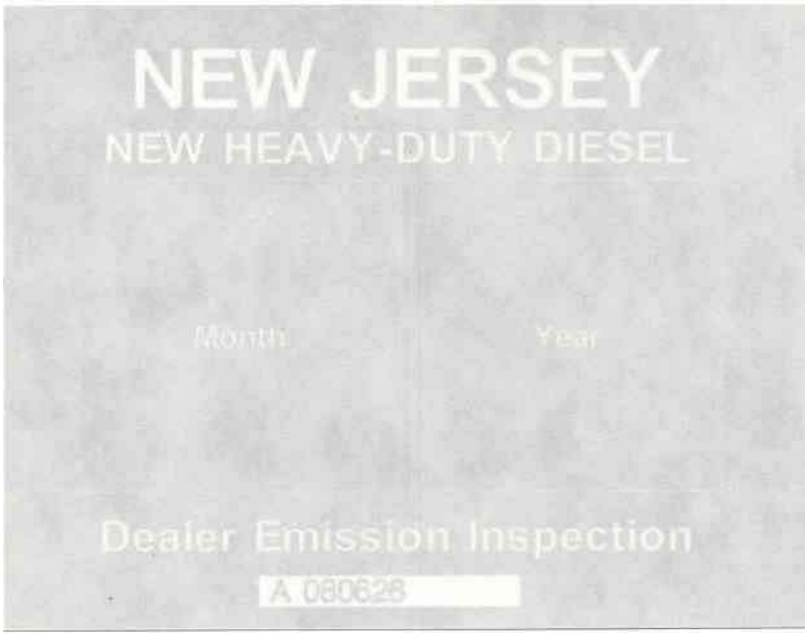
A new vehicle receiving a new dealer sticker will be given inserts indicating that the vehicle will need an opacity inspection two years from the date of initial registration. If a customer is transferring a registration onto the new vehicle, the sticker will indicate two years, plus anytime remaining on the transferred registration. However, the sticker shall not reflect an amount of time greater than 35 months.

In no instance will a new dealer diesel inspection sticker be affixed on a vehicle until the registration plates are obtained and mounted on the vehicle. A new dealer sticker cannot be issued if a vehicle is displaying a dealer temporary registration. New Diesel Dealer stickers **shall not** be mailed to any end user, purchaser or lessor.

All dealer stickers must be recorded when issued, on the "New Heavy-Duty Diesel Emission Inspection Decal Ledger". (Must be obtained from Business License Services) The date of issuance, initials of the person authorized to issue the sticker, the sticker number, the plate and VIN # , the customer name, the year, make and model. With each inspection sticker entered, a copy of the pre-delivery check list indicating place, date of inspection the person or person's who performed the inspection and that the vehicle is in compliance, will be made and kept with the ledger sheet for review/audit by the State auditor. Ledger sheets can be obtained from Business License Services when new dealer diesel stickers are obtained or from your State auditor. Spoiled sticker must be entered on ledger and retained for the MVC auditor.

There is no fee to obtain stickers, nor a fee to issue a sticker.

Failure to follow these procedures shall result in administrative action and civil penalties.



NEW JERSEY MOTOR VEHICLE COMMISSION

NEW HEAVY-DUTY DIESEL EMISSION DECAL LEDGER

DATE	MECHANIC'S INITIALS	DECAL NUMBER	PLATE NUMBER	VEHICLE IDENTIFICATION NUMBER (LAST 4 DIGITS)	CUSTOMER NAME	YEAR	MAKE	GVWR*

***Manufacturer's Gross Vehicle Weight**

SS-4 (8/04)

Plate Number

Expiration Date

VIN Number

Class

Weight

Vehicle Description

Registration Type

Julian Date

2003: Year

020: The day of year that the registration was issued.

Initial Registration Description

An initial registration is issued when a vehicle changes ownership and the first set of license plates is issued to the vehicle and new owner or lessee. The registration type printed on the registration will read “initial”.

Initial Registration Certificate of Approval Protocol

An **Initial Registration** is a change of ownership. The motorist should have been given a pink card with the date of title issued either stamped or hand written in the space following the words, “Inspection should be within 14 days of” (pink card sample on page 74). During this fourteen-day period the motorists should be given a choice of keeping the current certificate of approval or having the vehicle fully inspected.

Listed below are the various different scenarios, which could happen:

If a motorist chooses to have the vehicle fully inspected within fourteen days including the fourteenth day of a transfer or change of ownership, the date on the new certificate of approval must be two years from the month on the pink card presented by the motorist at the time of inspection, regardless of previous certificate of approval on vehicle.

Example*: If a vehicle inspected in February 2008 has a pink card dated February 1, 2008 and is inspected within fourteen actual days; the inspector must issue a certificate of approval for*

February 2010. If a vehicle inspected in February 2008 has a pink card dated January 31, 2008 and is inspected within fourteen actual days, the inspector must issue a certificate of approval for January 2010.

If a motorist chooses to have his/her vehicle inspected within fourteen days including the fourteenth day of a transfer or change of ownership, and does not have his/her pink card, the date on the new certificate of approval must be two years from the month of the transfer or change of ownership. Use the Julian Date Chart on page 100 to determine the transfer or title date (See Use of Julian Date Chart Procedure). After determining the title date, use the Pink Card Date Chart (Pink Card Date Chart Procedure, pages 103 thru 107) to determine the last day the motorist is eligible for a new inspection date.

If a vehicle is inspected fifteen days after a transfer or change of ownership and displays a certificate of approval that expires within two months, the date on the new certificate of approval will be the same month as old approval sticker plus two years.

If a vehicle is inspected fifteen days after a transfer or change of ownership and displays a certificate of approval with more than two months to its next inspection, the date on the new certificate of approval will be the same as the old one. Inspector is not to give the motorist two additional years.

The inspector must tell the motorist that the vehicle will have to be inspected when the certificate of approval expires. Under no circumstance should a CIF or PIF override or change the inspection date to match the vehicle registration.

Example: *The vehicle is inspected in February 2008 but the current certificate of approval expires in May 2008, then the inspector is to issue a new certificate of approval for the same date (month and year) of May 2008. The vehicle will have to be inspected in May 2008.*

If a vehicle is inspected fifteen days after a transfer or change of ownership, there is no certificate of approval on the vehicle; the inspector must issue the new certificate of approval two years from the month of the Julian date on the vehicle registration.

Transfer Registration Description

A transfer registration is when a motorist moves his/her license plates from one vehicle to another vehicle. The registration type on the registration will be marked as “TRANSFER”. Inspectors may also see other types of transfer registrations such as Transfer\Repl and Ren\Trans. Copies of these registrations are also included. The protocol below also covers these registrations.

Transfer Registration Certificate of Approval Protocol

With a transfer registration the motorist should have been given a pink card with the date the registration was issued either stamped or hand written in the space following the words, "Inspection should be within 14 days of" (pink card sample on page 102. During this fourteen-day period, the motorists are given a choice of keeping the current certificate of approval or having the vehicle fully inspected.

Listed below are the various different scenarios, which could happen:

If a motorist chooses to have the vehicle inspected within fourteen days including the fourteenth day of a transfer or change of ownership, the date on the new certificate of approval must be two years from the month on the pink card presented by motorist at the time of inspection, regardless of the previous certificate of approval on the vehicle.

Example*: If a vehicle inspected in February 2008 has a pink card dated February 1, 2008 and is inspected within fourteen days; the inspector must issue a certificate of approval for February 2010. If a vehicle inspected in February 2008 has a pink card dated January 31, 2008 and is inspected within fourteen days, the inspector must issue a certificate of approval for January 2010.*

If a motorist chooses to have his/her vehicle inspected within fourteen days including the fourteenth day of a transfer or change of ownership, and does not have his pink card, the date on the new certificate of approval must be two years from the month of the transfer. Use the Julian Date Chart to determine the transfer or title date (Section of Use of Julian Date Chart on page 99). After determining the title date use the Pink Card Date Chart Procedures, pages 103 thru107 to determine the last day the motorist is eligible for a new inspection date.

If a vehicle is inspected fifteen days after a transfer or change of ownership and displays a certificate of approval within two months of its next inspection, the date on the new certificate of approval will be the same month as the old certificate of approval plus two years.

If a vehicle is inspected fifteen days after a transfer or change of ownership and displays a certificate of approval with more than two months to its next inspection, the date on the new certificate of approval will be the same as the old one. The inspector is not to give the motorist two additional years. The inspector must tell the motorist that the vehicle will have to be inspected when the certificate of approval expires. Under no circumstance should a CIF or PIF override or change the inspection date to match the vehicle registration.

Example: *A vehicle is inspected in February 2008, but current certificate of approval expires in May 2008, the inspector is to issue a new certificate of approval for the same date (month and year) of May 2008. The vehicle will have to be inspected in May 2008.*

If a vehicle is inspected fifteen days after a transfer or change of ownership, there is no certificate of approval on the vehicle; the inspector must issue the new certificate of approval two years from the month of the Julian date on the vehicle registration.

Renewal Registration Description

After an initial vehicle registration (one year) expires, it must be renewed. After the motorist pays a renewal registration fee to New Jersey Motor Vehicle Commission, the motorist will receive a registration marked “RENEWAL” expiring a year from the last expiration date.

Renewal Registration Certificate of Approval Protocol

Listed below are the various different scenarios, which could happen:

When inspecting a vehicle with a renewal registration, you must check the date on the previous certificate of approval on the windshield of motor vehicle. The date on the new certificate of approval issued must be the same month as the old certificate of approval date plus two years. Most vehicles will fall into this category.

Example: a vehicle inspected in February 2008, but the date of the previous certificate of approval reads December 2007. In this case, the date on the new certificate of approval should read December 2009. If the previous certificate of approval displayed was current, such as February 2008 and inspected in the same month, a new certificate of approval should read February 2010.

If a vehicle with a renewal registration is inspected and there is no certificate of approval on the vehicle, the inspector is to use the month of the vehicle's registration expiration date plus two years.

Duplicate Registration Description

A duplicate registration is a copy of the vehicle registration issued at any time. The registration type on the registration will be marked as "DUPLICATE".

Duplicate Registration Certificate of Approval Protocol

Listed below are the various different scenarios, which could happen:

When inspecting a vehicle with a duplicate registration, you must check the date on the previous certificate of approval on the windshield of the motor vehicle. The date on the new certificate of approval issued must be the same month as the old certificate of approval date plus two years.

Example: *A vehicle is inspected in February 2008 but the date of the previous certificate of approval reads December 2007. In this case, the date on the new certificate of approval should read December 2009. If the previous certificate of approval displayed was current, such as February 2008 and inspected in the same month, a new certificate of approval should read February 2010.*

If a vehicle with a duplicate registration is inspected and there is no certificate of approval on the vehicle, the inspector is to use the month of the vehicle's registration expiration date plus two years.

Family Duplicate Description

A family duplicate registration is an extra copy of the vehicle registration issued when the vehicle registration is renewed. The registration type on the registration will be marked as **"FAM.DUPL".**

Family Duplicate Certificate of Approval Protocol

Listed below are the various different scenarios, which could happen:

When inspecting a vehicle with a family duplicate, you must check the date on the previous certificate of approval on the windshield of the motor vehicle. The date on the new certificate of approval issued must be the same month as the old certificate of approval date plus two years.

Example: a vehicle inspected in February 2008 but the date of the previous certificate of approval reads December 2007. In this case, the date on the new certificate of approval should read December 2009. If the previous certificate of approval displayed was current, such as February 2008 and inspected in the same month, a new certificate of approval should read February 2010.

If a vehicle with a **family duplicate** is inspected and there is no certificate of approval on the vehicle, the inspector is to use the month of the vehicle's registration expiration date plus two years.

Sample NJ Apportioned Cab Card, Heavy Duty Diesel

EXPIRES: **01/31/2010**

NEW JERSEY APPORTIONED CAB CARD

KEEP THIS CERTIFICATE IN YOUR VEHICLE

PLATE NUMBER: **AT149X**

UNIT NO.	YEAR	MAKE	ACCOUNT NUMBER
123	1996	VOL	NJ-45119

VEHICLE IDENTIFICATION NUMBER	FLEET NO.	SUPP. NO.	REG. CODE
IRPWEB00000000369	001	0000	11

TYPE	AXLES	GROSS WEIGHT	FUEL	REGISTRATION DATE
TK	6	70000	G	02/01/2009

DESCRIPTION	TRANS ID #
COMMERCIAL TRUCK	IU201045119001000

OWNER
MATTHEW K MCCLAVE

CARRIER
SAMPLE
225 EAST STATE STREET
TRENTON, NJ 08628

NJ 070000	AL 070000	AR 070000	AZ 070000
CA 070000	CO 070000	CT 070000	DC 070000
DE 070000	FL 070000	GA 070000	IA 070000
ID 070000	IL 070000	IN 070000	KS 070000
KY 070000	LA 070000	MA 070000	MD 070000
ME 070000	MI 070000	MN 070000	MO 070000
MS 070000	MT 070000	NC 070000	ND 070000
NE 070000	NH 070000	NM 070000	NV 070000
NY 070000	OH 070000	OK 070000	OR 070000
PA 070000	RI 070000	SC 070000	SD 070000
TN 070000	TX 070000	UT 070000	VA 070000
VT 070000	WA 070000	WI 070000	WV 070000
WY 070000	** ******	** ******	** ******
** ******	** ******	** ******	** ******
** ******	** ******	** ******	** ******
** ******	** ******	** ******	** ******
** ******	** ******	** ******	** ******

THE VEHICLE DESCRIBED HEREIN HAS BEEN PROPORTIONALLY REGISTERED BETWEEN THE STATE OF NEW JERSEY AND THE ABOVE JURISDICTIONS.

0000000640

CARRIER RESPONSIBLE FOR VEHICLE SAFETY
USDOT: 2345678
SAMPLE
225 EAST STATE STREET
TRENTON, NJ 08628

This document is the property of the State of New Jersey. It may be recalled at any time if it is determined that the registrant supplied incorrect information and/or failed to pay appropriate registration fees.

This document grants **registration reciprocity** with the states/provinces whose two-letter postal abbreviation appears on this page. You must still comply with all other laws a state/province may have regarding intra and interstate operations.

Change of name or address must be reported in writing to the New Jersey Motor Vehicle Commission, Motor Carriers Unit, PO BOX 178, Trenton, NJ 08666-0178, within thirty(30) days.

Remember: Compulsory vehicle insurance is the law in New Jersey.

Sharon J. Harrington

New Jersey Motor Vehicle Commission
Chief Administrator.

Sample Temporary Vehicle Registration

*EXPIRES: 02/23/09 EXPIRES: 02/23/09 EXPIRES: 02/23/09 EXPIRES: 02/23/09 EXPIRES: 02/23/09***
***EXPIRES: 02/23/09 EXPIRES: 02/23/09 EXPIRES: 02/23/09 EXPIRES: 02/23/09 EXPIRES: 02/23/09*

TEMPORARY VEHICLE REGISTRATION

STATE OF NEW JERSEY
MOTOR VEHICLE COMMISSION

REGISTRANT:
SAMPLE
225 EAST STATE STREET
TRENTON, NJ 08628

ACCOUNT NBR: **45119**
FLEET NBR: **001**
SUPP NBR: **0000**
TVR NBR: **000001044T**

ISSUED: 01/07/2009	EFFECTIVE: 02/07/2009	EXPIRES: 02/23/2009

THE ABOVE CARRIER IS AUTHORIZED TO OPERATE THE FOLLOWING VEHICLE IN THE JURISDICTIONS AT THE WEIGHTS LISTED BELOW PENDING ISSUANCE OF PERMANENT NEW JERSEY REGISTRATION CREDENTIALS. ANY ALTERATION VOIDS THIS TEMPORARY VEHICLE REGISTRATION.

PLATE NBR:	YEAR:	MAKE:	VIN:
AT149X	**1996**	**VOL**	**IRPWEB00000000369**

STATE	WEIGHT	STATE	WEIGHT	STATE	WEIGHT	STATE	WEIGHT	STATE	WEIGHT
NJ	070000	AL	070000	AR	070000	AZ	070000	CA	070000
CO	070000	CT	070000	DC	070000	DE	070000	FL	070000
GA	070000	IA	070000	ID	070000	IL	070000	IN	070000
KS	070000	KY	070000	LA	070000	MA	070000	MD	070000
ME	070000	MI	070000	MN	070000	MO	070000	MS	070000
MT	070000	NC	070000	ND	070000	NE	070000	NH	070000
NM	070000	NV	070000	NY	070000	OH	070000	OK	070000
OR	070000	PA	070000	RI	070000	SC	070000	SD	070000
TN	070000	TX	070000	UT	070000	VA	070000	VT	070000
WA	070000	WI	070000	WV	070000	WY	070000	**	******
**	******	**	******	**	******	**	******	**	******
**	******	**	******	**	******	**	******	**	******
**	******	**	******	**	******	**	******	**	******

IF YOU HAVE NOT RECEIVED YOUR PERMANENT CREDENTIALS WITHIN 5 DAYS PRIOR TO THE EXPIRATION DATE ON THIS DOCUMENT, PLEASE CONTACT THE IRP OFFICE AT 609-633-9400.

Sharon O. Harrington

New Jersey Motor Vehicle Commission
Chief Administrator.

CARRIER RESPONSIBLE FOR VEHICLE SAFETY:

*EXPIRES: 02/23/09 EXPIRES: 02/23/09 EXPIRES: 02/23/09 EXPIRES: 02/23/09 EXPIRES: 02/23/09***
***EXPIRES: 02/23/09 EXPIRES: 02/23/09 EXPIRES: 02/23/09 EXPIRES: 02/23/09 EXPIRES: 02/23/09*

Heavy Duty Diesel Certificate of Approval Protocol

13:20-47.10

The heavy duty diesel emission inspection certificate of approval shall be affixed to the lower right corner of the windshield inside the passenger compartment of the diesel vehicle, approximately three inches from the bottom of the windshield and approximately four inches from the right side of the windshield, but in every case, the heavy duty diesel emission inspection certificate of approval shall be completely visible from the front of the diesel vehicle.

The heavy duty diesel emission inspection certificate of approval shall be affixed in an upright position.

A heavy diesel emission inspection certificate of approval shall be affixed to a heavy duty diesel vehicle immediately upon inspection approval.

The heavy duty diesel emission inspection certificate of approval shall be valid for one year.

The Back of the heavy duty diesel emissions certificate of approval must be filled out with non erasable pen with the PIF number and date.

Place approved number insert on the front side of heavy duty diesel emission certificate of approval (side facing windshield). **Number must match the month of renewal on the registration.**

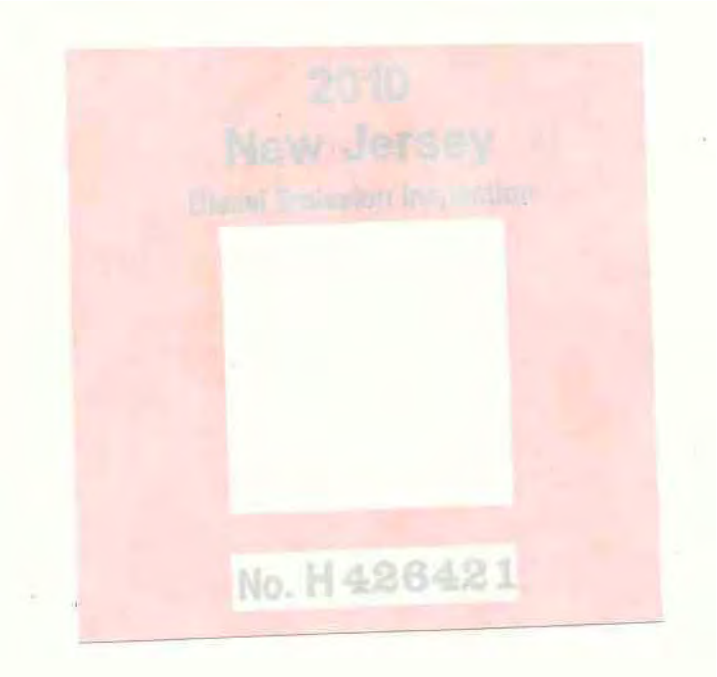
The heavy duty diesel certificate of approval will be positioned on the right passenger side of the windshield at the lowest point or above any displayed sticker.

Use only the approved inserts as issued, no substitutions. Absolutely never hand write a number on the sticker with a black marker.

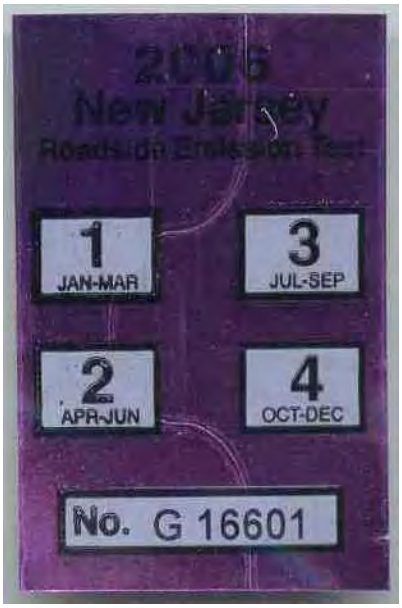
Heavy duty diesel emissions inspection sticker will not be issued if customer presents an Temporary Vehicle Registration.

13:20-26.17(b)
All New Jersey registered diesel powered motor vehicles, with a gross vehicle weight rating of 18,000 pounds or more, must be tested for smoke opacity at a licensed PIF within 90 days of their month of registration renewal.

Heavy Duty Diesel Approval Sticker



Heavy Duty Diesel Roadside Sticker



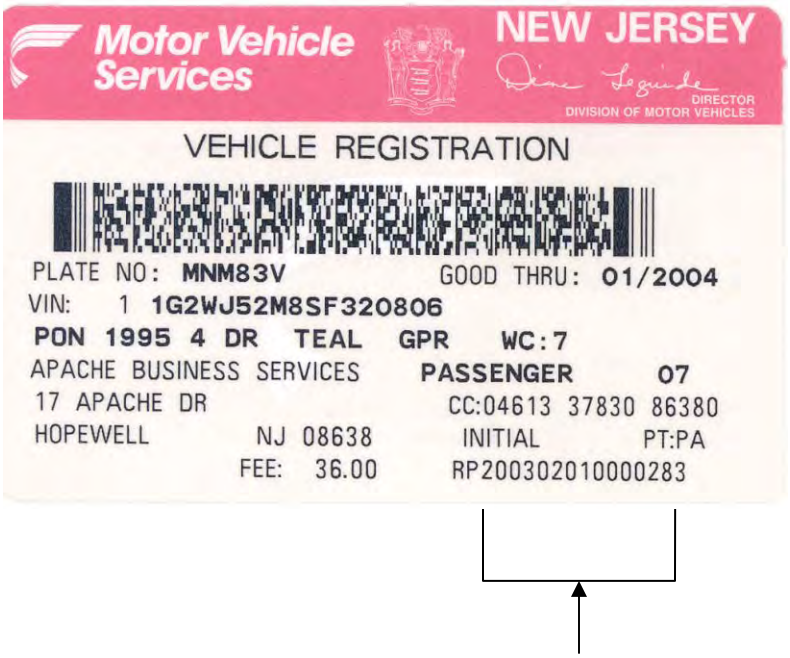
Use of the Julian Date Calendar

Inspectors must look at the vehicle registration and find the nine-digit transaction number on the bottom right hand corner.

The first four digits of the transaction number is the year the registration was created. The next three digits are the Julian Date, which tells the inspector the date that the vehicle was transferred.

By using the Julian Date Calendar Chart (attached) the inspector can take the Julian Date from the registration and find the corresponding number.

Follow the lines on the chart vertically and horizontally to the appropriate month and day.



Julian Date

2003: Year

020: The day of year that the registration was issued.

See the following pages for Julian calendars.

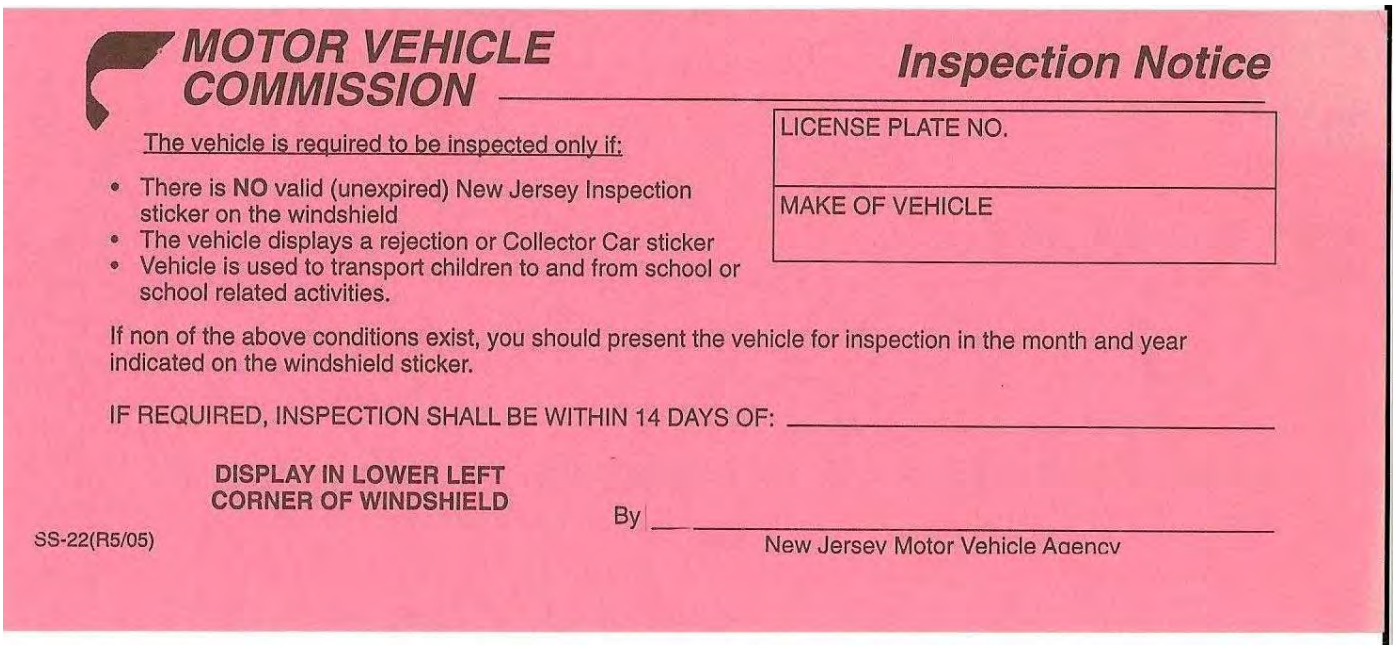
JULIAN DATE CALENDAR

Day	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Day
1	001	032	060	091	121	152	182	213	244	274	305	335	1
2	002	033	061	092	122	153	183	214	245	275	306	336	2
3	003	034	062	093	123	154	184	215	246	276	307	337	3
4	004	035	063	094	124	155	185	216	247	277	308	338	4
5	005	036	064	095	125	156	186	217	248	278	309	339	5
6	006	037	065	096	126	157	187	218	249	279	310	340	6
7	007	038	066	097	127	158	188	219	250	280	311	341	7
8	008	039	067	098	128	159	189	220	251	281	312	342	8
9	009	040	068	099	129	160	190	221	252	282	313	343	9
10	010	041	069	100	130	161	191	222	253	283	314	344	10
11	011	042	070	101	131	162	192	223	254	284	315	345	11
12	012	043	071	102	132	163	193	224	255	285	316	346	12
13	013	044	072	103	133	164	194	225	256	286	317	347	13
14	014	045	073	104	134	165	195	226	257	287	318	348	14
15	015	046	074	105	135	166	196	227	258	288	319	349	15
16	016	047	075	106	136	167	197	228	259	289	320	350	16
17	017	048	076	107	137	168	198	229	260	290	321	351	17
18	018	049	077	108	138	169	199	230	261	291	322	352	18
19	019	050	078	109	139	170	200	231	262	292	323	353	19
20	020	051	079	110	140	171	201	232	263	293	324	354	20
21	021	052	080	111	141	172	202	233	264	294	325	355	21
22	022	053	081	112	142	173	203	234	265	295	326	356	22
23	023	054	082	113	143	174	204	235	266	296	327	357	23
24	024	055	083	114	144	175	205	236	267	297	328	358	24
25	025	056	084	115	145	176	206	237	268	298	329	359	25
26	026	057	085	116	146	177	207	238	269	299	330	360	26
27	027	058	086	117	147	178	208	239	270	300	331	361	27
28	028	059	087	118	148	179	209	240	271	301	332	362	28
29	029		088	119	149	180	210	241	272	302	333	363	29
30	030		089	120	150	181	211	242	273	303	334	364	30
31	031		090		151		212	243		304		365	31

JULIAN DATE CALENDAR

(FOR LEAP YEARS ONLY)

Day	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Day
1	001	032	061	092	122	153	183	214	245	275	306	336	1
2	002	033	062	093	123	154	184	215	246	276	307	337	2
3	003	034	063	094	124	155	185	216	247	277	308	338	3
4	004	035	064	095	125	156	186	217	248	278	309	339	4
5	005	036	065	096	126	157	187	218	249	279	310	340	5
6	006	037	066	097	127	158	188	219	250	280	311	341	6
7	007	038	067	098	128	159	189	220	251	281	312	342	7
8	008	039	068	099	129	160	190	221	252	282	313	343	8
9	009	040	069	100	130	161	191	222	253	283	314	344	9
10	010	041	070	101	131	162	192	223	254	284	315	345	10
11	011	042	071	102	132	163	193	224	255	285	316	346	11
12	012	043	072	103	133	164	194	225	256	286	317	347	12
13	013	044	073	104	134	165	195	226	257	287	318	348	13
14	014	045	074	105	135	166	196	227	258	288	319	349	14
15	015	046	075	106	136	167	197	228	259	289	320	350	15
16	016	047	076	107	137	168	198	229	260	290	321	351	16
17	017	048	077	108	138	169	199	230	261	291	322	352	17
18	018	049	078	109	139	170	200	231	262	292	323	353	18
19	019	050	079	110	140	171	201	232	263	293	324	354	19
20	020	051	080	111	141	172	202	233	264	294	325	355	20
21	021	052	081	112	142	173	203	234	265	295	326	356	21
22	022	053	082	113	143	174	204	235	266	296	327	357	22
23	023	054	083	114	144	175	205	236	267	297	328	358	23
24	024	055	084	115	145	176	206	237	268	298	329	359	24
25	025	056	085	116	146	177	207	238	269	299	330	360	25
26	026	057	086	117	147	178	208	239	270	300	331	361	26
27	027	058	087	118	148	179	209	240	271	301	332	362	27
28	028	059	088	119	149	180	210	241	272	302	333	363	28
29	029	060	089	120	150	181	211	242	273	303	334	364	29
30	030		090	121	151	182	212	243	274	304	335	365	30
31	031		091		152		213	244		305		366	31
USE IN 2004, 2008, 2012, ETC, FOR LEAP YEARS ONLY													



MOTOR VEHICLE COMMISSION

Inspection Notice

The vehicle is required to be inspected only if:

- There is **NO** valid (unexpired) New Jersey Inspection sticker on the windshield
- The vehicle displays a rejection or Collector Car sticker
- Vehicle is used to transport children to and from school or school related activities.

LICENSE PLATE NO.
MAKE OF VEHICLE

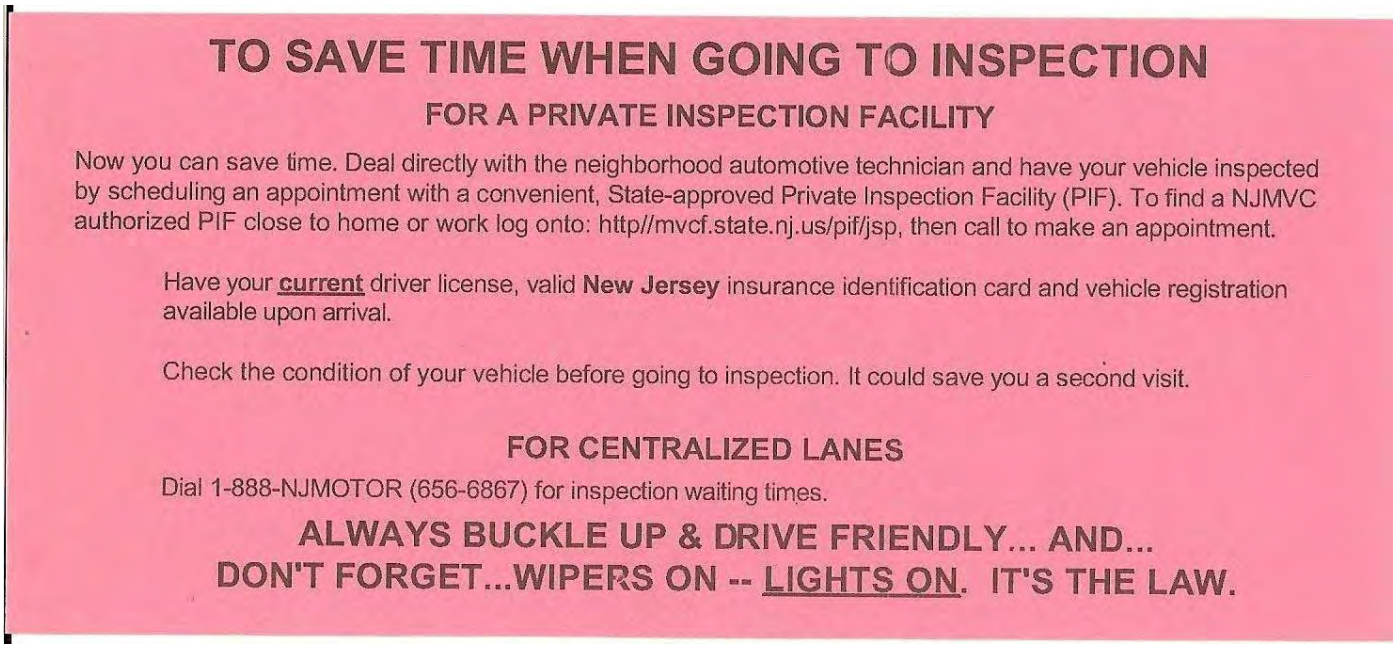
If non of the above conditions exist, you should present the vehicle for inspection in the month and year indicated on the windshield sticker.

IF REQUIRED, INSPECTION SHALL BE WITHIN 14 DAYS OF: _____

DISPLAY IN LOWER LEFT CORNER OF WINDSHIELD

By _____
New Jersey Motor Vehicle Agency

SS-22(R5/05)



TO SAVE TIME WHEN GOING TO INSPECTION

FOR A PRIVATE INSPECTION FACILITY

Now you can save time. Deal directly with the neighborhood automotive technician and have your vehicle inspected by scheduling an appointment with a convenient, State-approved Private Inspection Facility (PIF). To find a NJMVC authorized PIF close to home or work log onto: http//mvcf.state.nj.us/pif/jsp, then call to make an appointment.

Have your **current** driver license, valid **New Jersey** insurance identification card and vehicle registration available upon arrival.

Check the condition of your vehicle before going to inspection. It could save you a second visit.

FOR CENTRALIZED LANES

Dial 1-888-NJMOTOR (656-6867) for inspection waiting times.

ALWAYS BUCKLE UP & DRIVE FRIENDLY... AND...
DON'T FORGET...WIPERS ON -- LIGHTS ON. IT'S THE LAW.

SS-22 Pink Card Example

Pink Card Date Chart Usage Procedure

Find the corresponding card date on the Pink Card Date Chart.

Read the last day eligible for a new inspection cycle in the column next to the card date.

January		February		March		April	
*Card Date	**Last Day Eligible**	*Card Date	**Last Day Eligible**	*Card Date	**Last Day Eligible**	*Card Date	**Last Day Eligible**
1/1	**1/14**	2/1	**2/14**	3/1	**3/14**	4/1	**4/14**
½	**1/15**	2/2	**2/15**	3/2	**3/15**	4/2	**4/15**
1/3	**1/16**	2/3	**2/16**	3/3	**3/16**	4/3	**4/16**
¼	**1/17**	2/4	**2/17**	3/4	**3/17**	4/4	**4/17**
1/5	**1/18**	2/5	**2/18**	3/5	**3/18**	4/5	**4/18**
1/6	**1/19**	2/6	**2/19**	3/6	**3/19**	4/6	**4/19**
1/7	**1/20**	2/7	**2/20**	3/7	**3/20**	4/7	**4/20**
1/8	**1/21**	2/8	**2/21**	3/8	**3/21**	4/8	**4/21**
1/9	**1/22**	2/9	**2/22**	3/9	**3/22**	4/9	**4/22**
1/10	**1/23**	2/10	**2/23**	3/10	**3/23**	4/10	**4/23**
1/11	**1/24**	2/11	**2/24**	3/11	**3/24**	4/11	**4/24**
1/12	**1/25**	2/12	**2/25**	3/12	**3/25**	4/12	**4/25**
1/13	**1/26**	2/13	**2/26**	3/13	**3/26**	4/13	**4/26**
1/14	**1/27**	2/14	**2/27**	3/14	**3/27**	4/14	**4/27**
1/15	**1/28**	2/15	**2/28**	3/15	**3/28**	4/15	**4/28**
1/16	**1/29**	2/16	**3/1**	3/16	**3/29**	4/16	**4/29**
1/17	**1/30**	2/17	**3/2**	3/17	**3/30**	4/17	**4/30**
1/18	**1/31**	2/18	**3/3**	3/18	**3/31**	4/18	**5/1**
1/19	**2/1**	2/19	**3/4**	3/19	**4/1**	4/19	**5/2**
1/20	**2/2**	2/20	**3/5**	3/20	**4/2**	4/20	**5/3**
1/21	**2/3**	2/21	**3/6**	3/21	**4/3**	4/21	**5/4**
1/22	**2/4**	2/22	**3/7**	3/22	**4/4**	4/22	**5/5**
1/23	**2/5**	2/23	**3/8**	3/23	**4/5**	4/23	**5/6**
1/24	**2/6**	2/24	**3/9**	3/24	**4/6**	4/24	**5/7**
1/25	**2/7**	2/25	**3/10**	3/25	**4/7**	4/25	**5/8**
1/26	**2/8**	2/26	**3/11**	3/26	**4/8**	4/26	**5/9**
1/27	**2/9**	2/27	**3/12**	3/27	**4/9**	4/27	**5/10**
1/28	**2/10**	2/28	**3/13**	3/28	**4/10**	4/28	**5/11**
1/29	**2/11**			3/29	**4/11**	4/29	**5/12**
1/30	**2/12**			3/30	**4/12**	4/30	**5/13**
1/31	**2/13**			3/31	**4/13**		
May		June		July		August	
*Card Date	**Last Day Eligible**	*Card Date	**Last Day Eligible**	*Card Date	**Last Day Eligible**	*Card Date	**Last Day Eligible**
5/1	**5/14**	6/1	**6/14**	7/1	**7/14**	8/1	**8/14**
5/2	**5/15**	6/2	**6/15**	7/2	**7/15**	8/2	**8/15**
5/3	**5/16**	6/3	**6/16**	7/3	**7/16**	8/3	**8/16**
5/4	**5/17**	6/4	**6/17**	7/4	**7/17**	8/4	**8/17**
5/5	**5/18**	6/5	**6/18**	7/5	**7/18**	8/5	**8/18**
5/6	**5/19**	6/6	**6/19**	7/6	**7/19**	8/6	**8/19**
5/7	**5/20**	6/7	**6/20**	7/7	**7/20**	8/7	**8/20**
5/8	**5/21**	6/8	**6/21**	7/8	**7/21**	8/8	**8/21**
5/9	**5/22**	6/9	**6/22**	7/9	**7/22**	8/9	**8/22**
5/10	**5/23**	6/10	**6/23**	7/10	**7/23**	8/10	**8/23**

5/11	**5/24**	6/11	**6/24**	7/11	**7/24**	8/11	**8/24**
5/12	**5/25**	6/12	**6/25**	7/12	**7/25**	8/12	**8/25**
5/13	**5/26**	6/13	**6/26**	7/13	**7/26**	8/13	**8/26**
5/14	**5/27**	6/14	**6/27**	7/14	**7/27**	8/14	**8/27**
5/15	**5/28**	6/15	**6/28**	7/15	**7/28**	8/15	**8/28**
5/16	**5/29**	6/16	**6/29**	7/16	**7/29**	8/16	**8/29**
5/17	**5/30**	6/17	**6/30**	7/17	**7/30**	8/17	**8/30**
5/18	**5/31**	6/18	**7/1**	7/18	**7/31**	8/18	**8/31**
5/19	**6/1**	6/19	**7/2**	7/19	**8/1**	8/19	**9/1**
5/20	**6/2**	6/20	**7/3**	7/20	**8/2**	8/20	**9/2**
5/21	**6/3**	6/21	**7/4**	7/21	**8/3**	8/21	**9/3**
5/22	**6/4**	6/22	**7/5**	7/22	**8/4**	8/22	**9/4**
5/23	**6/5**	6/23	**7/6**	7/23	**8/5**	8/23	**9/5**
5/24	**6/6**	6/24	**7/7**	7/24	**8/6**	8/24	**9/6**
5/25	**6/7**	6/25	**7/8**	7/25	**8/7**	8/25	**9/7**
5/26	**6/8**	6/26	**7/9**	7/26	**8/8**	8/26	**9/8**
5/27	**6/9**	6/27	**7/10**	7/27	**8/9**	8/27	**9/9**
5/28	**6/10**	6/28	**7/11**	7/28	**8/10**	8/28	**9/10**
5/29	**6/11**	6/29	**7/12**	7/29	**8/11**	8/29	**9/11**
5/30	**6/12**	6/30	**7/13**	7/30	**8/12**	8/30	**9/12**
5/31	**6/13**			7/31	**8/13**	8/31	**9/13**

*Card Date September	**Last Day Eligible**	*Card Date October	**Last Day Eligible**	*Card Date November	**Last Day Eligible**	*Card Date December	**Last Day Eligible**
9/1	**9/14**	10/1	**10/14**	11/1	**11/14**	12/1	**12/14**
9/2	**9/15**	10/2	**10/15**	11/2	**11/15**	12/2	**12/15**
9/3	**9/16**	10/3	**10/16**	11/3	**11/16**	12/3	**12/16**
9/4	**9/17**	10/4	**10/17**	11/4	**11/17**	12/4	**12/17**
9/5	**9/18**	10/5	**10/18**	11/5	**11/18**	12/5	**12/18**
9/6	**9/19**	10/6	**10/19**	11/6	**11/19**	12/6	**12/19**
9/7	**9/20**	10/7	**10/20**	11/7	**11/20**	12/7	**12/20**
9/8	**9/21**	10/8	**10/21**	11/8	**11/21**	12/8	**12/21**
9/9	**9/22**	10/9	**10/22**	11/9	**11/22**	12/9	**12/22**
9/10	**9/23**	10/10	**10/23**	11/10	**11/23**	12/10	**12/23**
9/11	**9/24**	10/11	**10/24**	11/11	**11/24**	12/11	**12/24**
9/12	**9/25**	10/12	**10/25**	11/12	**11/25**	12/12	**12/25**
9/13	**9/26**	10/13	**10/26**	11/13	**11/26**	12/13	**12/26**
9/14	**9/27**	10/14	**10/27**	11/14	**11/27**	12/14	**12/27**
9/15	**9/28**	10/15	**10/28**	11/15	**11/28**	12/15	**12/28**
9/16	**9/29**	10/16	**10/29**	11/16	**11/29**	12/16	**12/29**
9/17	**9/30**	10/17	**10/30**	11/17	**11/30**	12/17	**12/30**
9/18	**10/1**	10/18	**10/31**	11/18	**12/1**	12/18	**12/31**
9/19	**10/2**	10/19	**11/1**	11/19	**12/2**	12/19	**1/1**
9/20	**10/3**	10/20	**11/2**	11/20	**12/3**	12/20	**1/2**
9/21	**10/4**	10/21	**11/3**	11/21	**12/4**	12/21	**1/3**
9/22	**10/5**	10/22	**11/4**	11/22	**12/5**	12/22	**1/4**
9/23	**10/6**	10/23	**11/5**	11/23	**12/6**	12/23	**1/5**
9/24	**10/7**	10/24	**11/6**	11/24	**12/7**	12/24	**1/6**
9/25	**10/8**	10/25	**11/7**	11/25	**12/8**	12/25	**1/7**
9/26	**10/9**	10/26	**11/8**	11/26	**12/9**	12/26	**1/8**
9/27	**10/10**	10/27	**11/9**	11/27	**12/10**	12/27	**1/9**
9/28	**10/11**	10/28	**11/10**	11/28	**12/11**	12/28	**1/10**
9/29	**10/12**	10/29	**11/11**	11/29	**12/12**	12/29	**1/11**
9/30	**10/13**	10/30	**11/12**	11/30	**12/13**	12/30	**1/12**
		10/31	**11/13**			12/31	**1/13**

LEAP YEAR

January * Card Date	**Last Day Eligible**	February * Card Date	**Last Day Eligible**	March * Card Date	**Last Day Eligible**	April * Card Date	**Last Day Eligible**
1/1	**1/14**	2/1	**2/14**	3/1	**3/14**	4/1	**4/14**
½	**1/15**	2/2	**2/15**	3/2	**3/15**	4/2	**4/15**
1/3	**1/16**	2/3	**2/16**	3/3	**3/16**	4/3	**4/16**
¼	**1/17**	2/4	**2/17**	3/4	**3/17**	4/4	**4/17**
1/5	**1/18**	2/5	**2/18**	3/5	**3/18**	4/5	**4/18**
1/6	**1/19**	2/6	**2/19**	3/6	**3/19**	4/6	**4/19**
1/7	**1/20**	2/7	**2/20**	3/7	**3/20**	4/7	**4/20**
1/8	**1/21**	2/8	**2/21**	3/8	**3/21**	4/8	**4/21**
1/9	**1/22**	2/9	**2/22**	3/9	**3/22**	4/9	**4/22**
1/10	**1/23**	2/10	**2/23**	3/10	**3/23**	4/10	**4/23**
1/11	**1/24**	2/11	**2/24**	3/11	**3/24**	4/11	**4/24**
1/12	**1/25**	2/12	**2/25**	3/12	**3/25**	4/12	**4/25**
1/13	**1/26**	2/13	**2/26**	3/13	**3/26**	4/13	**4/26**
1/14	**1/27**	2/14	**2/27**	3/14	**3/27**	4/14	**4/27**
1/15	**1/28**	2/15	**2/28**	3/15	**3/28**	4/15	**4/28**
1/16	**1/29**	2/16	**2/29**	3/16	**3/29**	4/16	**4/29**
1/17	**1/30**	2/17	**3/1**	3/17	**3/30**	4/17	**4/30**
1/18	**1/31**	2/18	**3/2**	3/18	**3/31**	4/18	**5/1**
1/19	**2/1**	2/19	**3/3**	3/19	**4/1**	4/19	**5/2**
1/20	**2/2**	2/20	**3/4**	3/20	**4/2**	4/20	**5/3**
1/21	**2/3**	2/21	**3/5**	3/21	**4/3**	4/21	**5/4**
1/22	**2/4**	2/22	**3/6**	3/22	**4/4**	4/22	**5/5**
1/23	**2/5**	2/23	**3/7**	3/23	**4/5**	4/23	**5/6**
1/24	**2/6**	2/24	**3/8**	3/24	**4/6**	4/24	**5/7**
1/25	**2/7**	2/25	**3/9**	3/25	**4/7**	4/25	**5/8**
1/26	**2/8**	2/26	**3/10**	3/26	**4/8**	4/26	**5/9**
1/27	**2/9**	2/27	**3/11**	3/27	**4/9**	4/27	**5/10**
1/28	**2/10**	2/28	**3/12**	3/28	**4/10**	4/28	**5/11**
1/29	**2/11**	2/29	**3/13**	3/29	**4/11**	4/29	**5/12**
1/30	**2/12**			3/30	**4/12**	4/30	**5/13**
1/31	**2/13**			3/31	**4/13**		

LEAP YEAR

May * Card Date	**Last Day**	June * Card Date	**Last Day**	July * Card Date	**Last Day**	August * Card Date	**Last Day**

	Eligible		Eligible		Eligible		Eligible
5/1	**5/14**	6/1	**6/14**	7/1	**7/14**	8/1	**8/14**
5/2	**5/15**	6/2	**6/15**	7/2	**7/15**	8/2	**8/15**
5/3	**5/16**	6/3	**6/16**	7/3	**7/16**	8/3	**8/16**
5/4	**5/17**	6/4	**6/17**	7/4	**7/17**	8/4	**8/17**
5/5	**5/18**	6/5	**6/18**	7/5	**7/18**	8/5	**8/18**
5/6	**5/19**	6/6	**6/19**	7/6	**7/19**	8/6	**8/19**
5/7	**5/20**	6/7	**6/20**	7/7	**7/20**	8/7	**8/20**
5/8	**5/21**	6/8	**6/21**	7/8	**7/21**	8/8	**8/21**
5/9	**5/22**	6/9	**6/22**	7/9	**7/22**	8/9	**8/22**
5/10	**5/23**	6/10	**6/23**	7/10	**7/23**	8/10	**8/23**
5/11	**5/24**	6/11	**6/24**	7/11	**7/24**	8/11	**8/24**
5/12	**5/25**	6/12	**6/25**	7/12	**7/25**	8/12	**8/25**
5/13	**5/26**	6/13	**6/26**	7/13	**7/26**	8/13	**8/26**
5/14	**5/27**	6/14	**6/27**	7/14	**7/27**	8/14	**8/27**
5/15	**5/28**	6/15	**6/28**	7/15	**7/28**	8/15	**8/28**
5/16	**5/29**	6/16	**6/29**	7/16	**7/29**	8/16	**8/29**
5/17	**5/30**	6/17	**6/30**	7/17	**7/30**	8/17	**8/30**
5/18	**5/31**	6/18	**7/1**	7/18	**7/31**	8/18	**8/31**
5/19	**6/1**	6/19	**7/2**	7/19	**8/1**	8/19	**9/1**
5/20	**6/2**	6/20	**7/3**	7/20	**8/2**	8/20	**9/2**
5/21	**6/3**	6/21	**7/4**	7/21	**8/3**	8/21	**9/3**
5/22	**6/4**	6/22	**7/5**	7/22	**8/4**	8/22	**9/4**
5/23	**6/5**	6/23	**7/6**	7/23	**8/5**	8/23	**9/5**
5/24	**6/6**	6/24	**7/7**	7/24	**8/6**	8/24	**9/6**
5/25	**6/7**	6/25	**7/8**	7/25	**8/7**	8/25	**9/7**
5/26	**6/8**	6/26	**7/9**	7/26	**8/8**	8/26	**9/8**
5/27	**6/9**	6/27	**7/10**	7/27	**8/9**	8/27	**9/9**
5/28	**6/10**	6/28	**7/11**	7/28	**8/10**	8/28	**9/10**
5/29	**6/11**	6/29	**7/12**	7/29	**8/11**	8/29	**9/11**
5/30	**6/12**	6/30	**7/13**	7/30	**8/12**	8/30	**9/12**
5/31	**6/13**			**7/31**	**8/13**	8/31	**9/13**
		LEAP		**YEAR**			

September		October		November		December	
* Card Date	**Last Day Eligible**	* Card Date	**Last Day Eligible**	* Card Date	**Last Day Eligible**	* Card Date	**Last Day Eligible**
9/1	**9/14**	10/1	**10/14**	11/1	**11/14**	12/1	**12/14**
9/2	**9/15**	10/2	**10/15**	11/2	**11/15**	12/2	**12/15**
9/3	**9/16**	10/3	**10/16**	11/3	**11/16**	12/3	**12/16**
9/4	**9/17**	10/4	**10/17**	11/4	**11/17**	12/4	**12/17**
9/5	**9/18**	10/5	**10/18**	11/5	**11/18**	12/5	**12/18**
9/6	**9/19**	10/6	**10/19**	11/6	**11/19**	12/6	**12/19**
9/7	**9/20**	10/7	**10/20**	11/7	**11/20**	12/7	**12/20**
9/8	**9/21**	10/8	**10/21**	11/8	**11/21**	12/8	**12/21**
9/9	**9/22**	10/9	**10/22**	11/9	**11/22**	12/9	**12/22**
9/10	**9/23**	10/10	**10/23**	11/10	**11/23**	12/10	**12/23**
9/11	**9/24**	10/11	**10/24**	11/11	**11/24**	12/11	**12/24**
9/12	**9/25**	10/12	**10/25**	11/12	**11/25**	12/12	**12/25**
9/13	**9/26**	10/13	**10/26**	11/13	**11/26**	12/13	**12/26**
9/14	**9/27**	10/14	**10/27**	11/14	**11/27**	12/14	**12/27**
9/15	**9/28**	10/15	**10/28**	11/15	**11/28**	12/15	**12/28**
9/16	**9/29**	10/16	**10/29**	11/16	**11/29**	12/16	**12/29**
9/17	**9/30**	10/17	**10/30**	11/17	**11/30**	12/17	**12/30**

9/18	**10/1**	10/18	**10/31**	11/18	**12/1**	12/18	**12/31**
9/19	**10/2**	10/19	**11/1**	11/19	**12/2**	12/19	**1/1**
9/20	**10/3**	10/20	**11/2**	11/20	**12/3**	12/20	**1/2**
9/21	**10/4**	10/21	**11/3**	11/21	**12/4**	12/21	**1/3**
9/22	**10/5**	10/22	**11/4**	11/22	**12/5**	12/22	**1/4**
9/23	**10/6**	10/23	**11/5**	11/23	**12/6**	12/23	**1/5**
9/24	**10/7**	10/24	**11/6**	11/24	**12/7**	12/24	**1/6**
9/25	**10/8**	10/25	**11/7**	11/25	**12/8**	12/25	**1/7**
9/26	**10/9**	10/26	**11/8**	11/26	**12/9**	12/26	**1/8**
9/27	**10/10**	10/27	**11/9**	11/27	**12/10**	12/27	**1/9**
9/28	**10/11**	10/28	**11/10**	11/28	**12/11**	12/28	**1/10**
9/29	**10/12**	10/29	**11/11**	11/29	**12/12**	12/29	**1/11**
9/30	**10/13**	10/30	**11/12**	11/30	**12/13**	12/30	**1/12**
		10/31	**11/13**			12/31	**1/13**

THIS SECTION CONTAINS GUIDELINES ON VARIOUS SCENARIOS IN CERTIFICATE OF APPROVAL ISSUANCE.

Scenario	**Renewal Registration**	**Initial Registration**	**Transfer Registration** **Including Trans/Repl & Ren/Trans**	**Duplicate Registration**	**Family Duplicate Registration**
Previous Certificate of Approval	**Issue 2 years from month of previous certificate of approval**	**Not Applicable**	**Not Applicable**	**Issue 2 years from month of previous certificate of approval**	**Issue 2 years from month of previous certificate of approval**
No Certificate of Approval	**Issue 2 years from month of registration renewal**	**Not Applicable**	**Not Applicable**	**Issue 2 years from month of registration renewal**	**Issue 2 years from month of registration renewal**
Pink Card with or without Certificate of Approval	**Not Applicable**	**Issue 2 years from date on Pink Card**	**Issue 2 years from date on Pink Card**	**Not Applicable**	**Not Applicable**

within 14 Days					
No Pink Card **with Certificate of Approval within 14 Days**	**Not Applicable**	**Issue 2 years from the month of transfer date – use Julian Calendar & Pink Chart**	**Issue 2 years from the month of transfer date – use Julian Calendar & Pink Chart**	**Not Applicable**	**Not Applicable**
Scenario	**Renewal Registration**	**Initial Registration**	**Transfer Registration** **Including Trans/Repl & Ren/Trans**	**Duplicate Registration**	**Family Duplicate Registration**
With or Without Pink Card, Previous Certificate of Approval after 14 days and more than 2 months from next inspection	**Not Applicable**	**Issue same date on certificate of approval Treat as courtesy inspection**	**Issue same date on certificate of approval Treat as courtesy inspection**	**Not Applicable**	**Not Applicable**
With or Without Pink Card, Previous Certificate of Approval after 14 days and less than 2 months from next inspection	**Not Applicable**	**If the vehicle is 2 months or less from its next inspection then issue 2 years from month on previous certificate of approval**	**If the vehicle is 2 months or less from its next inspection then issue 2 years from month on previous certificate of approval**	**Not Applicable**	**Not Applicable**

With or Without Pink Card, No Previous Certificate of Approval after 14 days and less than 2 months from next inspection	**Not Applicable**	**Issue 2 years from the month of registration renewal**	**Issue 2 years from the month of registration renewal**	**Not Applicable**	**Not Applicable**

The ultimate responsibility for the certification of the vehicle and/or repairs in compliance with all governing laws and regulations is the responsibility of the person or persons to whom the Private Inspection Facility license is issued.

Required PIF Approval Rubber Stamp

When you place a certificate of approval on the vehicle, you must also stamp all inspection related documents with the imprint shown below. You are required to purchase the stamp from a commercial source. It is required that you have your Private Inspection Facility License number made a part of the rubber stamp on the PIF License No. line.

NEW JERSEY MOTOR VEHICLES COMMISSION
PRIVATE INSPECTION FACILITY
PIF LICENSE NO. _____
STICKER NO. _____
DATE _____

The stamp should measure 1 ½ inch by 2 ½ inch high alpha/numeric characters. Both PIF and ERF stamps should include all six(6) digits of the license number.

Upon completion of the inspection, stamp three copies of the numbered work order/invoice and signed Vehicle Inspection Reports (VIR) being sure to insert the certificate of approval number and date on the appropriate lines. Do not accept a motor vehicle for certification which has been previously rejected unless the motorist provides you with a Vehicle Inspection Report, and an emission repair form if customer performs repair, which has been issued by an Official Inspection Facility or a Private Inspection Facility. If a vehicle is presented for re-inspection with no initial Vehicle Inspection Report, have the inspector print a duplicate Vehicle Inspection Report. If unable to print a duplicate VIR, then the customer will be advised to either return to the facility, which performed the initial inspection to obtain a copy of the Vehicle Inspection Report (VIR), or given the option to have a complete initial inspection performed, providing they are advised that a charge for an initial inspection is required. At this time the inspection can be completed.

If the defective item(s) has been corrected by a Certified Mechanic (safety items), a New Jersey Emissions Repair Technician, or the customer so as to meet the standards shown in this manual the vehicle may be certified by removing any certificate of approval and replacing it with the proper certificate of approval.

The certificate of approval shall be placed about 3" from the bottom of the windshield and about 4" from the left side, but in every case the certificate of approval must be completely visible from the front of the vehicle.

The diesel emission inspection certificate of approval shall be affixed to the lower right corner of the windshield inside the passenger compartment of the diesel vehicle, approximately three inches from the bottom of the windshield and approximately four inches from the right side of the windshield, but in every case, the diesel emission inspection certificate of approval shall be completely visible from the front of the diesel vehicle.

NOTE: Automobile manufacturers have in some vehicles previously produced used a type of windshield with an "inner plastic" surface designed for occupant safety. Except for the additional plastic layer, the "inner shield" windshield is identical to a standard production windshield in construction.

You will be able to identify these windshields by one of the following three ways:

- There is a permanent message in black letters on the inside center of the windshield. The wording is "Glass Plastic Material. See Owner' Manual for Care Instructions." This lettering is on the glass surface so it cannot be removed or scrapped off without damaging the inner plastic layer.
- The windshield monogram, on the outside lower passenger corner, has the words "Inner Shield" added.
- The vehicle is delivered to the public from the manufacturer with a notice decal on the inside passenger lower corner. This is a requirement of Federal Motor Vehicle Standards No. 205.

In an effort to eliminate the possible damage to the inner plastic coating on the newer windshields, the following procedure should be adhered:

- Do not attempt to deface or remove certificates of approval with a razor blade or any other sharp metal object. A plastic scraper can be used to remove the certificate of approval.
- If the vehicle passes inspection, fold the upper right hand corner of the certificate of approval down to form a small tab and affix to windshield.
- If the vehicle is rejected, do not affix a 48-hour rejection sticker to the windshield. Write the following on the vehicle inspection report: "This vehicle has been rejected and must be repaired within 48 hours of the date of the initial inspection as printed on the vehicle inspection report and no 48 hour sticker has been issued."
- If the defective items on a Vehicle Inspection Report have not been corrected, return the Vehicle Inspection Report to the motorist but do not remove the rejection sticker from the windshield.

No vehicle shall be certified until all rejected items have been properly repaired, adjusted or corrected.

The owner of a motor vehicle rejected at an Official Inspection Facility or a Private Inspection Facility due to a safety defect or an exhaust emission defect is required to have the vehicle repaired within 30 days of the expiration date of the current certificate of approval in order to legally operate in the State of New Jersey. When the nature of the defect is such that the vehicle is obviously very unsafe, the repair must be made within 48 hours.

If a vehicle is presented at a Private Inspection Facility after the 30 day period has expired, the Private Inspection Facility may re-inspect the vehicle and certify it if the rejected items have been corrected.

The motorist may obtain a letter from the Motor Vehicle Commission granting the motorist an extended period in which the vehicle may be legally operated before being subject to inspection.

In order to obtain a letter of extension please call (609) 633-9474. The motorist may also write to "New Jersey Motor Vehicle Commission, Operations Unit, and P.O. Box 680, 225 E. State Street, Trenton New Jersey 08666-0680." A letter of extension cannot be obtained for a vehicle with a 48-hour rejection sticker or a vehicle not currently insured.

A Private Inspection Facility <u>cannot</u> inspect any of the following vehicles:

- Historic motor vehicles or Collector motor vehicles.
- School vehicles used for pupil transportation.
- Vehicles with letters showing reinspection required due to issuance of a warning citation.
- Vehicles with a letter showing re-inspection required due to issuance of a summons.
- Vehicles with a letter showing re-inspection required due to vehicle being involved in an accident.
- Any vehicle with a Vehicle Inspection Report stamped "Must Return to Centralized Inspection Facility," or "Must Return to Specialty Site."
- Raised vehicles.
- Vehicles raised by the use of non-stock or modified springs, shackles, blocks, body lift kits, etc.
- Raised vehicles that are over four (4) inches above the stock configuration.
- Omnibus plated vehicles which are inspected by the New Jersey Motor Vehicle Commission Commercial Bus Unit and have been issued a cab card.

Example of Commercial Bus Sticker

A Private Inspection Facility <u>can</u> inspect any of the following vehicles:

- Retired school bus (which requires an annual inspection).
- Summer camp vehicle, <u>providing that the vehicle does not have school bus plates</u>.
- Migrant farm worker vehicle.
- Jitney. (requires an annual inspection)
- Bus which has been issued passenger, governmental, no fee or commercial plates. (requires an annual inspection)
- Handicap vehicle.

A Private Inspection Facility can certify any of the following vehicles continued

NOTE: The initial inspection of a handicapped vehicle which has been modified under the direction of the New Jersey Department of Labor, Division of Vocational Rehabilitation must be initially inspected at a State Inspection Facility (Specialty Site). All subsequent inspections of such vehicles may be conducted at any Official or Private Inspection Facility.

- All gasoline powered vehicles.
- Bi-fuel motor vehicles.
- Diesel fueled automobiles.
- Commercial vehicles (X-plated), all gasoline and bi-fueled regardless of Gross Vehicle Weight Rating (GVWR) (requires annual inspection)
- Buses that have been issued passenger, governmental, no fee, or commercial vehicle license plates by the Motor Vehicle Commission. (This does not include buses that are subject to inspection by the Motor Vehicle Commission's Commercial Bus Inspection and Investigation Unit). (requires annual inspection)
- Taxis (requires annual inspection)
- Limousines (requires annual inspection)
- Commercial vehicles (X-plated), diesel powered with a GVWR of 9,999 lbs. or less (requires annual inspection)
- Diesel fueled passenger vehicles, such as motor homes, having a GVWR of 10,000 to 17,999 lbs receive a safety inspection only. Those vehicles having a GVWR of 18,000 lbs and over will also require a smoke opacity test at a licensed Class III Diesel Only, Class IV OBD/Diesel, or a Class V OBD/TSI/Diesel private inspection facility (PIF). Diesel fueled vehicles having a GVWR of 18,000 lbs and over require a smoke opacity test only at a licensed Class III Diesel Only, Class IV OBD/Diesel, or a Class V OBD/TSI/Diesel private inspection facility (PIF).
- Diesel trucks from 10,000 lbs to 17,999 lbs are self inspected. See page 114
- Ambulances, regardless of fuel type or weight.
- LUMP – low utilization modified performance.
- Vehicles that have been lowered by the use of non-stock or modified springs, shackles, blocks, modified body-support kits, etc.
- Motor vehicles with Farmer plates.
- Omnibus plated vehicles which are not inspected by the New Jersey Motor Vehicle Commission Commercial Bus Unit.

Federal Vehicles

A Private Inspection Facility can inspect motor vehicles that are operated on Federal Installations located within New Jersey and motor vehicles operated by federal government agencies in New Jersey. These vehicles will display U.S. Government plates. (Example: U.S. Postal Vehicle, Military Vehicles). Federal vehicles will be tested for exhaust system and emissions only. The same test that would apply to a New Jersey registered vehicle for that model year will apply to federal vehicles. There is no certificate of approval issued to a federal vehicle with U.S. Government plates. When asked for the jurisdiction of the vehicle by the analyzer, the inspector will enter U.S.

A Private Inspection Facility can certify any of the following vehicles continued

Out-of-State Vehicles

A Private Inspection Facility can inspect out-of-state registered vehicles. An out-of-state vehicle will be tested for **exhaust and emissions only**. The same test that would apply to a New Jersey registered vehicle for that model year will apply to out-of-state vehicles.

There is no sticker issued to an out-of-state vehicle. When asked for the state of jurisdiction by the analyzer, the inspector will enter the abbreviation for that state.

Alabama = AL	Guam = GU	Massachusetts = MA	New York = NY	Tennessee = TN
Alaska = AK	Hawaii = HI	Michigan = MI	North Carolina = NC	Texas = TX
Arizona = AZ	Idaho = ID	Minnesota = MN	North Dakota = ND	Utah -UT
Arkansas = AR	Illinois = IL	Mississippi = MS	Ohio = OH	Vermont = VT
California = CA	Indiana = IN	Missouri = MO	Oklahoma = OK	Virgin Islands = VI
Colorado = CO	Iowa = IA	Montana = MT	Oregon = OR	Virginia - VA
Connecticut = CT	Kansas = KS	Nebraska = NE	Pennsylvania = PA	Washington = WA
Delaware = DE	Kentucky = KY	Nebraska = NE	Puerto Rico = PR	West Virginia = WV
District of Columbia = DC	Louisiana = LA	Nevada = NV	Rhode Island = RI	Wisconsin = WI
Florida = FL	Maine = ME	New Hampshire = NH	South Carolina = SC	Wyoming = WY
Georgia = GA	Maryland = MD	New Mexico = NM	South Dakota = SD	

Courtesy Inspection

A courtesy inspection is defined as performing an inspection on a motor vehicle that does not require inspection. Motor vehicles having certificates of approval with more than sixty (60) days of valid time remaining do not require inspection unless they present a valid pink card. As a customer convenience, Private Inspection Facilities can perform courtesy inspections for customers who desire such inspections providing that the customer is informed that there will be charges for inspection and any failures must be repaired.

A motor vehicle that passes a courtesy inspection **is not** entitled too more added time to the existing certificate of approval. Upon passing the courtesy inspection, a new certificate of approval will be issued, but will not receive additional time beyond the original certificate of approval. Make out a numbered work order/invoice in sufficient copies to provide one for the customer, one for your file and one for the Commission audit. Attach copies of the signed Vehicle Inspection Report (VIR) from the analyzer to each part of the numbered work

order/invoice. Attach the removed certificate of approval to the station copy of the Vehicle Inspection Report (VIR).

If the motor vehicle fails the courtesy inspection, deface the certificate of approval by cutting the sticker in half to indicate that the motor vehicle has failed inspection. Make out a numbered work order/invoice in sufficient copies to provide one for the customer, one for your file and one for the Commission audit. Attach copies of the signed Vehicle Inspection Report (VIR) from the analyzer to each numbered work order/invoice. Attach the removed certificate of approval to the station copy of the Vehicle Inspection Report (VIR). Upon passing re-inspection, the vehicle will receive a new certificate of approval expiring on the same month and year as the original expired certificate of approval (which will be on the original Vehicle Inspection Report).

Many customers will be unhappy with receiving no additional time after passing inspection. The inspector shall attempt to inform the customer prior to the start of such inspection, that no additional time will be granted upon approval.

Private Inspection Facilities may inspect reconstructed vehicles only after they have passed an inspection at a Specialty Site for a certificate of ownership.

Any questions regarding the foregoing should be referred to the Motor Vehicle Commission. Please call your specific PIF Unit with any questions at:

Northern PIF Unit – 973 631-6584

Central PIF Unit – 732 869-8335

South PIF Unit – 609 567-8873

DEIC UNIT – 609-292-5330

Business License Services – 609-292-6500 ext. 5096 first then 3312

Diesel Self-Inspection Requirements

Diesel trucks 10,000 lbs and up to 17,999 lbs require a self inspection and should not be inspected by a Private Inspection Facility. Diesel trucks with a GVWR of 18,000 pounds or more must have a periodic emissions test performed at a licensed Diesel Emission Inspection Center. For Diesel Emission Inspection Center locations, call 609-292-6500 or (toll-free in NJ) 888-486-3339 or on the internet at http://njgin.nj.gov/OIT_MVCF/facilities. .Owners and lessees shall maintain records that include at a minimum, the following

- An identification of the vehicle including New Jersey registration number, make, model, serial number, number of tires and their size and ply.

- A record of inspection and repairs indicating date and nature.

- A lubrication record.

- A systematic means for indicating each vehicle, the nature and due date of various inspection and maintenance operations to be performed.

- If leased or otherwise contracted for, such records shall also include an identification of the lessor or contractor furnishing the vehicle.

- Any report or record of inspection shall be maintained for a period of 24 months by the owner or lessee and be available upon request of the Commission or its agents authorized to inspect.

- Required inspection items to be inspected and maintained at least every three (3) months are:

    All break lines and linings
    Drive lines
    Coupling devices
    Tires, wheels and flaps
    Springs
    Emergency equipment
    Fuel system
    Cooling system
    Lighting devices, horns and mirrors
    Transmission system
    Steering equipment
    Axles and tie-rod assemblies
    Clutch
    Exhaust system and exhaust emissions
    Glazing and wipers

48-Hour Certification-Rejection Procedures

Note: Attach signed Vehicle Inspection Reports (VIRs) from the analyzer for emission test to three copies of numbered work order/invoices.

Note: Vehicle owners or lessees are required to have rejections corrected and approved within 30 days of the expiration date of the certificate of approval. When the nature of the defect is such that the vehicle is obviously in poor mechanical condition, the repair must be made within 48 hours of the initial inspection; hence it is issued a 48-hour rejection sticker.

The following constitute cause for issuance of a 48-hour rejection sticker:

- Dangerously excessive looseness in wheels, tie rods, pitman arms or other steering components.
- Any frame or wheel collapse.
- Broken ball joints.
- Any rupture in the brake system.
- Missing or inoperative parking brake (except 1967 and newer vehicles with automatic transmission).
- Service brake pedal goes all the way to floorboard and does not stop vehicle.
- Leaks in any part of the air brake system or inoperative air gauge leaks or low warning signal.
- Leaks in muffler combined with a hole in firewall or floor in a location that would allow exhaust gases to enter the driver's or passenger compartment.
- Any part of the exhaust system passing through the passenger compartment.
- Fuel leakage at any point in the system.
- Fuel tank or piping not securely installed.
- Any fuel component that contacts any moving parts.
- Tire(s) worn to where ply or cord is dangerously exposed.
- A shattered windshield that impairs the driver’s vision.
- View of driver obstructed by condition of glass.
- Sharp edges exposed on glazing.
- Items of a very dangerous nature in need of immediate repair.
- Miscellaneous such as loose steering box, severe tire rub, dangling shocks, etc.
- All headlights out.
- All tail lights out.
- All stop lights out.
- Any unusually dangerous condition.

48 hour certification-rejection procedures continued

A. Procedure: 48 Hour Rejection - Owner AUTHORIZES Repair:

- Have the customer sign the acknowledgement stamp.
- Make repair to the rejected item(s).
- Certify that the vehicle meets the inspection standards.
- All required information is to be recorded on the analyzer and End of Day Report that is necessary to complete the inspection.
- Complete a numbered work order/invoice in triplicate, indicating in detail the all rejections and 48 hour rejection(s) and repair(s): Make out a numbered work order/invoice in sufficient copies to provide one for the customer, one for your file and one for the Commission audit.
- All numbered work orders/invoices must have customer's name, address; plate number and vehicle description (make, model, year and VIN #), customer's insurance company name and policy number, customer's telephone number, and all invoices must be numbered. In lieu of writing the insurance information on the numbered invoice/work order, an attached photocopy of the insurance card is acceptable proof.

B. Procedure for 48 Hour rejection - Owner DOES NOT AUTHORIZE Repair:

- Remove the certificate of approval from the vehicle.
- Complete and affix the 48 hour red sticker (as supplied by the Commission) to the left (driver's) side of the windshield. Make certain the date is appropriately punched on the sticker.
- Record on the analyzer and End of Day Report all required information to complete the inspection.
- All numbered work order/invoices must have customer's name, address, plate number and vehicle description (make, model, year and VIN #), customer's insurance company name and policy number, customer's telephone number, and all numbered invoices/work orders must be numbered. In lieu of writing the insurance information on the numbered work order/invoice, an attached photocopy of the insurance card is acceptable proof.

48 hour certification-rejection procedures continued

- Complete a numbered work order/invoice in triplicate, for the inspection service fee. Make out a numbered work order/invoice in sufficient copies to provide one for the customer, one for your file and one for the Commission audit.

- Make certain that a description of all rejections and 48-hour rejection (in detail) is on the numbered work order/invoice and that all copies of the numbered work order/invoice are stamped with your station approval stamp (license number). In the sticker number area of the station approval stamp enter all "9"s to coincide with the sticker number on the Vehicle Inspection Report (VIR).

- A copy of the numbered invoice/work order and a signed Vehicle Inspection Report (VIR) will be given to the vehicle owner in order that he/she may have his vehicle re-inspected at another facility.

C. RE-INSPECTION of a motor vehicle with a 48-hour sticker, issued by an Official Inspection Facility or another Private Inspection Facility.

- Obtain from the owner the Vehicle Inspection Report (VIR) issued by the Official Inspection Facility or Private Inspection Facility which conducted the initial inspection and which indicates the rejection(s) of the vehicle.

- Upon authorization from the vehicle owner, make the repair of the rejected item(s). You are required to re-inspect those items repaired by someone else.

- Certify that the vehicle meets the inspection standards.

- All required information is to be recorded on the Vehicle Inspection Report (VIR), End of Day Report and numbered work order/invoice, which is necessary to complete the certification.

- All numbered work order/invoices must have customer's name, address, plate number and vehicle description (make, model, year and VIN #), customer's insurance company name and policy number, customer's telephone number, and all work order/invoices must be numbered. In lieu of writing the insurance information on the numbered work order/invoice, an attached photocopy of the insurance card is acceptable proof.

- Complete the numbered work order/invoice in triplicate for the inspection repair and certificate of approval fee. Make out a numbered work order/invoice in sufficient copies to provide one for the customer, one for your file and one for the Commission audit.

Basic Information Required on All Work Orders/Invoices

For Class1 OBD only, Class II OBD and TSI, Class III Diesel Only Class IV OBD/Diesel, and Class V OBD/TSI/Diesel

Your Business Name Your Business Address Your Business Phone # Your PIF#	Invoices Must be Numbered Date of Work & Inspection
Customer's Name Customer's Address Customer's Contact Phone #	Vehicle Make, Model and Year Vehicle License Plate # Vehicle VIN# Odometer Reading
Fill Out All Work Orders or Invoices in Triplicate	Vehicle Insurance Information Insurance Company Name Policy # and Effective Dates
Stamp all copies of Work Order or Invoice with Station Approval Stamp and Acknowledgement Stamp if rejected →	Station Stamp to be filled out, Acknowledgement stamp to be signed only if repairs are Made

Invoice Must State:	
New Jersey State Inspection plus	Fee
New Jersey State Inspection Sticker plus	Fee
Listing of All Rejections for Inspection Failures	
Work required to repair rejections	Fee

Basic Information Required on All Work Orders/Invoices

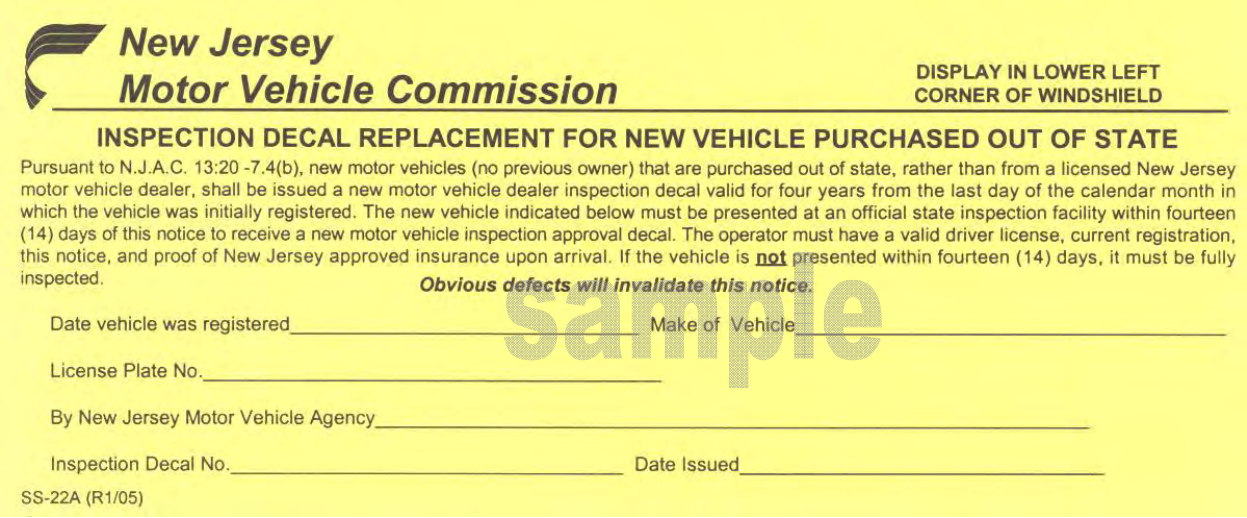
For Class1 OBD only, Class II OBD and TSI, Class III Diesel Only Class IV OBD/Diesel, and Class V OBD/TSI/Diesel

Place Your Trade Name Your Address Your Town, NJ 00000 Business Phone # on work order/invoice				CUSTOMER'S NAME			DATE			
				CUSTOMER'S ADDRESS			WORK ORDER/INVOICE NUMBER			
				CUSTOMER'S CITY, STATE, ZIP						
				CUSTOMER'S CONTACT PHONE #						
CUSTOMER'S VEHICLE YEAR, MAKE AND MODEL							LICENSE PLATE NUMBER			
CUSTOMER'S VEHICLE VIN NUMBER				CUSTOMER'S INSURANCE INFORMATION (COMPANY, POLICY #, DATES)			ODOMETER READING			
								AMOUNT		
				DESCRIPTION OF WORK						
				NEW JERSEY STATE INSPECTION				FEE		
				NEW JERSEY STATE INSPECTION STICKER				FEE		
				LIST REJECTIONS FOR FAILING INSPECTION						
				WORK TO REPAIR REJECTIONS				FEE		
							TAX			
				ACKNOWLEDGEMENT AND STATION STAMPS TO BE PLACED ON WORK ORDER/INVOICE						

Invoice to be filed in triplicate to allow one for the customer, one for the business and one for the state audit.

SECTION IV

Items to be Inspected/Procedures



New Jersey
Motor Vehicle Commission

DISPLAY IN LOWER LEFT
CORNER OF WINDSHIELD

INSPECTION DECAL REPLACEMENT FOR NEW VEHICLE PURCHASED OUT OF STATE

Pursuant to N.J.A.C. 13:20 -7.4(b), new motor vehicles (no previous owner) that are purchased out of state, rather than from a licensed New Jersey motor vehicle dealer, shall be issued a new motor vehicle dealer inspection decal valid for four years from the last day of the calendar month in which the vehicle was initially registered. The new vehicle indicated below must be presented at an official state inspection facility within fourteen (14) days of this notice to receive a new motor vehicle inspection approval decal. The operator must have a valid driver license, current registration, this notice, and proof of New Jersey approved insurance upon arrival. If the vehicle is **not** presented within fourteen (14) days, it must be fully inspected.

Obvious defects will invalidate this notice.

Date vehicle was registered_____ Make of Vehicle_____

License Plate No._____

By New Jersey Motor Vehicle Agency_____

Inspection Decal No._____ Date Issued_____

SS-22A (R1/05)

Inspection Decal Replacement for New Motor Vehicles Purchased Out Of State

New motor vehicles with no previous owner that are purchased out of state rather than at a licensed New Jersey Motor Vehicle New Car Dealer shall receive a new motor vehicle dealer inspection certificate of approval that is valid for four years from the last day of the calendar month in which the motor vehicle was initially registered. These motor vehicles will receive a yellow card from the registering New Jersey Motor Vehicle Agency. The motor vehicle must be presented to the exit end of an Official Inspection Facility within fourteen (14) days of receiving a yellow card as shown above, to receive a new motor vehicle certificate of approval.

If the new motor vehicle is not presented within the fourteen (14) days of receiving the yellow card as shown above, it must be fully inspected at either an Official Inspection Facility or a Private Inspection Facility. Obvious motor vehicle defects will invalidate the above notice.

Inspection Decal Replacement for Heavy Duty Diesel Vehicles ONLY

Sticker replacements can **only** be conducted by licensed **HEAVY DUTY DIESEL EMISSION FACILITIES.**

Sticker replacement requirements for lost, stolen, destroyed, defaced, windshield replacement or license plate. The procedure concerning the replacement of a current valid DEIC Approval Sticker shall be:

1. Check the vehicle for obvious defects in relation to the exhaust system and obvious smoke. Do not issue replacement sticker if vehicle exhibits obvious defects in relation to the exhaust system and obvious smoke.

2. Verify through the VIIS that the diesel vehicle passed a diesel emission inspection and was issued a current valid sticker.

3. If unable to verify that vehicle has passed a diesel emission inspection; vehicle owner or operator **must** present **TWO** of the following:

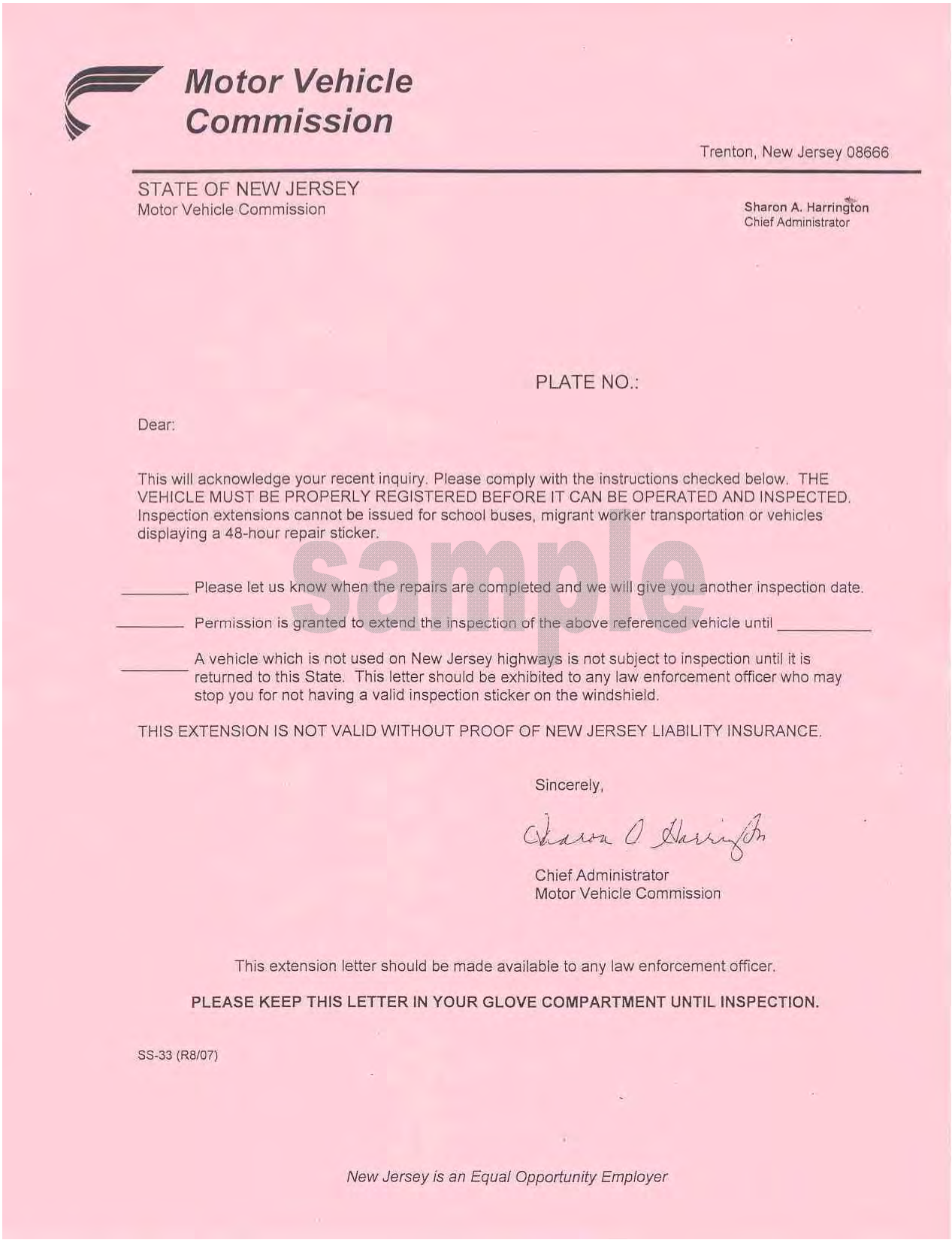
   a. The original current sticker which was removed from the replaced windshield.
   b. Proof of purchase of a windshield from a glass company, if applicable.
   c. Official police report stating that original sticker was stolen

4. Credentials must be checked, this includes driver license, registration, and proof of insurance. Note: Operators license must be for class vehicle presented

5. Enter replacement sticker transaction into analyzer

6. The Inspection Detail Report should show the sticker replacement transaction.

This is a letter of extension issued by the Motor Vehicle Commission. This letter will not affect the original inspection date.



Motor Vehicle Commission

Trenton, New Jersey 08666

STATE OF NEW JERSEY
Motor Vehicle Commission

Sharon A. Harrington
Chief Administrator

PLATE NO.:

Dear:

This will acknowledge your recent inquiry. Please comply with the instructions checked below. THE VEHICLE MUST BE PROPERLY REGISTERED BEFORE IT CAN BE OPERATED AND INSPECTED. Inspection extensions cannot be issued for school buses, migrant worker transportation or vehicles displaying a 48-hour repair sticker.

_____ Please let us know when the repairs are completed and we will give you another inspection date.

_____ Permission is granted to extend the inspection of the above referenced vehicle until _____

_____ A vehicle which is not used on New Jersey highways is not subject to inspection until it is returned to this State. This letter should be exhibited to any law enforcement officer who may stop you for not having a valid inspection sticker on the windshield.

THIS EXTENSION IS NOT VALID WITHOUT PROOF OF NEW JERSEY LIABILITY INSURANCE.

Sincerely,

Sharon A Harrington

Chief Administrator
Motor Vehicle Commission

This extension letter should be made available to any law enforcement officer.

PLEASE KEEP THIS LETTER IN YOUR GLOVE COMPARTMENT UNTIL INSPECTION.

SS-33 (R8/07)

New Jersey is an Equal Opportunity Employer

Items to be Inspected/Procedures

THIS SECTION CONTAINS THE STANDARDS AND PROCEDURES FOR INSPECTING EACH ITEM.

As we progress into the enhanced vehicle inspection program we anticipate updates to these procedures. This information will be sent to all Class1 OBD only, Class II OBD and TSI, Class III Diesel Only Class IV OBD/Diesel, and Class V OBD/TSI/Diesel PIFs either though the mail or electronically, via the emissions analyzer. In either case, PIF's must retain the updated information for future reference**.**

NOTE: If such information is sent electronically, it will be necessary to print it immediately upon accessing it, or it will self-delete from the system.

13:20-33.3 Credentials and License Plates

The driver of a motor vehicle presented for inspection shall present a valid driver's license for the class of motor vehicle being operated, a valid New Jersey motor vehicle registration certificate, and a valid New Jersey insurance identification card for the motor vehicle, if applicable. Credentials shall be legible and shall contain no alterations.

13:20-33.3 Drivers' Licenses

A valid driver's license is required for the type vehicle presented. A valid New Jersey Driver License (or permit, if accompanied by a New Jersey licensed driver), or a valid "Out of State" Driver License (provided operator is at least 17 years of age) is acceptable.

A valid out-of-country license, accompanied with an International License to interpret, if necessary, or a translation from a home country consulate's official is acceptable.

Do not certify a vehicle with any of the following conditions:

- The driver's license has expired.
- The driver's license is not in the customer's possession.
- The driver's license is altered or mutilated.
- The driver's license is a photocopy or fax.
- The driver's license is defaced.
- The driver's license is not for the class of vehicle presented for inspection.
- The driver is not licensed.
- An invalid license is presented.

Conditional Approval:

- The driver's license is not signed.
- The driver does not match the driver's license weight, height, or sex.
- The driver's license has a wrong address.
- The driver's license contains minor discrepancies or errors.

13:20-33.3 Registration

A driver must present a valid New Jersey vehicle registration that correctly describes the vehicle presented for inspection.

13:20-33.3 (b) Certification of a motor vehicle shall not be refused because the New Jersey motor vehicle registration certificate presented by the motorist contains a typographical error(s) in the vehicle identification number, provided the make, year, and license plate number of the motor vehicle set forth in the registration certificate are accurate. However, the motorist shall be advised to contact the Motor Vehicle Commission's Inspection Support Unit at (609) 633-9460. [check]

NOTE: Vehicles that are not registered should not be inspected. (Exception: if a driver presents an expired NJ registration, a NJ online registration renewal receipt, or a NJ temporary registration, the vehicle should be inspected and issued a failure for the appropriate registration failure condition). Vehicles presented with dealer temporary certificates are not to be inspected. New Jersey motor vehicle registrations can be renewed for up to ninety (90) days before their expiration date.

Do not certify a vehicle with any of the following conditions:

- The registration has expired.
- The registration is not in the motorist's possession.
- The registration does not match plates.
- The registration is defaced, altered or mutilated.
- The registration is a photocopy or a fax.
- An online registration renewal receipt is presented in place of registration.
- The registration does not describe vehicle.

Conditional Approval:

- Minor discrepancies (i.e. typographical, vehicle color) shall be conditionally approved and the motorist advised to have them corrected.
- Unexpired temporary authorizations to operate letters issued by the Commission are acceptable for inspection.

Note: There are a limited number of Toyotas and Fords that scan as a different model. These customers should be referred to the nearest Motor Vehicle Agency to have this corrected.

Incorrect Registration VIN bar code

In the event that a scanned registration displays a vehicle identification number that differs from the number that is on the vehicle and registration, the following procedure will be followed:

- As long as the typed portion of the registration matches the number displayed on the vehicle and the scanned number from the bar code is at least 50% correct, a conditional approval should be issued and the motorist advised to have the errors corrected.
- In all cases, the inspector shall enter the correct VIN number from the vehicle VIN plate into the computer.

13:20-33.3 Insurance Verification

Proof of insurance can be in one of the following forms:

An approved State of New Jersey Insurance Card shall be a minimum size of 3 X 5 inches and a maximum size of 5 ½ X 8 ½ inches and must contain a heading across the top that shall read: New Jersey Insurance Identification Card. It shall contain the insurance company name or group name identifying the specific company (Insurance company logos are permitted). It shall also contain the insurance company code as established with the New Jersey Motor Vehicle Commission, the name of the insured, the insured's address, a complete policy number. The effective date and expiration date shall contain the month, day, and year of policy. Additionally the card shall show the description of the vehicle (make and vehicle identification number). In cases of fleets, dealerships, or leasing companies where the owner insures the vehicles, the make, year and VIN need not be recorded. In lieu of the make, year and VIN, the insurer may insert "ALL OWNED VEHICLES" or "FLEET." If the lessee insures the vehicles, the name of the owner as shown on the vehicle registration must be on the I.D. card in addition to the name of the insured if the designation "FLEET" is used without the VIN. The card must contain the name and address of the insurance company or the office or agency issuing the identification cards. There is no requirement that there be a signature on the card. The card must also contain an address, facsimile number and email address, if applicable, for the insurer under the title: "ADDRESS FOR NOTIFICATION OF COMMENCEMENT OF MEDICAL TREATMENT." The address may be placed on the front or reverse of the identification card and may be printed on the card or affixed on the card by way of a label that contains the required information.

An approved temporary State of New Jersey Insurance Card must contain a heading across the top that shall read: TEMPORARY State of New Jersey Insurance Identification Card. It shall contain the insurance company name or group name identifying the specific company (Insurance company logos are permitted). It shall also contain the insurance company code as established with the New Jersey Motor Vehicle Commission, the name of the insured, the insured's address, a policy, application or binder number. The effective and expiration date shall contain the following statement: "This card expires 60 days after the effective date shown above." Additionally the card shall show the description of the vehicle (make and vehicle identification number). In cases of fleets, dealerships, or leasing companies where the owner insures the vehicles, the make, year and VIN need not be recorded. In lieu of the make, year and VIN, the insurer may insert "ALL OWNED VEHICLES" or "FLEET." If the lessee insures the vehicles, the name of the owner as shown on the vehicle registration must be on the I.D. card in addition to the name of the insured if the designation "FLEET" is used without the VIN. The card must

Insurance verification continued

contain the name and address of the insurance company or the office or agency issuing the identification cards. There is no requirement that there be a signature on the card. The card must also contain an address, facsimile number and email address, if applicable, for the insurer under the title: "ADDRESS FOR NOTIFICATION OF COMMENCEMENT OF MEDICAL TREATMENT." The address may be placed on the front or reverse of the identification card and may be printed on the card or affixed on the card by way of a label that contains the required information.

An insurance binder must have an effective date that is not expired (over 30 days in effect), altered or mutilated to the point where it is no longer legible.

Vehicles that are registered to the Federal Government or those under the control of PUC/DOT or ICC are exempt from carrying Insurance Identification cards.
The declaration page of a motor vehicle insurance policy that has an effective date and is not expired is acceptable.

An insurance verification card of a previously owned vehicle is acceptable, if a transferred registration is within 30 days and the insurance identification card has not expired.

If there are minor discrepancies in the serial numbers, the card is not color-coded, a company logo is missing, or typographical errors, then the insurance card should be approved and the owner advised to have it corrected.

Proof of insurance will not be accepted if the vehicle presented cannot be linked to the Insurance Verification Document by either name or vehicle description.

Exception: 48:16-17 – When a limousine is presented for inspection, the operator may in lieu of a State of New Jersey insurance card, present a notarized letter or copy of the same on insurance company letterhead that contains:

- The name of the insurance company.
- The number of the policy and policy expiration date.
- A description of the vehicle.
- The vehicle identification number (VIN).

In addition, a copy of the certificate of insurance issued by the insurance company would also be acceptable. Limousine operators presenting any of the above should not be failed.

Do not certify a vehicle with any of the following conditions:

- The insurance card is not in the possession of the operator.
- The insurance card has no dates on it.
- The insurance card is issued for more than 14 months.
- The insurance card has expired.

Insurance verification continued

- The insurance card is altered.
- The insurance card is a photocopy or fax.
- The insurance document is defaced (mutilated beyond the point that it is no longer readable).
- The insurance document cannot be linked to the vehicle by either the owner's name or the vehicle description.
- The insurance coverage is post-dated (not effective until a future date).
- The permanent insurance card is handwritten.
- The insurance document vehicle identification number (VIN) and the registration vehicle identification number (VIN) do not match.

Conditional Approval

- The insurance card has less than 50% vehicle identification number (VIN) discrepancies.
- The insurance document contains minor discrepancies or errors.

13:20-33.4 License Plates

A motor vehicle shall not be certified ***unless at least one*** of the license plates is in the possession of the operator when the motor vehicle is presented for inspection, or if the letters and/or numbers on the license plates are illegible. License plates must match the vehicle's registration document.

License plates shall be clear and distinct and free from grease, dirt, or other blurring materials so that they are plainly visible at all times of the day or night. The license plates shall be securely attached to the front and rear of the motor vehicle. The license plate shall be displayed not less than 12 inches nor more than 48 inches from the ground in a horizontal position, right side up and right side out; provided, however, that the rear license plate may be displayed more than 48 inches from the ground on tank trucks, trailers and other commercial vehicles carrying inflammable liquids and on sanitation vehicles which are used to collect, transport and dispose of garbage, solid wastes and refuse.

Do not certify a vehicle with any of the following conditions:

- Both New Jersey license plates are missing.
- The front and rear plates do not match.
- The license plates do not match registration.

License plates continued

Conditional Approval

- The plates are obstructed by a trailer hitch, snow bracket, bumper, bumper guard, mounting bolt head, reflector, or any other device or material.
- The license plate is present but not mounted.
- One or two license plates are defaced, ***illegible*** or bent.
- The license plate is not securely mounted to the vehicle.
- The license plate is mounted less than 12 inches from the ground.
- The license plate is mounted more than 48 inches from the ground.
- The license plate is not mounted horizontally.
- The license plate is not mounted right side up or right side out.
- Dirt or greased that are covering the license plates.
- The license plate frame covers the words on the license plate.
- There is glazing on all license plates (plates are covered with glass, plastic or similar materials)

13:20-33.5 Steering/Suspension

The suspension system shall consist of the basic elements originally provided by the motor vehicle manufacturer and shall be geometrically arranged in accordance with the manufacturer's specifications. No suspension system components shall be replaced unless the replacement components meets or exceeds the quality and performance standards established by the vehicle manufacturer.

The motor vehicle shall have a suspension system that allows movement between the unsprung axles and wheels and the chassis body and shall be equipped with shock-absorbing devices at each wheel locations. The suspension system shall be capable of providing a minimum relative motion of plus or minus two inches. When any corner of the motor vehicle is depressed and released; the damping system shall stop the vertical body movement within two cycles. The use of spacer blocks between the front axle and leaf springs is prohibited.

Starting with the front wheel in a straight-ahead position, the steering wheel shall be turned in one direction until there is a perceptible movement of a front wheel. When the steering wheel is turned in the other direction, a point on the steering wheel rim shall not move more than two inches (three inches for manual steering) before there is a perceptible return movement of the front wheel under observation. When this test is performed on motor vehicles that are equipped with power steering, the transmission shall be in "neutral" and the engine shall be running.

With the front end of the motor vehicle lifted, the front and rear of a front tire shall be grasped and an attempt made to turn the wheel assembly to the right and to the left. The free movement at

the front or rear of the tire shall not exceed one-quarter inch. The top and bottom of a front tire shall then be grasped and moved in and out. The movement of the tire shall not exceed the manufacturer's specifications. Both front tires are tested in this manner.

The steering wheel shall be turned through the limit of travel in both directions. There shall be no binding or jamming in the steering wheel mechanism. The steering wheel shall be a minimum of thirteen (13) inches in diameter.

There shall be no wear or breakage of components of the steering and suspension system, which adversely affects the safe operation of the motor vehicle. There shall be no visible caster or camber. Shock absorbers shall be properly installed and in proper operating condition. Shock absorbers shall not exhibit oil on the shock absorber housing attributable to leakage by the seal.

No portion of a motor vehicle shall extend below the bottom of the wheel rim line at maximum suspension deflection.

Do not certify a vehicle with any of the following conditions:

- Camber is excessively out of adjustment so as to be visually apparent.
- There is excessive steering wheel lash (over two inches, three inches for manual steering).
- The steering wheel binds or jams.
- The steering column is not securely fastened.
- The power steering unit is not operating properly.
- The steering wheel is broken or not securely fastened.
- An adjustable steering wheel that does not operate properly.
- An undersize steering wheel with an outside diameter that is less than 13 inches.
- There is excessive wheel rock.
- There is excessive looseness in the steering linkage (side play).
- There is dangerous wear or breakage of components of the steering or suspension system including springs, shock absorbers, stabilizer bars and etc.
- The suspension does not support vehicle in a reasonably level attitude.
- The front wheels are locked.
- The vehicle has a suspension system component, which does not meet or exceed quality and performance standards of the vehicle manufacturer.
- The vehicles shock absorbers are bad and/or leaking.
- The vehicle’s suspension is not level.

Wheel Alignment

Do not refuse to certify a vehicle if the wheel alignment is not correct.
Advise the motorist to have the condition corrected.

13:20-33.6 Front Parking Lights

Front parking lights shall be of a type approved as meeting the standards of the United States Department of Transportation or, for motor vehicles manufactured prior to the adoptions of such standards, the standards of the Society of Automotive Engineers. The letters "SAE" and the letter "P", along with the manufacturer's name or trademark, are often on the lens of such lights.

Front parking lights must be white, yellow or amber in color, and shall be securely mounted so as to reduce the likelihood of their being obscured by mud or dust thrown up by the wheels. There shall be one front parking light mounted on each side of the vertical center line of the vehicle at the same height, and as far apart as practicable.

Conditional Approval:

- If one or more of the front parking lights are inoperative.
- If the front parking light lens is damaged or missing.
- If the parking light lens is combined with the front turn signal as one unit and it the lens is cracked, broken or missing.

13:20-33.7 Glazing

All glazing used on motor vehicles manufactured after July 1, 1935, must be of an approved type which is legibly and permanently marked with the manufacturer's name, trademark, DOT number, "AS " number, or other distinctive designation under which the glazing was approved, so as to be visible when the glazing is installed in the vehicle. The proper type of glazing shall be used for each location in a motor vehicle. In general, the approved locations for the various type of glazing are as follows:

- AS-1
  Mandatory in windshields but may be used for any other window in a vehicle.

- AS-2
  Anywhere on the vehicle except the windshield.

- AS-3
  On the rear side windows of buses, sun roofs, internal partitions, and house trailers.

- AS-4, AS-5, AS-6, AS-7
  On rear windows of convertibles and windows (except windshields), which can be readily removed without the use of tools.

- AS-8, AS-9
  On the rear windows of buses.

Glazing continued

- AS-10
  Bullet-resistant windshields.

- AS-11
  Bullet resistant windows except windshields.

- AS-12, AS-13
  Windows (except windshields) which can be readily removed without the use of tools.

All openings in a passenger vehicle, which were originally manufactured with glazing, shall be equipped with approved type glazing. Certification of a motor vehicle shall be refused if the motor vehicle is equipped with glazing which causes undue or unsafe distortion of visibility for the driver, or is equipped with unduly fractured, broken, cracked, discolored, scratched, or deteriorated glazing, or is equipped with glazing with sharp edges.

A motor vehicle shall not be certified which has defrosters of the "electric element" type installed on any window that obstructs the driver's vision. Motor vehicles manufactured with the heating element, as an integral part of an approved type of glazing shall not be refused certification.

The window on the driver's side shall be capable of being readily opened to permit arm directional signals to be made by the driver. The presence of approved turn signals does not satisfy this requirement except on buses and trucks over 80 inches in width.

Any motor vehicle may have the rear window and/or side windows to the rear of the driver tinted or covered in some manner so as to partially obscure the driver's vision and any motor vehicle registered for commercial purposes and constructed on a truck chassis (including noncommercial trucks registered code 15) may have the rear window and/or side windows to the rear of the driver, painted, tinted, or constructed in some manner so as to obstruct the driver's vision, provided that each motor vehicle is equipped with an exterior mirror on each side of the vehicle.

If glazing material remains in any of the window openings specified in this subsection, the approval markings shall be visible. A motor vehicle shall not be certified which has mirror-type material on any window.

Do not certify a vehicle with any of the following conditions:

- ***Any star-type break, bull's-eye-type break, or stone-type break that is larger than one (1) inch diameter in the acute area or the critical area of the windshield glazing.*** **See figure B on page 139.**
- ***Any star-type break, bull's-eye-type break, or stone-type break of more than two (2) inches in diameter in the peripheral area of the windshield glazing.*** **See figure C on page 140**
- ***Multiple star-type breaks, bull's-eye-type breaks, and/or stone-type breaks regardless of size in the acute area of the windshield glazing.*** **See figure D on page 141.**

Glazing continued

- ***A scratch that is more than one inch in width in the acute area of the windshield glazing or a crack that is more than six (6) inches in length in the acute area of the windshield glazing.*** **See figure E on page 142.**
- ***Multiple cracks and/or scratches in the windshield glazing.*** **See figure F on page 143.**
- ***Multiple star-type breaks, bull's-eye-type breaks, and/or stone-type breaks of more than one (1) inch in diameter per break in the critical and/or the peripheral area of the windshield glazing.*** **See figure G on page 144.**

- ***A crack or scratch of more than six (6) inches in length that extends from the peripheral area of the windshield glazing through the critical area of the windshield glazing into the acute area of the windshield glazing.*** **See figure H on page 145.**
- Glazing that is removed (all openings in a passenger vehicle that were originally manufactured with glazing must be equipped with the appropriate approved glazing type).
- Approval markings that are not visible (glazing not marked, not legible or not visible with manufacturer's name, trademark, and US DOT "AS").
- Glazing that is used in other areas than approved location.
- Etched tempered glass (except identification number/letters and/or manufacturers logos not exceeding two (2) square inches in area).
- Laminated etched glazing, which is located in an area on the windshield or the windows to the right or left of the driver where it will interfere with driver visibility.
- Any glazing on the windshield or to the driver's immediate right and/or left, which is unduly discolored.
- Unspecified damage, which the station supervisor agrees, will seriously interfere with the driver's vision or create a hazard.
- Any accessory, sign, electric type defroster that is attached to the rear window, which seriously impairs the driver's vision.
- Glazing that is in the rear of passenger type convertibles that is discolored so as to obstruct the driver's vision through the inside rear view mirror. Taped repairs to plastic type convertible top windows are a rejection.
- Highly reflective or mirror-type material on any window.
- Glazing in non-approved area (glazing type not approved for the location on the vehicle).

Conditional Approval:

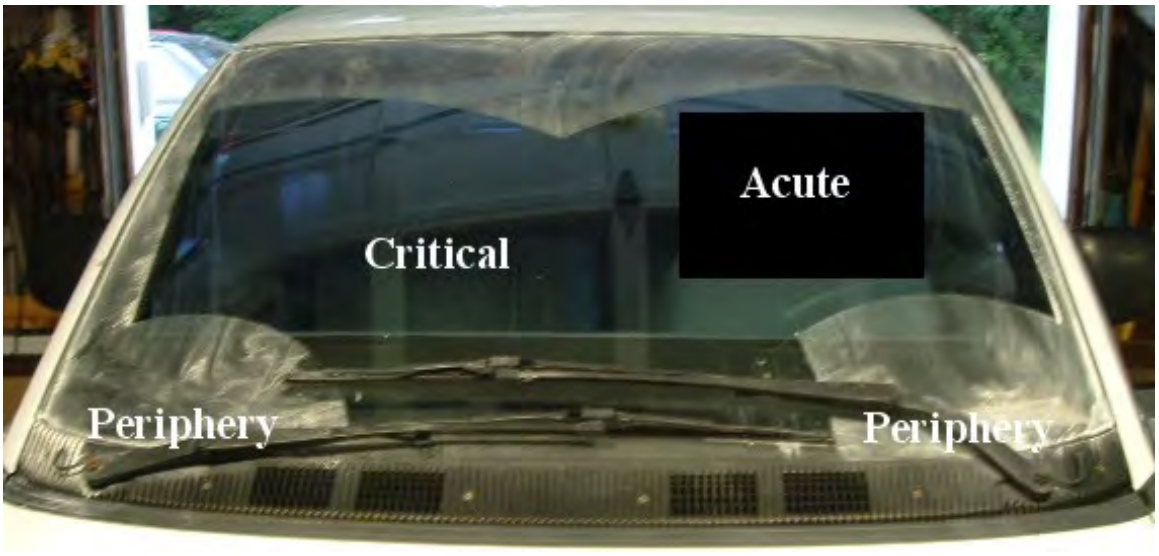
- ***A single crack or scratch that extends from the periphery area of the windshield glazing into the critical area of the windshield glazing.*** **See figure I on page 146.**
- ***A star-type break, bull's-eye-type break, stone-type break, crack, or scratch that is less than the diameter, width, or length specified on the previous page.***
- ***The window on the driver's side is not capable of being opened to permit arm directional signals to be made by the driver, provided the motor vehicle is equipped with turn signals that are in proper operating condition.***
- Glazing that is to the rear of the driver, including plastic rear windows on convertibles, which is discolored. NOTE: If vision out of rear windows is obstructed due to discoloration, side view mirrors on both sides of the vehicle are required.

Description of Windshield Areas

ACUTE AREA of the windshield glazing means the rectangular area of the windshield eight and one-half (8 ½) inches by eleven (11) inches, directly in front of the driver's line of vision as depicted below. The center point of the acute area of the windshield glazing is the point of intersection of the centerline that is drawn directly from the center of the steering wheel onto the windshield and the midpoint line that is drawn across the length of the windshield halfway between the top and the bottom of the windshield.

CRITICAL AREA of the windshield glazing means the area of the windshield cleaned by the normal sweep of the windshield wiper blades provided as original equipment by the motor vehicle manufacturer as depicted below.

PERIPHERY AREA of the windshield glazing means the area of the windshield, other than the acute area and the critical area as depicted below.



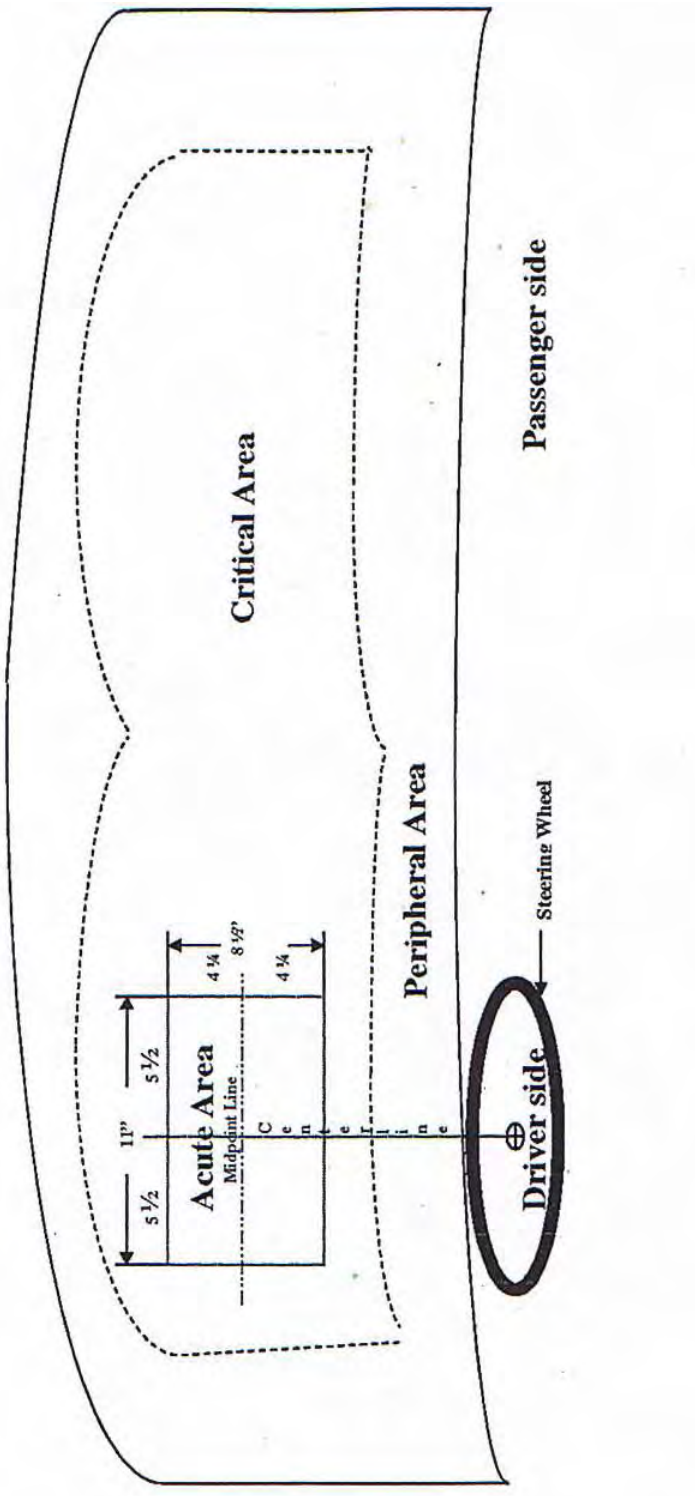

Critical Area
Peripheral Area
Passenger side
Steering Wheel
Driver side
Acute Area
Midpoint Line
Center Line
11"
5½
5½
4¼
8½"
4¼

Figure A

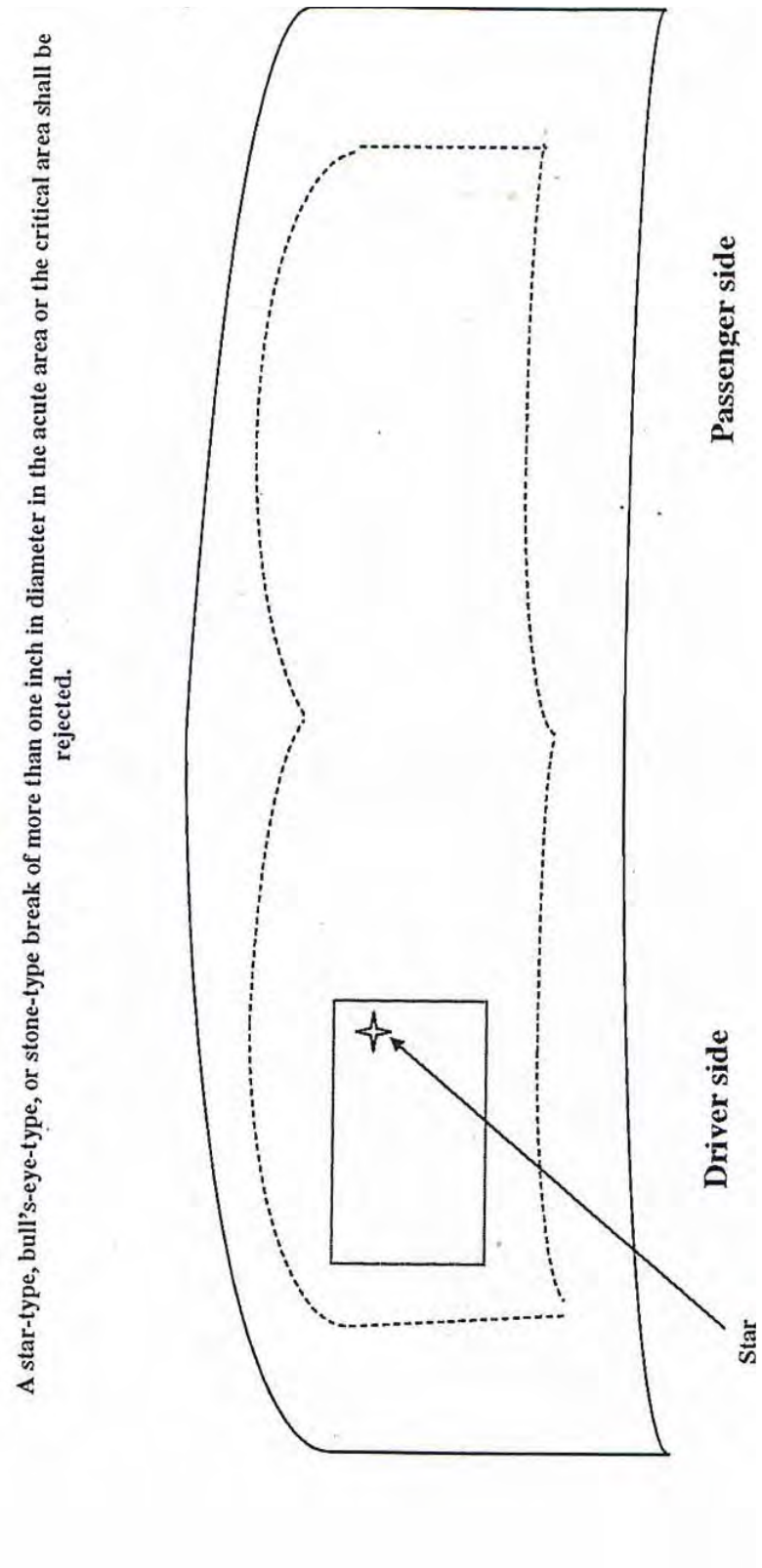

A star-type, bull's-eye-type, or stone-type break of more than one inch in diameter in the acute area or the critical area shall be rejected.
Passenger side
Driver side
Star

Figure B

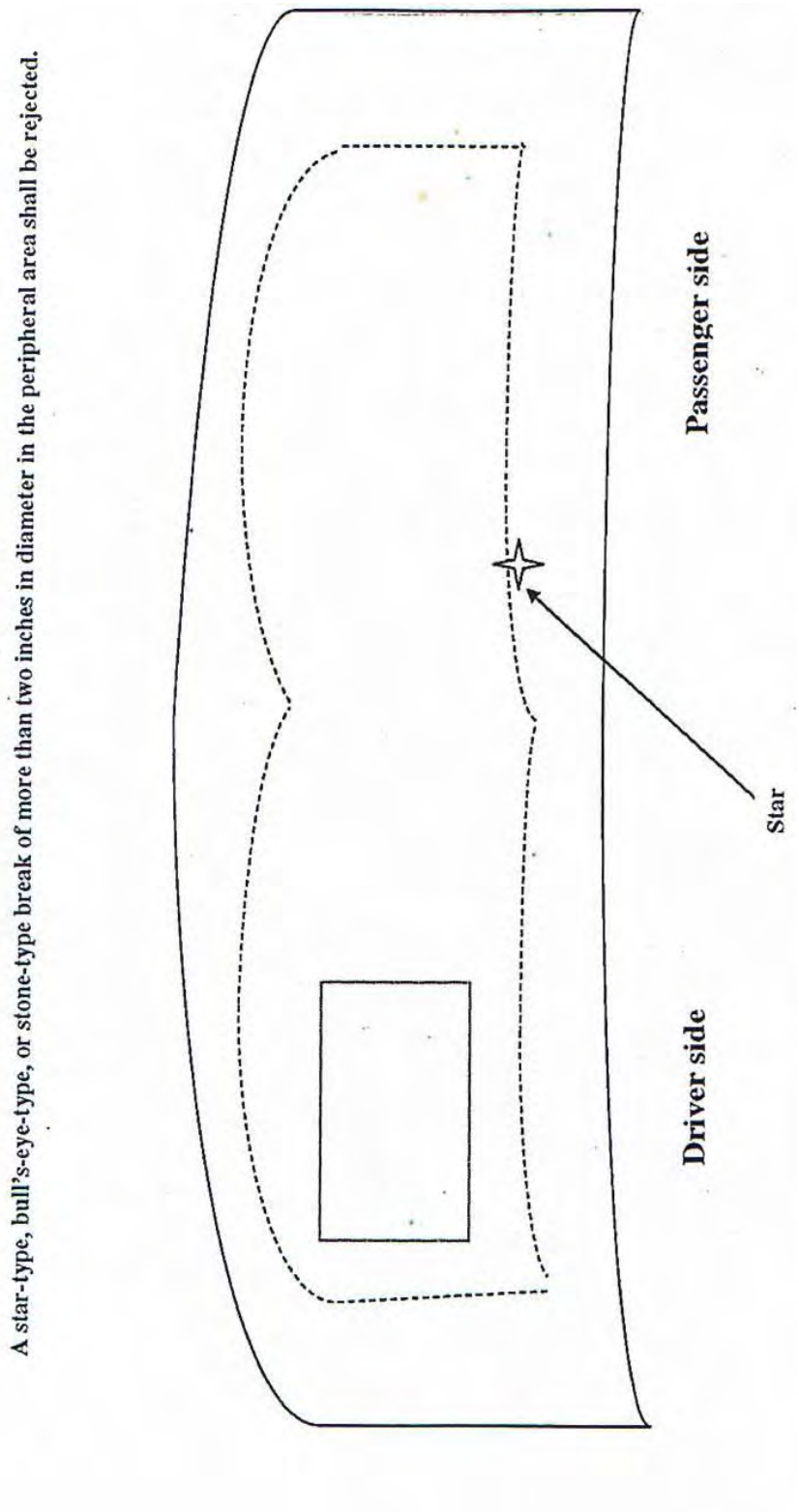

A star-type, bull's-eye-type, or stone-type break of more than two inches in diameter in the peripheral area shall be rejected.
Passenger side
Star
Driver side

Figure C

Multiple star-type, bull's-eye-type, and/or stone-type breaks regardless of size in the acute area shall be rejected.

Figure D

A scratch in the acute area of more than one inch in width or a crack in the acute area of more than six inches in length shall be rejected.

Figure E

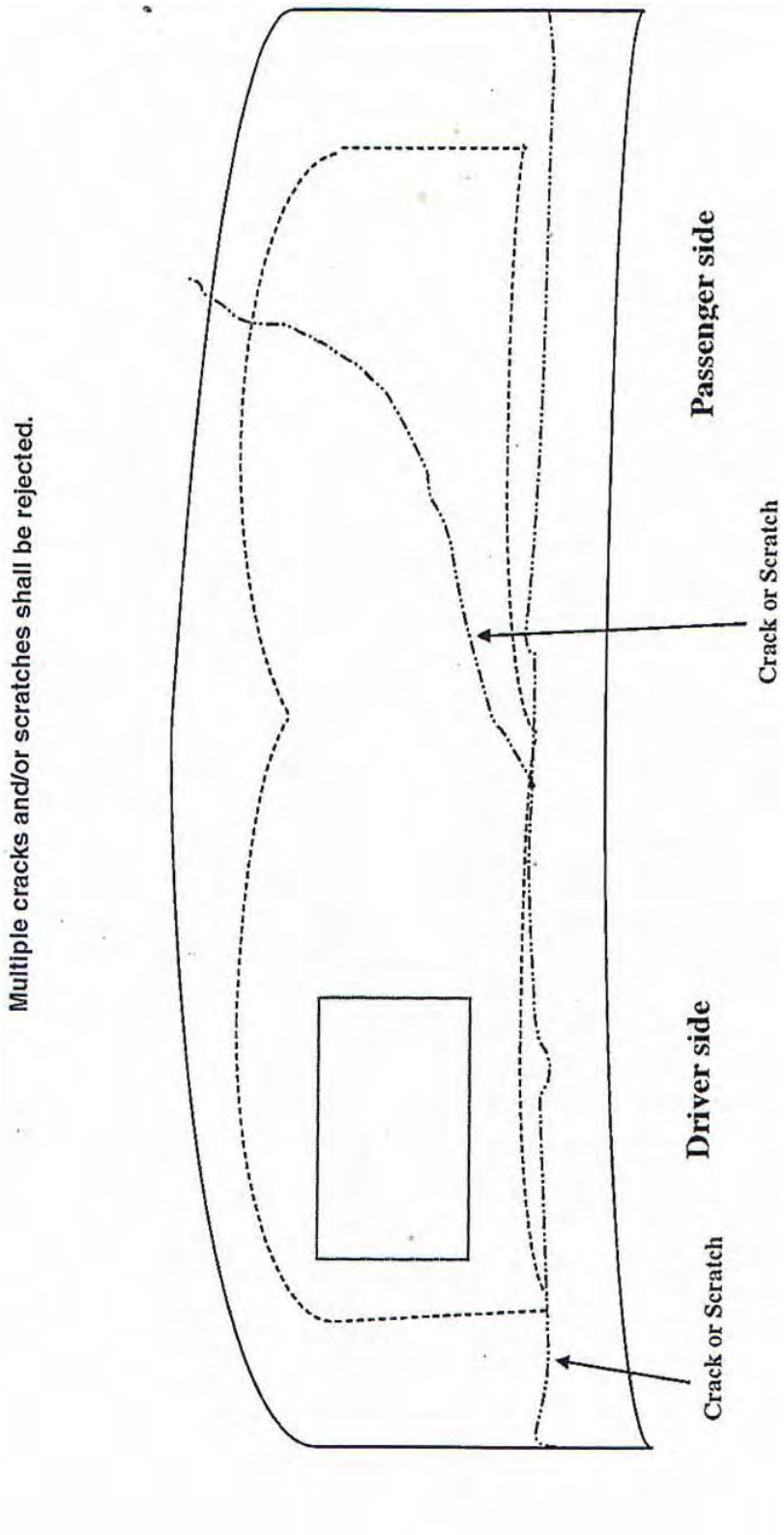

Multiple cracks and/or scratches shall be rejected.
Passenger side
Crack or Scratch
Driver side
Crack or Scratch

Figure F

Multiple star-type, bull's-eye-type, and/or stone-type breaks of more than one inch in diameter per break in the critical area and/or the peripheral area shall be rejected.
Passenger side
Multiple Stars
Driver side

Figure G

A crack or scratch of more than six inches in length that extends from the peripheral area through the critical area into the acute area shall be rejected.

Figure H

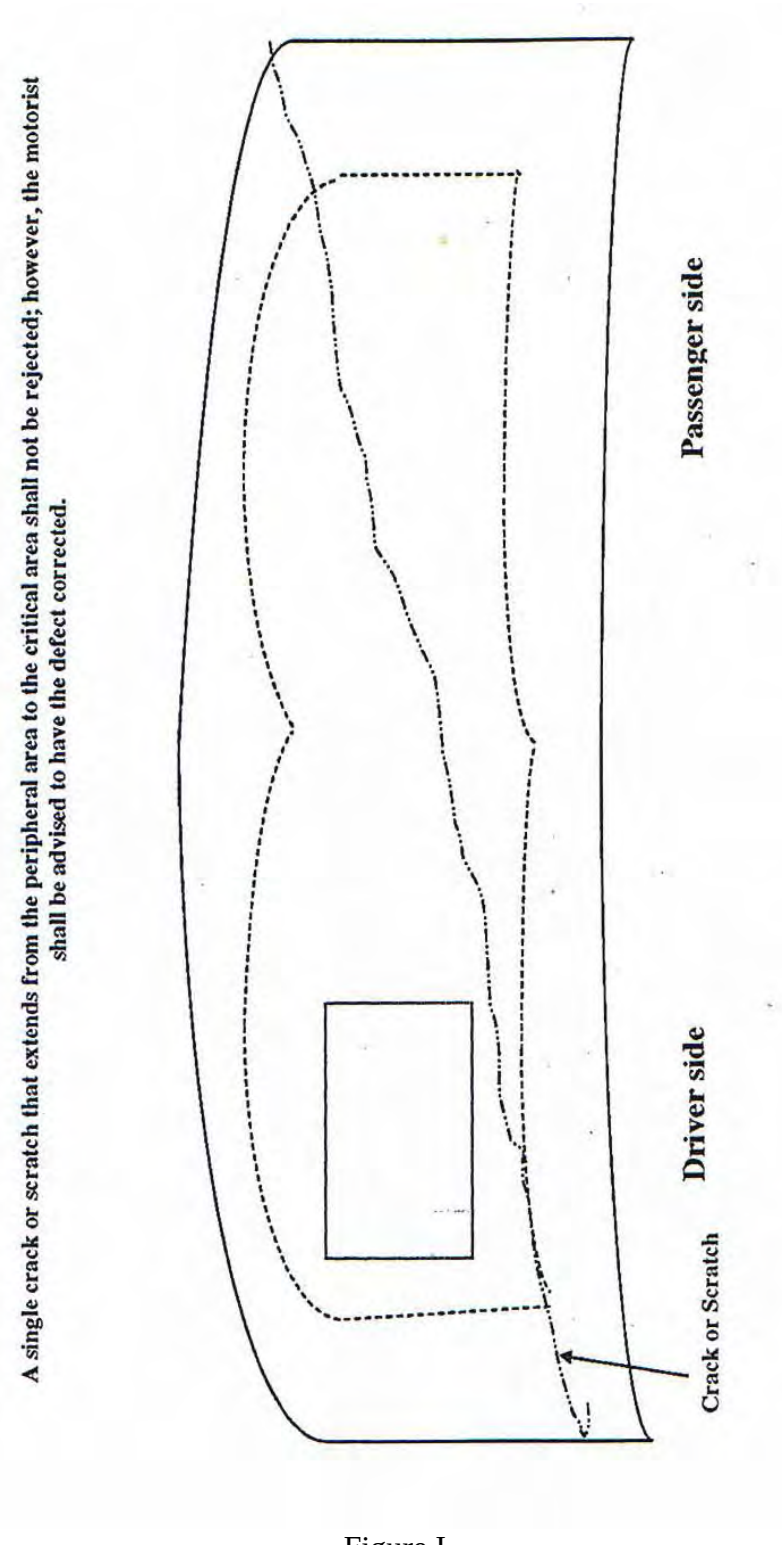

A single crack or scratch that extends from the peripheral area to the critical area shall not be rejected; however, the motorist shall be advised to have the defect corrected.
Passenger side
Driver side
Crack or Scratch

Figure I

Repairs to the Windshield

In recent years, technology has been developed to repair broken windshields. In the past, only "bull's-eyes" or "stone breaks" could be repaired. Now, even long cracks can be repaired.

The Commission will accept safety glass that has been repaired if it is not discolored and does not cause undue or unsafe distortion of visibility. In repairing a windshield a special resin is injected into the crack. Laboratory tests have proven the resin that is used does withstand various impact and stress tests. In addition to repairing the strength of the windshield, this technology also removes the majority of the refraction (reflection) that appears inside the crack.

The criteria for inspecting a repaired windshield are as follows. When sitting in the driver's seat, look straight ahead at the windshield as if you are driving (not directly at the repair). If the repair is not noticeably detectable, it will be considered a proper repair as long as it is repaired in a workmanlike manner and does not cause undue or unsafe distortion of visibility. If you look directly at the repair you may see a fine line from the original damage, which will be acceptable.

Repairs to windshields will not be accepted if the repair is in the acute area or is a vertical crack in the wiper sweep area on the driver's side.

Also, a unique process, which entails cutting small lateral grooves along the bottom of the windshield for the purpose of cleaning the wipers, has been introduced in New Jersey. The process, called Tu-Groove will not weaken laminated glass to the point that it will fail to comply with Federal Glazing Standards. Therefore, the grooving process will be permitted providing that the glazing is not unduly fractured and/or discolored, and the grooves are located below the area used for driver visibility. It may be necessary to sit in the driver's seat of the vehicle to determine if the grooves are below the area used for visibility.

Medical Tinting

N.J.A.C. 13:20-1.2 now allows window tinting on previously unapproved glazing locations for medical reasons. This regulation permits an application of sun screening material with 70% light transmittance on the windshield and with 60% light transmission on the front side windows. In addition, **N.J.A.C. 13:20-1.2** states that sun-screening materials and products may be installed or applied to that portion of the windshield **above** the AS-1 line that in conjunction with factory tint, reduces the transmittance of light below 70%. Also, the owner or lessee of a motor vehicle for which a medical exemption certificate has been issued may affix readily removable sun-screening material and products to the uppermost 6 inch portion of the front side windows of such vehicles during the hours of sunrise to sunset provided they do not reduce the transmittance of light below 35%. Sun-screening materials installed or applied to the windshield shall be a clear film and have a visible light reflectance of not more than 8%. Sun-screening materials that are installed or applied to the front side windows shall be either a clear film or tinted film. Any vehicle presented for inspection with applied tinting in previously unapproved locations shall be approved for inspection provided the following conditions are met:

The customer presents a valid Medical Exemption for Sun screening form (MR-15A).

The form (MR-15A) describes the vehicle being presented for inspection.

The window tint is similar in appearance to the standard tinting material provided by the State for comparison purposes, or is verified by measuring with a State approved tint meter.

The window tint has been applied by a New Jersey licensed Sunscreen Material Inspection facility (SMIF). Each SMIF is required to attach a label (one square inch in size) between the sun screening material and the windshield, and/or between the sunscreen material and front side window(s). The label(s) shall be placed on

- The windshield in the lower left corner as viewed from the outside of the vehicle.
- The front left side *(driver's)* window in the lower right corner as viewed from the outside of the vehicle.
- The front right side *(passenger)* window in the lower right corner as viewed from the interior of the vehicle.

The label information shall contain

- The installer's State registration number (SSIXXXXXX).
- The manufacturer of the tinting material.
- The visible light transmittance percentage (60% T for front side windows and 70% T for the windshield). A tolerance of minus (-) 5% light transmittance will be allowed.

Medical Tint Inspection Procedure

Examine the windshield and/or front side windows for the presence of sun screening material. If uncertain as to the presence of this material on the front side windows, have the motorist partially roll the window down and examine the top of the glass where sun-screening material terminates. If a clear space is visible along the top portion of the glass, presume the presence of sunscreen material.

If sun screening material is evident on either or both front side windows and/or the windshield, request from the motorist the medical exemption for Sun Screening Material form (MR-15A), which must at all times accompany the vehicle for which it applies.

Examine the form (MR-15A) to ensure that it has not expired and the vehicle make, model, year, plate number and VIN indicated on the form matches the vehicle being presented for inspection.

From the information on the MR-15A form, determine which area(s) of glazing have been approved for the application of sun screening material.

Visually inspect the sun screen material on approved locations and ensure that the material is clean and smoothly applied, has a light gray color in appearance and that vision through the glass and sun screen material is clear.

Examine the window(s) and/or windshield for the presence of a compliance label to ensure that it is visible from the outside of the vehicle and that it contains the required information. If the tinting has been installed by the owner of the vehicle, a compliance label will not be present but a completed form (MR-15A) is still required.

Note: Initially, a small number of customers will have their medical tint approved at State Specialty Sites until licensing of SMIFs is finalized. In such cases, the approval of medical tint will be indicated by the New Jersey Motor Vehicle Commission stamp (raised seal) on the MR-15A form. There will be no compliance label on the vehicle's glazing. Therefore, if examination of the window(s) and/or windshield reveals no compliance label, inspect the medical exemption form (MR-15A) for the State stamp (raised seal).

Front side windows and windshields with sun screen material that pass the visual inspection shall be tested for visual transparency. To do so, first ensure that the window(s) and/or windshield to be tested are clean.

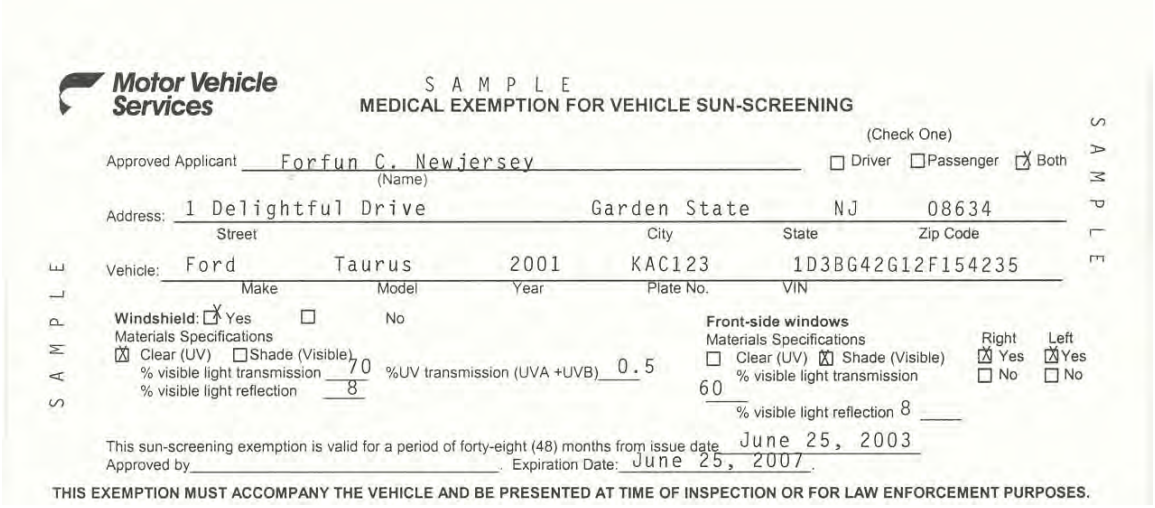
Front side window(s) - Roll the window halfway down. Using the approved tint test strip, hold the test strip directly above the window and observe the appearance of the window compared to the test strip. Ensure that the background for both window and test strip are the same and of uniform appearance. If the window appears to be an equal shade or lighter than the test strip, the vehicle shall pass.

Windshield - While seated in the front seat with the front door open, hold the test strip up alongside the windshield and look at each. Ensure that the background for both the

windshield and the test strip are the same and of uniform appearance. If the windshield appears to be of equal shade or lighter than the test strip, the vehicle shall pass. Upon completion of the inspection process the MR-15A form is to be returned to the customer to be kept in the vehicle in the event it should be requested by law enforcement authorities.

Do not certify a vehicle under any of the following conditions:

- The motorist is unable to produce the Medical Exemption for Sunscreening form (MR-15A)
- The Medical Exemption for Sunscreen form (MR-15A) has expired and/or it does not describe the vehicle being presented for inspection.
- If the front side window(s) and/or the windshield have sunscreen material for which no approval has been indicated on the MR-15A form.
- If the sun screen material has creases, wrinkles, bubbles, scratches, hazing or distortion, or has a mirrored or colored appearance (other than light gray).
- If the compliance label is not visible from the outside of the vehicle, or if the required information is not contained thereon.
- If the compliance label is missing and there is no State approval stamp (raised seal) on the MR-15 forms.
- If the applied medical sun screen tint appears to be of a darker shade than the tint test strip.



Motor Vehicle Services

SAMPLE

MEDICAL EXEMPTION FOR VEHICLE SUN-SCREENING

SAMPLE

Approved Applicant Forfun C. Newjersey (Name) (Check One) ☐ Driver ☐ Passenger ☒ Both

Address: 1 Delightful Drive (Street) Garden State (City) NJ (State) 08634 (Zip Code)

Vehicle: Ford (Make) Taurus (Model) 2001 (Year) KAC123 (Plate No.) 1D3BG42G12F154235 (VIN)

Windshield: ☒ Yes ☐ No

Materials Specifications

☒ Clear (UV) ☐ Shade (Visible)

% visible light transmission 70 %UV transmission (UVA +UVB) 0.5

% visible light reflection 8

Front-side windows

Materials Specifications

☐ Clear (UV) ☒ Shade (Visible)

% visible light transmission 60

% visible light reflection 8

Right: ☒ Yes ☐ No

Left: ☒ Yes ☐ No

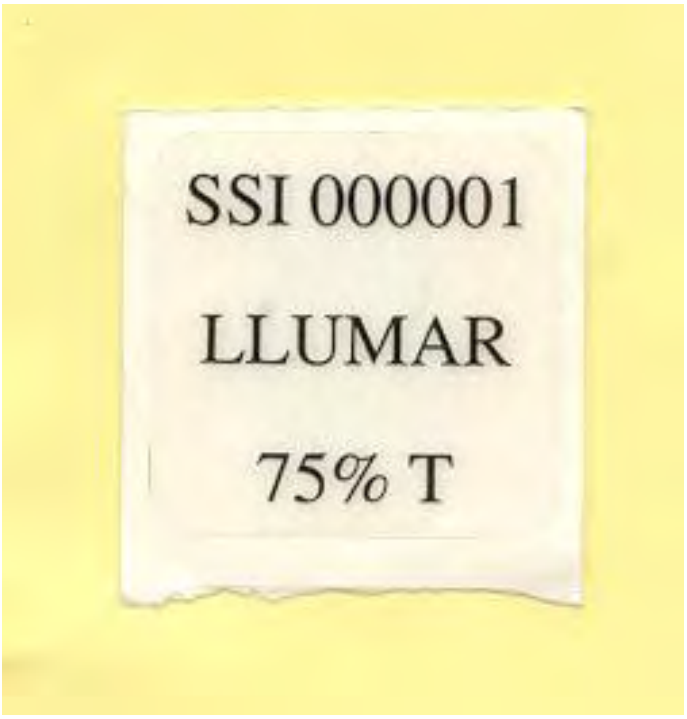
This sun-screening exemption is valid for a period of forty-eight (48) months from issue date June 25, 2003

Approved by _____ Expiration Date: June 25, 2007.

THIS EXEMPTION MUST ACCOMPANY THE VEHICLE AND BE PRESENTED AT TIME OF INSPECTION OR FOR LAW ENFORCEMENT PURPOSES.

SAMPLE

Example of Form MR-15A Medical Exemption for Vehicle Sun-Screening



Example of Sun-screening Decal

In general, the approved locations for the various types of glazing are as follows:

	At Levels Requisite for Driving Visibility	At Levels Not requisite for Driving Visibility
PASSENGER CARS Windshields	1, 10, 14	1, 10, 14
Interior Partitions, Auxiliary Wind Deflectors	1, 2, 4, 10, 11	1, 2, 3, 4, 5, 10, 11, 12, 13
Flexible Curtains, Readily Removable Windows, Ventilators used in conjunction with readily removable windows, Rear windows in tops of convertible cars	1, 2, 4, 6, 10, 11	1, 2, 3, 4, 5, 6, 7, 10, 11,
Openings in roofs not required for driving visibility		1, 2, 3, 4, 5, 10, 11, 12, 13
All other glazing except as listed above	1, 2, 10, 11	1, 2, 3, 10, 11
TAXICABS Windshields	1, 10, 14	1, 10, 14
Interior Partitions, Auxiliary Wind Deflectors	1, 2, 4, 10, 11	1, 2, 3, 4, 5, 10, 11, 12, 13
Interior Partitions, Auxiliary wind deflectors, Windows in rear doors	1, 2, 4, 10, 11	1, 2, 3, 4, 5, 10, 11, 12, 13
Openings in roofs not required for driving visibility		1, 2, 3, 4, 5, 10, 11, 12, 13
Flexible Curtains, Readily removable windows, Ventilators used in conjunction with readily removable windows	1, 2, 4, 6, 10, 11	1, 2, 3, 4, 5, 6, 7, 10, 11, 12, 13
All other glazing except as listed above	1, 2, ,10, 11	1, 2, 3, 10, 11
TRUCKS AND TRUCK TRACTORS Windshields	1, 10, 14	1, 10, 14
Windows to immediate right and left of driver	1, 2, 4, 10, 11, 14	1, 2, 3, 10, 11, 14
Rearmost window if used for driving visibility	1, 2, 8, 10, 11, 14	1, 2, 3, 4, 5, 8, 9, 10, 11, 14
Glazing to rear of driver where other means afford visibility of the highway is provided.	1, 2, 3, 4, 5, 8, 9, 10, 11, 14	1, 2, 3, 4, 5, 8, 9, 10, 11, 14

	At Levels Requisite for Driving Visibility	At Levels Not requisite for Driving Visibility
Folding doors	1, 2, 4, 8, 10, 11, 14	1, 2, 3, 4, 5, 8, 9, 10, 11, 14
All other glazing except as listed above	1, 2, 10, 11, 14	1, 2, 3, 10, 11, 14
BUSES AND MOTOR HOMES Windshields	1, 10, 14	1, 10, 14
Glazing to immediate right and left of driver	1, 2, 10, 11, 14	1, 2, 3, 10, 11, 14
Rearmost window if used for driving visibility	1, 2, 8, 10, 11, 14	1, 2, 3, 4, 8, 9, 10, 11, 14
Internal partitions and auxiliary wind deflectors	1, 2, 4, 10, 11, 14	1, 2, 3, 4, 5, 10, 11, 12, 13, 14
Folding doors	1, 2, 4, 8, 10, 11, 14	1, 2, 3, 4, 5, 8, 9, 10, 11, 14
Standee windows		1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14
Openings in roof not required for driving visibility	1, 2, 3, 4, 5, 10	11, 12. 13, 14
Flexible curtains, Readily removable windows, Ventilators used in conjunction with readily removable windows	1, 2, 4, 6, 10, 11, 14	1, 2, 3, 4, 5, 6, 7, 10, 11, 12, 13, 14
All other glazing except as listed above	1, 2, 3, 10, 11, 14	1, 2, 3, 10, 11, 14
HOUSE TRAILERS AND PROPERTY CARRYING TRAILERS All glazing	1, 2, 3, 4, 5, 6, 7, 8, 9	10, 11, 12, 13, 14
MOTORCYCLES Windscreens	1, 6, 10, 11, 14	1, 6, 7, 10, 11, 12, 13, 14

The numbers in the boxes correspond to AS markings referenced on the following page.

- AS-1 (Laminated Glass)
- AS-2, 3 (Laminated or tempered glass)
- AS-4, 5, 12 (Rigid plastic)
- AS-6, 7, 13 (Flexible plastic)
- AS-8, 9 (Wire glass)
- AS-10, 11 (Bullet resistant laminated glass)
- AS-14 (Laminated glass with layer of clear plastic secured to interior side)

13:20-33.8 Vision Obstruction

No accessory or other object shall be mounted in such a manner as to interfere with the driver's vision. Signs, posters, stickers, or other non-transparent material shall not be placed upon the windshield, wings, deflectors, side shields, or the front side windows of any motor vehicle; provided, however, the inspection certificate of approval, certificate of waiver, inspection rejection sticker, an automatic vehicle identification system transponder approved by the Commission in accordance with N.J.A.C. 13:20-10, or any other sticker approved by the Commission, is permitted.

Do not certify a vehicle with any of the following conditions:

- Any accessory or other object (including hood scoops) mounted so as to obscure more than 3 inches of the windshield glass. The height of the obstructed area of the windshield glass shall be measured by placing a straight edge on the top of the scoop and holding the straight edge in a level position with one end contacting the windshield glass.
- Any object, which obscures an area greater than one-inch width along the side edges or top edge of the windshield.
- Any vehicle, which has highly reflective or mirror type tinted glazing.
- Any electric type defroster attached to the rear window, which seriously impairs the driver's vision. (Unless the vehicle is equipped with outside mirrors on both sides of the motor vehicle).
- Tinted spray paint or plastic material that is on the windows behind the driver. (Unless vehicle is equipped with outside mirrors on both sides).
- Any vehicle, which has add-on tinting on the windshield or any window to the immediate right or left of the driver.

EXCEPTION:

- Strips of add-on tinting material, which have been affixed to the top of the windshield, are permissible provided that they do not project downward at any point more than 20% of the vertical height of the windshield.
- Police Vehicles (undercover)
- Vehicles that have approved sunscreen materials for medical exemption.
- Tinted spray paint or plastic material on the windows behind the driver provided the vehicle is equipped with outside mirrors on both sides.

13:20-33.9 Horn

Every motor vehicle when operated upon a roadway shall be equipped with a horn in good working order and capable of emitting sound audible under normal conditions from a distance of two hundred feet, but no horn or other warning device shall emit an unreasonably loud or harsh sound or a whistle.

Do not certify a vehicle with any of the following conditions:

- ***An inoperative horn.***
- ***The horn is not audible under normal conditions from a distance of not less than 200 feet.***
- ***The horn is not securely fastened to the motor vehicle.***
- ***The horn has a broken button or switch, or does not have a button or switch. (For example, the horn is activated by grounding a bare wire)***
- ***The horn has an activating button or switch beyond the reach of the driver.***
- ***The horn button is located in a place that is not readily conspicuous to the driver, or the horn button requires the driver to take his or her eyes off the road to activate the horn.***
- ***The horn ring is broken.***
- ***The motor vehicle is equipped with a siren, whistle, or bell. (Except an authorized emergency vehicle or unless a permit for same has been issued by the Commission in accordance with N.J.A.C. 13:24); provided, however, that any motor vehicle may be equipped with a theft alarm signal device that is installed so that it cannot be used by the driver as an ordinary warning signal.***

Conditional Approval:

- ***The horn emits an unreasonably loud or harsh sound, such as an air horn, is permitted, provided the motor vehicle is also equipped with a standard horn for use in residence or business districts.***
- ***The horn can only be sounded by a portion of the horn activation device.***

- EXCEPTION: Bells on frozen dessert trucks are permissible.

13:20-33.10 Windshield Wipers

Every motor vehicle having a windshield shall be equipped with at least one device in proper operating condition to provide clear vision for the driver. A motor vehicle manufactured with only one windshield wiper shall have the wiper so located that it cleans the portion of the windshield directly in front of the driver in order for the driver to safely operate the motor vehicle.

Do not certify a vehicle with any of the following conditions:

- If a motor vehicle was originally manufactured with two windshield wipers, and both wipers do not operate properly.
- If a motor vehicle manufactured with only one windshield wiper is not equipped with a windshield wiper that will clean the portion of the windshield directly in front of the driver.
- A windshield wiper that is not capable of operating at a speed necessary to provide the driver a clear view ahead under all conditions of weather.
- Windshield wiper blades that are damaged, hardened, deteriorated, or of an improper type (such as a blade designed for a flat windshield installed on a curved windshield), or an improper size.
- Windshield wipers that are not held against the windshield with adequate tension to provide the driver a clear view ahead under all conditions of weather.
- Windshield wipers that do not clean the full area of windshield for which it was designed.
- If the windshield wiper control is not constructed and installed so as to be operated and controlled by the driver.
- A windshield wiper control that is constructed and installed as to be operated or controlled by the driver that is not in proper operating condition.

13:20-33.12 Directional Signals and Hazard Warning Lights

Every motor vehicle, other than a noncommercial motorcycle, shall be equipped with two front and two rear turn signals, except that a passenger vehicle manufactured before July 2, 1954, is not required to be equipped with turn signals. When a motor vehicle, regardless of date of manufacture, is equipped with turn signals, the turn signals shall be in proper operating condition.

Directional Signals and Hazard Warning Lights continued

All turn signals and hazard warning signal systems including lights, flashers and operating units shall be of a type approved as meeting the standards of the United States Department of Transportation or, for motor vehicles manufactured prior to the adoption of such standards, the standards of the Society of Automotive Engineers. The letters "SAE" along with the manufacturer's name and trademark are often on such devices. In the case of front and rear turn signal lights, the letter "I" or the letter "D" is often on the lens of such lights.

Front turn signal and hazard warning signal lights shall be mounted on each side of the vertical centerline at the same level and as widely spaced laterally as practical. Front turn signal and warning signal lights shall emit a flashing white or amber light visible from a distance of 500 feet.

Rear turn signal and hazard warning signal lights shall be mounted on each side of the vertical centerline at the same level and as widely spaced laterally as practical. Rear turn signal and warning signal lights shall emit a flashing red or amber light visible from a distance of 500 feet.

All turn signals shall be permanently and securely mounted in such a manner so as to reduce the likelihood of their being obscured by mud or dust thrown up by the wheels.

A turn signal shall not be obstructed by any part of the chassis, body, or bumper, or by any type of add-on device or material if such obstruction reduces the visible area of the turn signal to less than three and one-half square inches on a passenger automobile, truck, bus, or jitney which is less than 80 inches in overall width, or reduces the visible area of the turn signal to less than 12 square inches on a truck, bus, or jitney which is 80 inches or more in overall width.

Turn signal lights shall flash from 50 to 130 times per minute. The "on" period of the flashes shall be long enough to permit the bulb filaments to reach full brightness.

All turn signal light systems shall be in proper operating condition.

Do not certify a vehicle with any of the following conditions:

- The turn/warning signal is out or missing.
- There is a faulty turn/warning signal or switch.
- There are unapproved type direction signals or lenses.
- The turn signals are not operating as designed.
- The turn or hazard warning signals are not mounted at the same level and as widely spaced laterally as possible.
- The front turn signals emit a color other than white or amber or any color in between.
- The rear turn signals emit a color other than red or amber or any color in between.

- The turn signals are not securely mounted or are obstructed.
- The turn signals do not flash between 50 or 130 times per minute or "on" period of flash does not reach full lamp brightness.
- The turn signal lens of any signal lamp is broken or missing.
- The turn signals are mounted in the interior of the vehicle behind the glazing.
- Tape is used to repair turn signal light lenses.
- Note: Do not reject turn signals that flash alternately with side marker lights.
- EXCEPTION: Bell Telephone coin collection vehicles.

Conditional Approval:

- ***A cracked, broken, or missing lens, provided that no white light shows to the rear of the motor vehicle; providing that the motorist is advised to have the defect corrected***
- A repaired cracked lens; if the repair was completed in a permanent workmanlike manner and tape was not used for the repair.
- Sequential turn signals that are on older model Mercury Cougars and Ford Thunderbirds.
- Side mounted turn signals built into the mirrors on some cars.

13:20-33.13/33.14/33.15 Marker-Clearance-Identification-Reflectors

Side-marker lights are lights on the left and right sides near the front and rear of a motor vehicle that show to the side, and are intended to indicate vehicle length.

A vehicle (truck or bus) 80" or more in width manufactured after January 1, 1965 shall be equipped with one amber side-marker light mounted on each side at or near the front of the motor vehicle and one red side-marker light mounted on each side at or near the rear of the motor vehicle. Side-marker lights must be of a type approved as meeting the standards of the United States Department of Transportation or for vehicles manufactured prior to the adoption of such standards, the standards of the Society of Automotive Engineers. The letters "SAE" and the letters "P1" or "P2" or "PC" along with the manufacturer's name or trademark are on the lens of such lights in most cases.

Every side-marker light shall be permanently and securely mounted on a permanent part of the vehicle. Side-marker lights may be mounted at an optional height on the side of the vehicle.

A combination clearance and side-marker light is a single lamp, which fulfills the requirement of both a clearance and side-marker light. The requirements for side-marker, clearance and identification lights are quite involved and pertain to their use on commercial vehicles for the most part. The subject is covered on "Summary of Motor Vehicle Light Requirements".

NOTE: Most passenger type vehicles have the rear reflectors incorporated in the rear taillight and can be identified by the SAE marking.

Marker-Clearance-Identification-Reflectors continued

Reflectors are devices designed and used on vehicles to give an indication to an approaching driver by reflected light. Reflectors shall be of a type approved as meeting the standards of the United States Department of Transportation or for vehicles manufactured prior to the adoption of such standards, the standards of the Society of Automotive Engineers. The letters "SAE" and the letter “A” (for Class A reflectors) or the letter “B” (for Class B reflectors) along with the manufacturer’s name or trademark are on the lens of such reflectors in most cases.

Passenger vehicles manufactured before July 2, 1954, shall have one Class A or Class B red reflector mounted on the rear of the vehicle. Passenger automobiles manufactured after July 1,

1954, shall have two (2) Class A red or two (2) Class B red reflectors mounted on the rear of the vehicle on each side of the vertical centerline at the same level and as widely spaced laterally as practical. All passenger automobiles with commercial registration and all trucks and buses shall have two Class A red reflectors mounted on the rear of the vehicle on each side of the vertical centerline at the same level and as widely spaced laterally as practical.

A truck or bus 80 inches or more in width manufactured after January 1, 1965, shall have one Class A amber reflector mounted on each side of the vehicle as far to the front as
practical and one Class A red reflector mounted on each side of the vehicle as far to the rear as practical.

The mounted height of a reflector shall be not less than 15 inches or more than 60 inches from the level surface upon which the vehicle stands. Reflectors shall be permanently and securely mounted on a permanent part of the vehicle. The mounted height of a reflector shall be measured from the center of the reflector to the level surface upon which the vehicle stands. Any reflector, otherwise properly mounted, may be securely installed on flexible strapping or belting provided that under conditions of normal operation it reflects light in the required direction.
Marker-clearance-identification-reflectors continued

Identification lights are used in groups of three in a horizontal row which show to the front and rear of a motor vehicle, and have light centers spaced not less than six inches nor more than 12 inches apart.

A truck or bus 80 inches or more in width manufactured after January 1, 1965, shall be equipped with three amber identification lights on the front of the vehicle and three red identification lights on the rear of the vehicle. If the cab is not more than 42 inches wide at the front roofline, a single identification light at the centerline of the cab shall be deemed to comply with the requirements for front identification lights.

Identifications lights shall be of a type approved as meeting the standards of the United States Department of Transportation or for vehicles manufactured prior to the adoption of such standards, the standards of the Society of Automotive Engineers. The letters "SAE" and the

letters “P” or “P2”, along with the manufacturer’s name or trademark are on the lens of such lights in most cases.

Every identification light shall be permanently and securely mounted on a permanent part of the vehicle as close as practical to the centerline and the top of the vehicle. No part of front identification lights or their mountings shall extend below the top of the vehicle windshield.

Do not certify a vehicle, which is required to have side-marker, clearance, identification lights, and reflectors with any of the following conditions.

- A broken or missing lens and/or reflector.
- A light or reflector of an unapproved type.

- A light or reflector that is not mounted securely or is not properly located.
- Any lens or reflector, which fails to reflect the required color of light.
- Any required lamp missing or inoperative.
- NOTE: Side marker lights are not required on passenger vehicles.

Conditional Approval:

- Automobiles with marker lights out.

SAE Lighting Identification Markings

THE FOLLOWING LETTERS INDICATE APPLICABLE SAE STANDARD

A. Reflex reflectors - Class A
B. Reflex reflectors - Class B
D. Turn signal lamps - Class B (mounted front and rear)
I. Turn signal lamps - Class A (mounted front and rear)
E. Side turn signal lamps (mounted on vehicle sides)
F. Fog lights
H. Sealed beam headlights (marking applies to housing)
K. Corner lamps
L. License plate lamps
M. Motorcycle and motor driven cycle headlamps - motorcycle type
N. Motorcycle and motor driven cycle headlamps - motor driven cycle type
O. Spot lamps
P. Identification or parking lamps
PI. Clearance or side marker lamps
PC. Combination clearance and side marker lamps
Q. Turn signal operating units - Class A
QB. Turn signal operating units - Class B
QC. Hazard warning signal operating units
R. Back up lamps

S. Stop lamps
T. Tail lamps
V. Liquid burning emergency flares
W1. Warning lamps for emergency, maintenance and service vehicles
W2. Warning signal lamps for school buses
W3. 360 degree emergency warning lamps
X. Electric emergency lanterns
Y. Driving lamps
Z. Passing lamps

13:20-33.16 Red Rear Light and Plate Light

Every motor vehicle, other than a motorcycle, shall be equipped on the rear with at least two red taillights and at least two red reflectors, one on each side of the vertical centerline at the same height and as far apart as practical, except that a passenger vehicle manufactured before July 2, 1954 may be equipped with one red taillight and one red reflector. If a vehicle is equipped with two or more taillights on each side it shall not be refused certification because one of the taillights is not operative, providing one taillight on each side is operative. However, a motorist should be advised of the situation. Do not refuse to certify a vehicle because of a taillight having a cracked lens, providing no white light shows to the rear, but advise the motorist of the situation.

Taillights shall be of a type approved as meeting the standards of the United States Department of Transportation or, for vehicles manufactured prior to the adoption of such standards, the Standards of the Society of Automotive Engineers. The letters "SAE" and the letter "T" along with the manufacturer's name or trademark are often on the lens of such lights.

Taillights shall exhibit a red light visible from a distance of 500 feet to the rear of the vehicle. The lights shall not be obstructed by any part of the chassis, body or bumper, or any type of add-on device or material.

Taillights shall be permanently and securely mounted on a permanent part of the vehicle. The mounted height of taillights, as measured from the center of the lens to the road surface upon which the vehicle stands, shall not be less than 15 inches nor more than 72 inches. On any vehicle carrying flammable liquids as a cargo, the taillights may be mounted higher than 72 inches. When two taillights are required, they shall be mounted at the same level and spaced as far apart laterally as practical.

The **license plate light** shall be of a type approved as meeting the standards of the United States Department of Transportation or, for vehicles manufactured prior to the adoption of such standards, the Standards of the Society of Automotive Engineers. The letters "SAE" and the letter "L" along with the manufacturer's name or trademark are often on the lens of such lights.

Exceptions: Aftermarket tail light covers

Auto Ventshade Company tail light lens covers meet the Federal Motor Vehicle Standards and are the only ones approved to date and are as follows:

Part#	Application
36843	1988-1998 Chevy/GMC Full Size Pickup
36959	1995-1998 Chevy Blazer/GMC Jimmy
36428	1994-1998 Chevy S10/GMC Sonoma
36807	1994-1998 Dodge Ram
36142	1989-1996 Dodge Dakota
36537	1987-1996 Ford F150 Pickup
36801	1997-1998 Ford F150 Pickup (Flareside)
36726	1991-1994 Ford Explorer
36749	1995-1997 Ford Explorer
36710	1993-1997 Ford Ranger

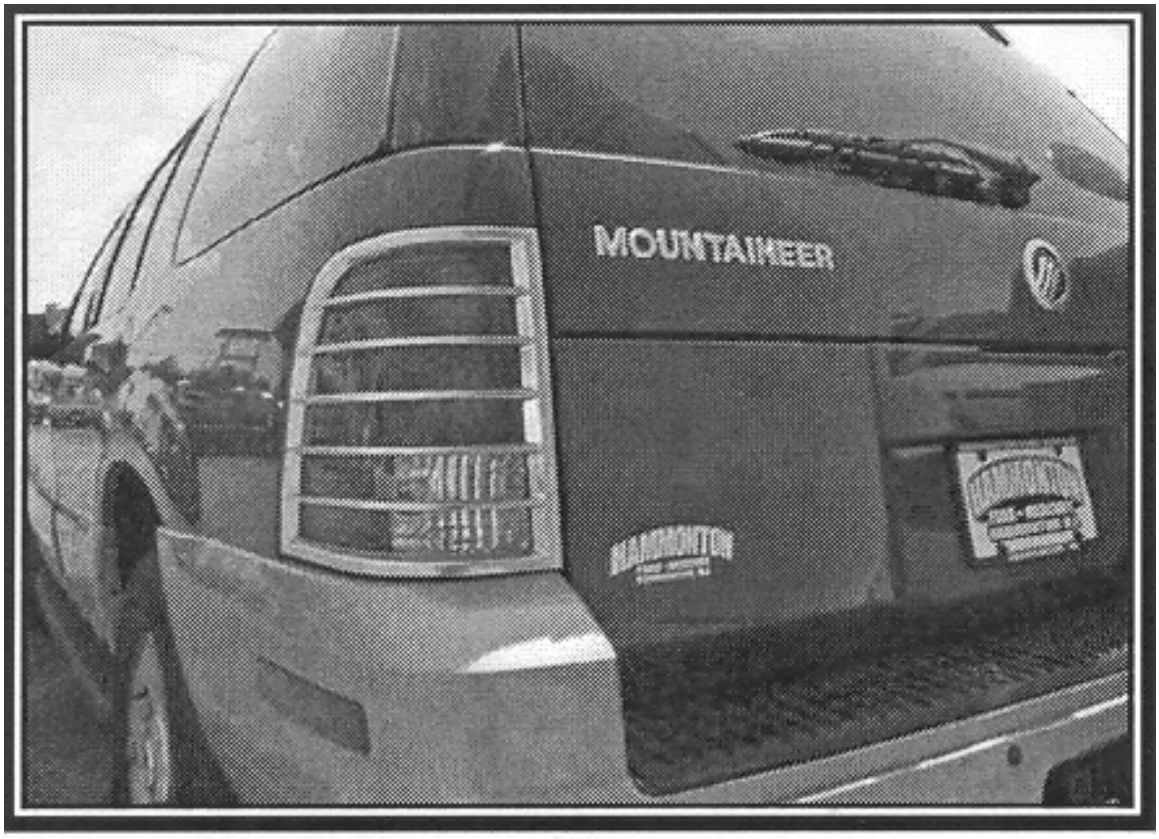
Part#	Application
36137	1981-1992 Ford Ranger
36837	1993-1998 Jeep Grand Cherokee

Confirm that the Auto Ventshade Company logo is evident on the tail light lens cover and that the cover is properly installed on the vehicle for which they were intended. If the Auto Ventshade tail light covers are not securely attached or appear to be inappropriate for the vehicle application, fail the vehicle.

Exceptions: Tail light grills

All 2002 Mercury Mountaineer models are equipped with “Factory Installed” tail lamp grills. These are legal and **should not** be rejected when presented for inspection. Please refer to the picture below. Note: this is the only model vehicle to be approved.

Rear red light and license plate light continued



Do not certify any vehicle with any of the following conditions:

- Unapproved type of red rear light, plate light or lens.
- The taillight does not emit a red color.
- A taillight with a broken or missing lens.
- A taillight that is not securely mounted or properly located on the vehicle.
- Any taillight or license plate light that exhibits a white light to the rear.
- Any taillight is out or does not operate as designed.

Conditional Approval:

- Taillight lens is cracked, provided no white light is visible from rear.
- Taillight covered with appliqué or grill with more than 3 square inches of light showing.
- ***The license plate light unit is missing, inoperative, or does not operate properly: however, the motorist shall be advised to have the defect corrected.***

13:20-33.17 Stop Lights

Every motor vehicle, other than two wheel motorcycles, shall be equipped on the rear with at least two stop lights, one at each side of the vertical centerline at the same height and as far apart as possible, except a passenger vehicle manufactured before July 2, 1954, may be equipped with one stop light.

All stop lights must be of a type approved as meeting the standards of the United States Department of Transportation or, for motor vehicles manufactured prior to the adoption of such standards, the standards of the Society of Automotive Engineers. The letters "SAE" and the letter "S" along with the manufacturer's name and trademark are often on the lens of such lights.

Stoplights shall exhibit a red or amber color and shall be visible from a distance of 500 feet to the rear of the vehicle when activated by application of the brake. The stoplights shall not be obstructed by any part of the chassis, body or bumper, or any type of add-on device or material.

Stoplights shall be permanently and securely mounted on a permanent part of the vehicle. Do not refuse certification because of a stoplight having a cracked lens, providing no white light shows to the rear, but the motorist shall be advised to have the situation corrected. If a vehicle is equipped with two or more stop lights on each side it shall not be refused certification because some of the stoplights are not operative, providing one stop light on each side of the vehicle is operative. However, the motorist shall be advised to have the condition corrected. Repairs to broken lenses made in a workmanlike manner using the original pieces is acceptable (no color tape shall be used), provided no white light shows to the rear.

Do not certify a vehicle with any of the following conditions:

- Unapproved type of stoplight or lens.
- Any light that is not properly mounted.
- A broken or missing lens (provided white light shows to rear).
- There is an insufficient increase in the illumination of the stoplight when the service brake is applied.
- Any vehicle that is required to have two stoplights that does not have at least one stop light on each side operative.
- Pulsating or flashing stoplights.
- Stoplight lenses that are modified in a manner, which will reduce visibility or effect photometrics.
- A separate stoplight that is wired to illuminate when the turn signals are activated.
- The stoplight is out.
- A clear lense with a red bulb.

13:20-33.17 High Mounted Stop Lights

All passenger automobiles manufactured on or after September 1, 1985, shall, in addition, be equipped with a high-mounted rear stoplight on the vertical centerline. All multipurpose passenger vehicles, trucks and buses whose overall width is less than 80 inches or GVWR 10,000 lbs or less, manufactured on or after September 1, 1993, shall, in addition, be equipped with a high mounted stop light on the centerline. All multipurpose passenger vehicles, trucks and buses whose overall width is less than 80 inches and whose GVRW is 10,000 pounds or less and whose vertical centerline, when the vehicle is viewed from the rear, is not located on a fixed body panel but separates one or two moveable body sections, such as doors, and which lacks sufficient space to install a single high-mounted stoplight on the centerline above such body

panels, and which is manufactured on or after September 1, 1993, shall, in addition, be equipped with two high-mounted rear stoplights.

All stop lights must be of a type approved as meeting the standards of the United States Department of Transportation or, for motor vehicles manufactured prior to the adoption of such standards, the standards of the Society of Automotive Engineers. The letters
"SAE" and the letter "S" along with the manufacturer's name and trademark are often on the lens of such lights. Stoplights shall exhibit a red or amber color and shall be visible from a distance of 500 feet to the rear of the vehicle when activated by application of the brake. The stoplights shall not be obstructed by any part of the chassis, body or bumper, or any type of add-on device or material. If the high-mounted rear stoplight is placed inside the vehicle, means shall be provided to minimize reflections from the light upon
the rear window glazing that may be visible to the driver when viewed in the interior rear view mirror.

Some accessories such as spoilers and trunk-mounted luggage racks may partially obstruct the factory installed high-mounted stoplight. Therefore, the accessory will incorporate a stoplight. The rearmost high-mounted stoplight shall be operable. If the more than one high-mounted stoplight is operable, the motorist should be advised to have the forward high-mounted stoplight disconnected.

Conditional Approval:

- ***The high-mounted stoplight is missing, obstructed, inoperative, or does not operate properly, provided that at least one stoplight on each side of the motor vehicle is operative.***
- ***The high-mounted stoplight is so wired that it illuminates when the turn signal lights are activated.***
- ***The high-mounted stoplight shielding inadequately reduces reflections from the stoplight upon the rear window glazing so that it may be visible to the driver when viewed in the interior rear view mirror.***

Summary of Motor Vehicle Lighting Requirements

Front Lighting Requirements

Type of vehicle	Overall width	Overall length	Overall cab width	Type of registration	Date of manufacture	Clearance Lights	Hazard Signal Lights	Headlights	Parking Lights	Turn Signal lights
Sedan, Wagon, Camper				Passenger	Before July 2, 1954			2 or 4		2 Amber or White Minimum requirements are Class "B" but Class "A" may be used
Sedan, Wagon, Sport Utility, Minivan, Full size Van, Camper				Passenger	After July 1, 1954			2 or 4	2	2 Amber or White Minimum requirements are Class "B" but Class "A" may be used
Passenger, Wagon, Sport Utility, Minivan, Full size Van, Camper, Pickup truck	Under 80 inches	Under 25 feet	Over 42 inches	Omnibus or Commercial including Code 15	All			2 or 4		2 Amber or White Minimum requirements are Class "B" but Class "A" may be used

Rear Lighting Requirements

Type of vehicle	Overall width	Overall length	Overall cab width	Type of registration	Date of manufacture	Plate Light	Reflectors	Stoplights	Taillights	Turn Signal lights
Sedan, Wagon, Camper				Passenger	Before July 2, 1954	1 white	2 red Min. Class "B" but can be Class "A"	1 amber or red	1 red	2 Amber or Red Minimum requirements are Class "B" but Class "A" may be used
Sedan, Wagon, Sport Utility, Minivan, Full size Van, Camper				Passenger	After July 1, 1954	1 white	2 red Min. Class "B" but can be Class "A"	2 amber or red **	2 red	2 Amber or Red Minimum requirements are Class "B" but Class "A" may be used
Passenger, Wagon, Sport Utility, Minivan, Full size Van, Camper, Pickup truck	Under 80 inches	Under 25 feet	Over 42 inches	Omnibus or Commercial Including Code 15	All	1 white	2 red Min. Class "B" but can be Class "A"	2 amber or red **	2 red	2 Amber or Red Minimum requirements are Class "B" but Class "A" may be used

**** NOTE:** A high-mounted stoplight is required to be mounted on all passenger vehicles manufactured after September 1, 1985. On vehicles less than 10,000 pounds GVWR, 80" inches or less in width manufactured after September 1, 1993, a high-mounted stop light is required to be mounted on the vehicle.

Summary of <u>Commercial</u> Vehicle Lighting Requirements

Front Lighting Requirements									
Type of vehicle	**Overall width**	**Overall length**	**Overall cab width**	**Date of manufacture**	**Clearance Lights**	**Hazard Signal Lights**	**Headlights**	**Identification Lights**	**Turn Signal lights**
Truck	Under 80 inches	Under 25 feet	Over 42 inches	All			2 or 4		2 Amber or White Minimum requirements are Class “B” but Class “A” may be used
Truck or Bus	Over 80 inches	Under 25 feet	Over 42 inches	Before January 1, 1965		2 Amber or White	2 or 4		2 Amber or White Class “A”
Truck or Bus	Over 80 inches	Under 25 feet	Over 42 inches	After January 1, 1965	2 Amber	2 Amber or White	2 or 4	3 Amber in a horizontal group spaced not less than 6 inches or more than 12 inches apart	2 Amber or White Class “A”
Truck or Bus	Over 80 inches	Over 25 feet	Over 42 inches	All	2 Amber	2 Amber or White	2 or 4	3 Amber in a horizontal group spaced not less than 6 inches or more than 12 inches apart	2 Amber or White Class “A”
Truck	Over 80 inches	Under 25 feet	Under 42 inches	After January 1, 1965	2 Amber	2 Amber or White	2 or 4	1 Amber at the center of the cab	2 Amber or White Class “A”
Truck	Over 80 inches	Over 25 feet	Under 42 inches	All	2 Amber	2 Amber or White	2 or 4	1 Amber at the center of the cab	2 Amber or White Class “A”
Dump Truck	Over 80 inches	All	All	All		2 Amber or White	2 or 4		2 Amber or White Class “A”

Summary of <u>Commercial</u> Vehicle Lighting Requirements

Side Lighting Requirements								
Type of vehicle	**Overall width**	**Overall length**	**Overall cab width**	**Date of manufacture**	**Front Marker Lights**	**Rear Marker Lights**	**Front Reflector Class "A"**	**Rear Reflector Class "A"**
Truck	Under 80 inches	Under 25 feet	Over 42 inches	All				
Truck or Bus	Over 80 inches	Under 25 feet	Over 42 inches	Before January 1, 1965				
Truck or Bus	Over 80 inches	Under 25 feet	Over 42 inches	After January 1, 1965	2 Amber	2 Red	2 Amber	2 Red
Truck or Bus	Over 80 inches	Over 25 feet	Over 42 inches	All	2 Amber	2 Red	2 Amber	2 Red
Truck	Over 80 inches	Under 25 feet	Under 42 inches	After January 1, 1965	2 Amber	2 Red	2 Amber	2 Red
Truck	Over 80 inches	Over 25 feet	Under 42 inches	All	2 Amber	2 Red	2 Amber	2 Red
Dump Truck	Over 80 inches	All	All	All				

Summary of <u>Commercial</u> Vehicle Lighting Requirements

Rear Lighting Requirements

Type of vehicle	Overall width	Overall length	Overall cab width	Date of manufacture	Clearance Lights	Hazard Signals	Identification Lights	Plate Light	Reflector	Stop Lights	Tail Lights	Turn Signals	Portable Warning Devices
Truck	Under 80 inches	Under 25 feet	Over 42 inches	All				1 White	2 Red Class "A"	2 Amber or Red	2 Red	2 Amber or Red Min Class B But Can be Class A	
Truck or Bus	Over 80 inches	Under 25 feet	Over 42 inches	Before January 1, 1965		2 Amber or Red		1 White	2 Red Class "A"	2 Amber or Red	2 Red	2 Amber or Red Class A	
Truck or Bus	Over 80 inches	Under 25 feet	Over 42 inches	After January 1, 1965	2 Red ***	2 Amber or Red	3 Red ***	1 White	2 Red Class "A"	2 Amber or Red	2 Red	2 Amber or Red Class A	
Truck or Bus	Over 80 inches	Over 25 feet	Over 42 inches	All	2 Red ***	2 Amber or Red	3 Red ***	1 White	2 Red Class "A"	2 Amber or Red	2 Red	2 Amber or Red Class A	
Truck	Over 80 inches	Under 25 feet	Under 42 inches	After January 1, 1965	2 Red	2 Amber or Red	3 Red	1 White	2 Red Class "A"	2 Amber or Red	2 Red	2 Amber or Red Class A	
Truck	Over 80 inches	Over 25 feet	Under 42 inches	All	2 Red	2 Amber or Red	3 Red	1 White	2 Red Class "A"	2 Amber or Red	2 Red	2 Amber or Red Class A	
Dump Truck	Over 80 inches	All	All	All		2 Amber or Red		1 White	2 Red Class "A"	2 Amber or Red	2 Red	2 Amber or Red Class A	Portable warning devices must be of an approved type and consist of 3 red emergency reflectors, or 3 red electric lanterns, or 3 red; liquid burning flares with 3 red burning flares

*** **NOTE:** Rear identification lights and clearance lights are not required on concrete mixer trucks.

13:20-33.18/33.19 Wheels and Tires

Wheels shall turn freely and the lateral or radial runout of the rim bead shall not exceed the motor vehicle manufacturer's specifications. Wheels shall be securely mounted and there shall be no visible cracks, elongated bolt holes, broken bolts, missing bolts or nuts, indication of repair by welding, or other defects which adversely affect the safe operation of the motor vehicle.

The tread depth on each tire shall not be less than 2/32 of an inch deep. Many tires have tread depth indicators that become exposed when the tread depth is less than 2/32 of an inch. **Tread depth indicators shall be inspected and a tire rejected if it is worn so that the indicators are visible in any two adjacent major grooves at three locations spaced approximately equally around the outside of the tire.** For tires without tread depth indicators, the tread depth shall be measured with a tire tread depth gauge.

Tires shall be free from chunking, bumps, knots, or bulges, evidencing cord, ply, or tread separation from casing or other adjacent materials. Tire cords or belting materials shall not be exposed.

There shall not be any mismatch in nominal tire size, construction, or profile between tires on the same axle, or any deviation from the motor vehicle manufacturer's recommendation.

Tire tread shall not protrude beyond the fenders.

Tires on motor vehicles registered for use on a public highway shall not be marked "FOR FARM USE ONLY," "OFF HIGHWAY USE ONLY" or "FOR RACING USE ONLY." Tires, which were originally manufactured with extra undertread material and are marked "REGROOVABLE", may be regrooved below the original tread depth.

Studded tires may not be used on a public highway in New Jersey earlier than November 15, or later than April 1 of any winter season. Certification of a motor vehicle shall not be refused because of improper use of studded tires: however, the motorist shall be advised to have the condition corrected.

Do not certify any vehicle with any of the following conditions:

- The tread of any tire is less than 2/32 of an inch deep in two adjacent major grooves at three locations around the tire except, the front wheels of any bus, truck or truck tractor which does not have 4/32 of an inch in one major groove. (Some tires have built-in tread depth indicators).
- There are cuts or snags deep enough to expose ply or cord.
- Any excessive bump, bulge or knot.
- The tire exceeds beyond the outer edge of the wheel housing.
- Tires that are marked "FOR FARM USE ONLY", "OFF HIGHWAY USE ONLY", or "FOR RACING USE ONLY".
- The vehicle is equipped with tires on the same axle that are not matched in nominal size.
- The tire is worn or dry-rotted so as to expose any portion of cord or ply.

Wheels and Tires continued

- The wheel is not securely mounted.
- There is a bent wheel.
- The wheel has visible cracks, elongated holes, and broken bolts, missing lugs or other defects.
- The tires on one axle that do not have 60% of the tread width of the tires on the other axle.
- Any flat tire or any temporary donut-type spare on the vehicle

13:20-33.20 Exhaust System

The entire exhaust system shall be in such condition that it cannot burn or cause injury to any person. Exposed exhaust pipes, stacks, or other parts of the exhaust system, which might burn a person or cause injury, shall be protected in a permanent and effective manner. The exit point for the exhaust gas shall be located so that dangerous amounts of exhaust gas will not enter the passenger compartments under normal vehicle use even with the windows open or the outside air inlets to the heater or air conditioner open. A replacement exhaust system is acceptable provided it is specifically manufactured for the motor vehicle by a company, which guarantees that the exhaust system has a safe exhaust gas exit location.

Do not certify a vehicle with any of the following conditions:

- There is exhaust gas leakage at any point in the exhaust system. (Do not refuse to certify the muffler because of the drain hole made by the manufacturer.)
- The exhaust system is installed in a manner that any part thereof passes through the passenger compartment of a motor vehicle.
- There are exposed vertically stacks without shields.
- The exhaust system has muffler cutouts, muffler bypass or any similar device, or any change or modification to the exhaust system, which causes excessive noise.
- The exhaust system has "Cut-Outs", "Lake Pipes" or "By-Passes" the use of which can be controlled by the driver or passenger while in motion.
- There are patches anywhere in the exhaust system. (Welding repairs which have been properly done and are in good condition are acceptable.)
- The noise level is noticeably louder than that of the manufacturer's original equipment.
- An exhaust system has loose or worn components or has been patched; provided, however, that an exhaust system, which has been properly welded and is in good condition, may be certified.
- Any improperly mounted exhaust system.
- The tailpipe does not extend to the outside edge of a passenger vehicle body or does not exit rearward of any operable window. NOTE: Stock tailpipe termination points will be accepted.
- An exhaust system in which the muffler is missing, defective or not in proper operating condition.

13:20-33.20 Exhaust System continued

- An exhaust system with evidence of tampering with the emission control apparatus such as the catalytic converter, in violation of N.J.A.C. 7:27-15.7.
- Any short exhaust system.

NOTE: There are side mounted exhaust system in which exhaust gases are not emitted rearward of any operable side window. Unless the vehicle is a manufacturer's certified configuration, side mounted exhaust systems should be rejected.

13:20-43.8 Engine Emissions Testing

Conduct a Visible Emissions Smoke Test.

Excessive continuous visible smoke emissions shall disqualify the vehicle from further emissions testing until appropriate repairs are made.

Visible Emissions Smoke Test Procedure

Scope: This test shall be administered on all motor vehicles subject to an emissions test procedure.

- Ensure that the vehicle abides by all "Test Preparations and General Instructions".
- Ensure that the vehicle's parking brake is applied and the transmission is in "Park" or "Neutral" if an automatic, or is in "Neutral" if manual.
- Start engine and increase engine speed to within 1500 to 2500 rpm, as subjectively estimated.
- Observe the tailpipe emissions. If smoke is visible for more than three (3) consecutive seconds, the vehicle shall be rejected.
- Reject the vehicle for smoke which will allow for the bypass of further emissions testing.
- Make out a numbered work order/invoice in sufficient copies to provide one for the customer, one for your file and one for the Commission audit. Attach copies of the signed Vehicle Inspection Report (VIR) from the analyzer to each part of the numbered work order/invoice.
- All copies of work order/invoices must have your facility name, address, phone number, and all required stamps (i.e. acknowledgement and station approval stamp) or computer generated imprints. All numbered invoice and/or work order must have customer's name, address, plate number and vehicle description (make, model, year and VIN #), customer's insurance company name and policy number, and customer's telephone number list all rejectable items and repairs to correct these conditions if repaired. In lieu of writing the

insurance information on the numbered work order/invoice, an attached photocopy of the insurance card is acceptable proof.

- If the vehicle fails an Emission Repair Form must be completed online.

NJ INSPECTIONS

Vehicle Inspection Report

Please Review This Important Information

THIS IS AN OFFICIAL RECORD WHICH MUST BE PRESENTED IF THE VEHICLE IS TO BE REINSPECTED. IF LOST, A DUPLICATE RECORD MAY BE OBTAINED FROM ANY INSPECTION FACILITY OR "http://www.state.nj.us/mvc/Inspections/VIRReprint.html".

This Vehicle must pass inspections by 12/31/2009 at any facility, or it may be subjected to a fine(s) and/or registration suspension. RETAIN THIS DOCUMENT FOR USE ON REINSPECTION. Questions? Visit NJINSPECTIONS.COM or call the Motorist Hotline at 1-888-NJMOTOR.

FACILITY INFO		VEHICLE INFO		CONTROL INFO	
BSpa		VIN:	JN1CA31A4YT009235	Certificate:	PIF000682200927084117
Visionary Park		Plate:	T010 NJ	Software Version:	1.0
Malta, NY 12345		Veh. Type:		Date:	11/10/2009
518-000-1234		Year:	2000	Time:	11:35 AM
		Make:	NISSAN	Inspection Type:	FULL
Facility ID:	PIF000682	Model:	MAXIMA	Sticker #:	
Workstation ID:	SG012345	Odometer	200	Test Fee:	$ 20.00
		Fuel Type:	GASO		
		GVWR:	4333		

FINAL RESULT:FAIL Overall Safety Results:PASS Overall Emissions Result:FAIL Credentials:PASS

This test was performed in conformance with section 207(b) of the Federal Clean Air Act and the Inspection Expiration Date is 11/30/2009

Primary Emission Test Performed: OBD

OBD SYSTEM - DIAGNOSTIC RESULTS

				Overall OBD System Result	FAIL
Bulb Check	PASS	OBD Connector	MISSING	MIL Command Status	N/A
Check Engine Light On	PASS	OBD Communications	N/A	Overall Readiness Result	N/A

OBD SYSTEM - READINESS STATUS

Engine Misfire	N/A	Catalytic Converters	N/A	A/C Refrigerant	N/A
Fuel System	N/A	Heated Catalytic Converters	N/A	Oxygen Sensors	N/A
Comprehensive Component	N/A	Evaporative System	N/A	Oxygen Sensors - Heaters	N/A
		Secondary Air Injection	N/A	EGR systems	N/A

OBD SYSTEM - DIAGNOSTIC TROUBLE CODES PRESENT

Total # of codes Present:	N/A	Individual Codes Present:	N/A

Secondary Emissions Test(s) Performed:

TEST	RESULT:
Gas Cap	PASS
Tampering	PASS
Visible Smoke	PASS
Liquid Leak	PASS
Indicator Light	PASS
Misc. Emissions	PASS

EXPLANATION

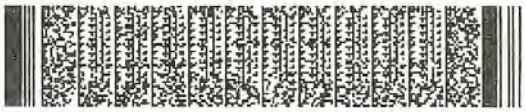
This vehicle has failed the emissions inspection due to a damaged, missing, obstructed or modified On-Board Diagnostic (OBD) system connector. To continue with the inspection process, the connector should be repaired and the vehicle reinspected.

Recall: Recall: NTB00-085a
Recall: Recall: NTB08-055
Recall: Recall: NTB08-033

VIN: JN1CA31A4YT009235 Plate: T010 NJ Year: 2000 Make: NISSAN Model: MAXIMA

Inspector: _____

MICHAEL A. SERVIDEO INL000013



Emissions Repair Data

VIN:JN1CA31A4YT009235 Plate:T010 NJ Year:2000 Make:NISSAN Model:MAXIMA

Date of Repair: _____

Repair Facility ID: _____

Repair Technician ID: _____

Repair Invoice Number: _____

Confirmation #: _____

Facility Stamp Here

*Please present to NJ Certified Emissions Repair Facility for completion

Emission Control Apparatus Test Procedure

Scope: This test procedure shall be employed on all motor vehicles, model years 1975 and newer, when equipped by the original equipment manufacturer with a catalytic converter or equivalent, to determine compliance with NJAC 7:27-15.5(f) 3.

(Example: some 1975 Chrysler model vehicles were not equipped with a catalytic converter, therefore always check the emissions control label for guidance.)

Inspect the vehicle for the presence, integrity, and proper installation of a catalytic converter(s) or equivalent(s) as installed by the original equipment manufacturer, or when retrofitted as required by Federal, State, or local regulation. Catalytic converters or equivalents installed as a consequence of prior rejection must be EPA certified and shall be inspected to ensure proper application and installation.

The absence of a catalytic converter or equivalent, or evidence of damage or improper installation, or the installation of a non-EPA certified catalytic converter, or the installation of an inappropriate type catalytic converter (e.g., a two-way converter instead of a three-way converter) shall result in a vehicle rejection. Enter such rejection in the analyzer and proceed with the emission test.

A vehicle with modifications to its federal emission certified engine-chassis configuration, which are not CARB approved or which do not meet the criteria stipulated in EPA Memorandum 1A or any policy revision thereunto shall be rejected. Information on vehicles with tampered emission controls or elements of design such as engine switching can be obtained by contacting the New Jersey Motor Vehicle Commission at (609) 292-5460.

General Instructions for All Emissions Tests

Scope: The following specifications are required prior to conducting an emissions test:

Vehicles shall be tested in the mechanical condition in which they are received, without prior repairs and with all accessories turned off.

- The emissions analyzer shall be calibrated and warmed-up in accordance with manufacturer's requirements.
- Vehicles shall have passed all safety tests pertinent to the condition of an emissions test, including: tires, suspension/steering mechanisms, exhaust and coolant system integrity, and brakes.
- Vehicles shall have received an "Emission Control Apparatus Test Procedure."
- Vehicles shall have passed the "Visible Smoke Test Procedure."
- Vehicles shall be at normal operating temperature. In order for testing to proceed, coolant temperature shall be in the "normal" range or at least 70 deg. C. (160 deg. F.) as indicated by the vehicle's coolant temperature gauge, if present; and oil temperature shall be at least

80 deg. C. (175 deg. F.). This requirement is achieved by driving the vehicle on-road Optionally, the vehicle's oil temperature can be directly measured by inserting a temperature probe through the oil dipstick tube and into the crankcase oil to confirm normal operating temperature. Any vehicle with an engine in an over-heated condition, as indicated by a temperature gauge or warning light, or boiling and/or overflowing of engine coolant, shall be rejected in the analyzer and no further emissions testing done until engine repairs have been corrected. Reject the vehicle for such conditions and bypass the emissions test, record the results and issue a Vehicle Inspection Report (VIR) and Emissions Repair Form.

- Attach an rpm sensor to the vehicle/engine per manufacturer's instructions. For pre-1996 vehicles, utilize a tachometer approved by NJDEP. For vehicles model-years 1996 and newer, the OBD data link port shall be used to monitor engine rpm. For situations where OBD cannot be used for 1996 and newer model-year vehicles a tachometer may be substituted. Testing shall not be conducted without the attachment of an rpm hookup. If rpm readings are unstable, the operator will be prompted up to three times to change the rpm sensor or it's positioning
- If the vehicle has two tailpipes, determine whether the two exhaust pipes are functionally independent. If the vehicle has a functionally independent dual exhaust system, input "dual" at the analyzer prompt.
- Insert the emission probe into the vehicle's tailpipe/s, using adapters as necessary to insure an insertion depth of at least ten (10) inches to collect exhaust gases from each tailpipe/s of a functional dual-exhaust system.
- If present, confirm that the CO and NO2 monitors and alarms are operational, and that the ventilation system is activated.

Emission Test Preparation

- Ensure that the emissions analyzer is warmed up and calibrated in accordance with the manufacturer's requirements.
- Conduct a credentials check. Check for an emissions repair form if previously inspected and rejected for emissions. If the emissions repair form is NOT available, inform the customer to either return to the place where the vehicle was inspected to obtain the required form or certify that the repairs were done and fill out the proper emissions repair form, with the understanding that the customer receives an explanation of any additional fees incurred.
- If this is an initial inspection with no certificate of approval on the windshield, request the pink card from the motorist.
- Conduct a vehicle safety check. Any safety defect which may adversely affect the safe conducting of an emissions test shall preclude the emissions test from being done until such repairs are made to allow an emissions test to be conducted in a safe manner..

Emission Test Preparation continued

- Safety rejections, which disqualify a vehicle from emission testing, include but are not limited to: brakes on the drive wheels. Other conditions precluding emission testing include the following: leaking coolant system or crankcase oil, slipping clutches on vehicles with manual transmissions, and excessive or erratic idle speed. Reject the vehicle for such conditions and bypass the emissions test, record the results and issue a Vehicle Inspection Report (VIR) and Emissions Repair Form.
- Scan your inspector ID with the emissions analyzer's bar code scanner. If the bar code scanner is inoperable, manually enter inspector ID twice.
- Input your Inspector PIN (Personal Identification Number). If you do not know or forget you PIN number, contact your regional PIF office for assistance.
- Scan the vehicle registration bar code. If the bar code scanner is inoperable, manually enter the VIN. If there is no VIN match, or communications are inoperable, see "Manual Data Input Procedure" for the sequence of analyzer inputs, before returning to this section.
- Select "vehicle inspection" or "vehicle emissions" test mode on analyzer keyboard.
- If ambiguities remain concerning the vehicle's emission's control configuration, utilize the vehicle's "Emission Control Label" affixed beneath the vehicle's hood to determine vehicle eligibility for emissions inspections. If the label is missing or illegible, utilize the "Emission Control Systems Application" guide approved by NJDEP.
- Select the state of registration.
- Enter the New Jersey sticker expiration date. If sticker is absent, refer to Section III, Certificate of Approval Issuance.
- If pink card IS available, enter card date.
- If pink card is NOT available, proceed to next step.
- Select test type, Initial or Re-inspection.
- If this is a re-inspection for emissions, enter whether the emissions repair form is available from the motorist.
- If emissions repair form IS available, enter the repair data.
- If the emissions repair form is NOT available, ERF can access web portal at https://portal.appsolgrp.com/portal/page/portal/New%20Jersey%20Emissions%20Customer%20Portal/Repair%20Facility%20Service
- ERFs that are also Private Inspection Facilities (PIF) can access the web portal through their inspection workstations Main Menu by selecting option (4)Utilities Menu and then select option (7) Browse Internet.
- If a fuel code exempts the vehicle from emissions testing, continue with the certification.
- If the vehicle is subject to emissions testing, enter the vehicle odometer values as displayed. If the odometer is broken, fail the vehicle and enter all zeros as the mileage reading for the vehicle.

Gas Cap Test Procedure

Scope: This test procedure shall be employed on all model years between 1971 and 2000 which came originally equipped from the manufacturer with a closed fuel system and a non-vented gas cap, to determine compliance with NJAC 7:27-15.5(f) 4.

- Ensure that the vehicle's engine is shut off and the transmission is in "park" or "neutral" for automatic transmissions, or in "neutral" for manual transmissions, and apply the parking brake. If the engine is not shut off for vehicles equipped with OBDII, a trouble code may be activated and a "check engine" light may be illuminate.
- Ensure that there are no adjacent sources to open flame or spark.
- Ensure that the gas cap tester is properly calibrated per manufacturer's instructions.
- Inspect the vehicle for the presence of a gas cap. A missing gas cap shall result in a vehicle rejection.
- Cautiously rotate the gas cap counterclockwise, allowing any pressure to slowly escape before disengaging the cap from the filler neck.
- Any improperly fitting cap (such as one which is loose and cannot be tightened) or one with obvious defects (such as missing gasket or a cap with a hole drilled in it) shall result in a vehicle rejection.
- Attach the gas cap to the gas cap tester using the appropriate adapter as necessary. Rotate the cap clockwise until it is fully seated ensuring that the fit is right. For most vehicles with screw-mount caps rotate the caps until at least three “clicks” are heard indicating that proper seating has been achieved.
- Initiate gas cap test procedure on the analyzer control panel.
- Vehicles, which fail the gas cap pressure test, shall be rejected. If the analyzer asks “*do you want to replace the gas cap”* and the customer authorizes that the gas cap be replaced, retest the replacement gas cap and continue with the certification.
- Upon conclusion of test, disconnect gas cap from tester or adapter and reinstall on the vehicle, tightening the cap securely.

Note: Effective January 12, 2005, Emissions/OBD inspection failures for gas cap only do not have to be repaired by an Emission Repair Facility (“ERF”). Therefore, an ERF form will no longer be required to be issued to drivers of vehicles that fail the emissions/OBD inspection for gas cap only. Likewise, drivers will no longer be required to present a completed ERF form (or in the case of owner-made repairs, a receipt for the replacement gas cap) upon re-inspection of a vehicle previously failed for gas cap only.

Guidance for Body Style Entries

1 – Sedan – This code applies to any vehicle that is obviously a passenger vehicle. Examples include two-door and four-door sedans, coupes and hatchbacks as well as sports cars and most exotic vehicles.

2 – Station Wagon – This code applies to any vehicle that is obviously a station wagon of traditional design. This entry should also be uses for the so-called "compact" sport utility vehicles that are based on passenger vehicle designs and certified to passenger vehicle standards. Most compact sport utility vehicles can be visually distinguished from the larger truck-based sport utility vehicles and minivans, but there is no unique listing available at this time. Some examples would include the Toyota RAV4, Suzuki Vitara and Grand Vitara, Subaru Forester and Outback, and the Honda CR-V. Note: If in doubt whether a smaller sport utility vehicle best fits the Sport Utility code or Station Wagon code, then select the Station Wagon code.

3 – Pickup Truck – Use of this code is self-explanatory given that all pickup truck type vehicles have fairly unique design characteristics whether capped or open bed.

4 – Sport Utility – This code should be used for any mid or larger size truck-based sport utility vehicle (e.g. Explorer, Expedition, Durango, Blazer, 4 Runner, Land Cruiser, Land Rover, Passport, Rodeo, Pathfinder, etc.) Some smaller, traditional, sport utility vehicles, which are certified as light trucks, would also be included here (e.g. Jeep wrangler and Cherokee). Do not use this code for compact sport utility vehicles (see Station Wagon above). Note: If in doubt as to whether a smaller sport utility vehicle best fits the Sport Utility code or the Station Wagon code, the select the Station wagon code.

5 – Minivan – Use this code for vehicles, which are obviously a minivan. Do not use this code for compact sport utility vehicles (see Station Wagon above). Some examples include the Caravan/Voyager, Windstar, Trans Sport, Eurovan, Venture, Quest and Odyssey.

6 – Full Size Van - This code applies to traditional full-sized vans, whether passenger or cargo. Common examples include the Econoline/E-series, Ram, Astro, etc.

7 – Heavy Duty Vehicle - Body style 7 is reserved exclusively for heavy-duty vehicles over 8, 500 pounds.

Two Speed Idle Test Procedure 7:27B-5.4

1. Insert the sample probe into the motor vehicle's tailpipe to a minimum depth of 10 inches. If the motor vehicle's exhaust system prevents insertion to this depth, use a tailpipe extension. For motor vehicles equipped with multiple tailpipes, take exhaust gas measurements from all tailpipes simultaneously;

2. For a motor vehicle of model year 1995 or earlier, use a tachometer or other device approved by the Department to measure engine speed. Attach the tachometer or other device to the motor vehicle in accordance with the tachometer or device manufacturer's instructions. For 1996 and newer model year vehicles, use the OBD data link connector to monitor RPM. In the event that an OBD data link connector is not available or that an RPM signal is not available over the data link, use instead a tachometer;

3. Ensure that the vehicle's transmission is in park or neutral;

4. Follow procedures as presented on analyzer work station.

13:20-43.8 On Board Diagnostics Test Procedure

Scope: On or after June 1, 2003, an OBD II inspection shall be conducted in accordance with N.J.A.C. 7:27-15.5 and 7:27B-5.7 on all OBD II-equipped and OBD II-eligible gasoline fueled and bi-fueled motor vehicles with model years 1996 and later having a GVWR of 8,500 pounds or less.

- Ensure that the ignition key of the motor vehicle is in the off position.
- Locate the vehicle's OBD II data link connector (DLC).
- Attach the analyzer's OBD lead to the data link connector (DLC).
- Note: (The data link connector DLC is required to be located between the driver's end of the instrument panel and approximately one foot beyond the vehicle centerline on or below the instrument panel. Most vehicle data link connectors (DLC's) are exposed. On some motor vehicles the data link connector (DLC) is located behind a small panel that must be opened to gain access.)
- The analyzer will then ask if the DLC can be located and a connection made. Press either Y for Yes or N for No.
- If "No" is selected, then enter the reason for not being able to connect to the data link connector (DLC), (i.e. DLC is damaged, DLC is missing, or DLC is obstructed). Reject the vehicle for such conditions and bypass the OBDII test, record the results and issue a Vehicle Inspection Report (VIR) and an emissions repair form and or work order/invoice filled out properly.
- If "Yes" is selected the OBD II inspection will continue.
- Follow the analyzer prompt and ensure the motor vehicle's ignition is in the off position for 12 seconds.
- Turn the ignition key to the on position but do not start the vehicle. Check to see if the malfunction indicator light (MIL) or check engine light illuminates. On some vehicles the MIL lamp will illuminate and then go out.
- When prompted, start the motor vehicle and allow the motor vehicle to idle, to begin the OBD II interrogation. Ensure that the malfunction indicator light (MIL) or check engine light goes off.
- Wait for the analyzer to establish communication with the vehicles on-board computer system and retrieves the vehicles readiness status, DLC's and command status from the vehicles power train control module. This takes approximately 20 seconds.
- If communication with the vehicle was successful, the OBD II testing complete prompt will appear.
- If there is no communication with the vehicle, shut the motor vehicle off, remove the analyzer connection and visually inspect the data link connectors (DLC) to determine any reason why the test connector would not mate to the vehicle's data link connector. Reinsert the test connector and press retry to proceed with the OBD II test. After three failed communication attempts, the analyzer will prompt a bypass of the OBDII test, record the results and issue a Vehicle Inspection Report (VIR). (Implementation of OBDII Testing on 1996-1997 vehicles expected January 2003) check
- Upon completion of the OBD II test, shut off the ignition of the motor vehicle before removing the test connection.

- Enter the certificate of approval number if the vehicle "passes," or enter all 9's if the vehicle "fails."
- Enter the inspection test fee.
- Confirm that the certificate of approval date is correct. Enter the correct date if necessary.
- Make out a numbered invoice and/or work order in sufficient copies to provide one for the customer, one for your file and one for the Commission audit. Attach copies of the signed Vehicle Inspection Report (VIR) if the vehicle fails from the analyzer to each part of the numbered work order/invoice.
- All copies of work order/invoices must have your facility name, address, phone number, and all required stamps (i.e. acknowledgement and station approval stamps). All numbered invoice and/or work order must have customer's name, address, plate number and vehicle description (make, model, year and VIN #), customer's insurance company name and policy number, and customer's telephone number and list all rejections and/or repair information to repair such rejections. In lieu of writing the insurance information on the numbered work order/invoice, an attached photocopy of the insurance card is acceptable proof. If it is a failure, enter all nines in lieu of sticker number (99999999) on the approval stamp on the invoice/work order.
- Such copies of records shall be kept on premises until such are picked up by a representative of the Commission and shall be made available for inspection by a representative of the Commission, the Attorney General, the Commissioner of the Department of Environmental Protection, the Director of the Division of Consumer Affairs, the Superintendent of the Division of State Police, during normal business hours.

Vehicles failed for OBDII

Vehicles that had been failed for OBDII and have been repaired may show readiness status codes for monitors that are **NOT READY.** In these cases, a drive cycle must be completed so that the required monitors are functioning to prevent another failed OBDII inspection. In these cases only the original ERF form needs to be completed to show what repairs were originally made to the vehicle.

Drive Cycles

Icons on the NJ2009 Workstation will offer links to websites which should provide most, if not all of the drive cycle info needed by I/M technicians.

Manual Data Input Procedure: Initial Test

Scope: This procedure shall be used only when there is no VIN match or communications are inoperable. In sequence, at the analyzer prompt, enter the following:

- Enter the vehicle identification number VIN.

- Enter the license plate number.
- Does the vehicle have a pink card?
- Enter the test type (initial, re-inspection).
- Does the vehicle have an emissions repair form (if re-inspection and vehicle has failed for an emissions related item).
- Enter the vehicle model-year.
- Enter the vehicle make.
- Enter the vehicle model.
- Enter the vehicle type. (Body style)
- Enter the engine displacement, in liters.
- Enter the number of engine cylinders.
- Enter the transmission type (automatic or manual).
- Enter the gross vehicle weight rating (GVWR) (this is obtained from the manufacturers plate normally located on the driver-side door jam, or (approved manual).
- Enter the vehicle emissions certification type (Tier I, Tier II, NLEV, electric, diesel, etc.).
- Enter the fuel type (gasoline, alcohol, natural gas, propane, and diesel). For bi-fuel vehicles, select gasoline as the operating fuel for the duration of the emissions test, gas cap test, and fuel system pressure test.
- Enter the exhaust type (single, dual).
- Enter the vehicle's odometer reading.
- Does the owner claim low mileage exemption?
- Enter the current certificate of approval expiration date.

A vehicle or vehicle engine that has been improperly modified from its stock emission-controlled configuration, using unapproved equipment, shall result in a vehicle rejection under the "miscellaneous" category. Examples of rejectable items include, but are not limited to: non-emission-approved supercharger blowers, the installation of non-stock engines, unapproved high-performance engine components (racing cams), etc. Information about vehicles with engine modifications can be obtained by contacting the New Jersey Motor Vehicle Commission at (609) 292-8589.

All New Jersey registered diesel powered motor vehicles, with a gross vehicle weight rating of 18,000 pounds or more, must be tested for smoke opacity at a licensed PIF within 90 days of their month of registration renewal. **N.J.A.C.13:20-26.17(b)**

General instructions for all Heavy Duty Diesel Emissions tests

(a) An inspector conducting an emissions test on a diesel-powered motor vehicle pursuant to any provision of this subchapter including, but not limited to, N.J.A.C. 7:27B-4.3, 4.4(a) and 4.4(b), shall perform the test in accordance with the following general procedures:

1. Test the vehicle in as-received condition;

2. Prior to testing, verify that the smokemeter is calibrated in accordance with the manufacturer's requirements;

3. Prior to testing, ensure that the engine is at normal operating temperature by operating the vehicle on a highway or a chassis dynamometer with a road load for a minimum of 15 minutes. For testing at a DEIC, only, confirm proper engine operating temperature by inserting an oil temperature probe through the oil dipstick tube into the crankcase oil, so that the oil temperature as measured during the test will be recorded as part of the analyzer printout at the conclusion of the test. Oil temperature shall be at least 60 degrees Celsius (140 degrees Fahrenheit), or water temperature shall be at least 82 degrees Celsius (180 degrees Fahrenheit) but not overheating;

4. Examine the vehicle's exhaust system for integrity. For testing at a DEIC, only, tighten all loose pipe connections and repair all significant exhaust leaks before performing a test;

5. Prior to conducting a smoke opacity test on a diesel-powered motor vehicle equipped with multiple exhaust outlets, determine which exhaust outlet exhibits the highest opacity level by visually comparing the opacity level of each outlet during a single repetition of the snap acceleration test as set forth at N.J.A.C. 7:27B-4.3(a), if appropriate, or by liberally accelerating the engine at WOT, not to exceed maximum governed RPM. Conduct the testing using the highest-opacity exhaust outlet;

6. Ensure that the ambient temperature at the test location is between 35 degrees and 95 degrees Fahrenheit and that the temperature is above the dew point by using a thermometer and hygrometer. If the testing is conducted outdoors, do not conduct the test if there is any visible precipitation, such as rain or fog, at the test site during the time of testing. Do not conduct the test if the temperature at the test location is below 35 degrees or above 95 degrees Fahrenheit, or if the temperature is at or below the dew point;

7. Prior to testing, turn off the engine brake and all vehicle accessories, including, but not limited to, air conditioning, heating, defroster, radio and lights;

8. Determine that the engine speed governor is in proper operating condition. For DEICs only, make this determination as follows: operate the engine with the

transmission in neutral and the clutch disengaged. Gradually increase the engine speed from curb idle to high idle while observing an RPM sensor connected to the engine. The engine speed should not exceed high idle as specified by the engine manufacturer with the accelerator pedal fully depressed. If the engine speed continues increasing beyond the manufacturer's rated high idle, immediately release the accelerator pedal. If the engine speed increases uncontrollably, immediately release the accelerator pedal and shut off the engine's fuel supply. Discontinue emission testing of any vehicle with dysfunctional or out-of-specification engine speed governors. Do not resume testing unless and until speed governor repairs are made;

9. If inspecting a vehicle which was either equipped by the manufacturer or was retrofitted in accordance with state or federal law or regulation with a catalytic converter, particulate trap or trap oxidizer, or any other exhaust after treatment device, inspect the exhaust system for the presence of the device and for its physical integrity. Discontinue testing of any motor vehicle which exhibits any missing exhaust after treatment device or perforating rust, crack, hole, tear, or other such physical defect in the device.
Discontinue testing if the vehicle's exhaust aftertreatment system is in regeneration mode or is producing high exhaust temperatures, as indicated by the instrument panel controls If the vehicle being tested is a heavy-duty diesel vehicle or diesel bus with an exhaust after treatment device, discontinue testing and fail the vehicle if the device is found not to be in proper functioning condition. Do not resume testing unless and until the defect(s) are repaired;

10. If, at any time before or during the inspection of a diesel-powered motor vehicle, continuous smoke of any color is observed in the exhaust emissions for more than three seconds, discontinue the testing and determine that the vehicle has failed to pass the smoke opacity test conducted pursuant to N.J.A.C. 7:27-14.6;

11. At the conclusion of a failed inspection of a diesel-powered motor vehicle at a DEIC, ensure that a printed test report has been produced by the smoke meter which, at a minimum, includes (a) 11i through xvii below. If the smoke meter is not capable of printing out (a) 11xiv through xvii below, this information shall be manually entered in the print test report by the inspector.

i. The smoke opacity value for each snap in sequence, including preliminary cleanouts;

ii. The final test result, in percent opacity;

iii. The engine oil temperature;

iv. The engine RPM and smoke opacity strip chart; or the engine curb idle speed and high idle speeds during the test, and the engine RPM rise times;

v. The date;

vi. The time;

vii. The location;

viii. The name of the diesel emission inspection center;

ix. The diesel emission inspection center license number;

x. The stack size;

xi. The smoke opacity standard;

xii. "Pass" or "Fail" of test results compared to the appropriate smoke opacity standard;

xiii. The license number of the diesel emission inspection center employee conducting the smoke opacity test;

xiv. The customer name;

xv. The tractor VIN;

xvi. The engine model year; and

xvii. The customer drivers license number; and

12. At the conclusion of the smoke opacity test, confirm that the smokemeter reads a value of less than ∀ 2.0 percent opacity when the smokemeter is disengaged from the vehicle exhaust stream.

(b) Equipment to be used in conducting a smoke opacity test on a diesel-powered motor vehicle in accordance with N.J.A.C. 7:27-14.5 shall satisfy all specifications and standards for a smokemeter as set forth in N.J.A.C. 7:27B-4.15.

General instructions for all Heavy Duty Diesel Emissions tests continued

(c) An inspector conducting a motor vehicle emissions test on a diesel-powered motor vehicle as set forth in this subchapter shall use only diesel emission testing equipment that has been approved by the Department prior to its use in the test. Approval by the Department is based on the following criteria:

1. The equipment meets all applicable specifications;

2. The equipment hardware and software comply with the data collection and transfer protocols in use throughout New Jersey's motor vehicle inspection programs;

3. The equipment maintains compatibility with other test equipment used concurrently during the motor vehicle inspection process with which it is required to interface; and

4. The equipment is complete in that it includes all options and accessories necessary for performing each emissions inspection test procedure for which it was designed and it is to be used.

HEAVY DUTY DIESEL EMISSION TESTS

A. Rolling Acceleration Test

This test procedure may be employed on all heavy duty diesel powered vehicles subject to periodic inspection requirements, in lieu of the snap acceleration or stall acceleration test procedures. **This test procedure shall be performed on all electronically controlled heavy duty diesel powered vehicles with low speed engines which have high idle speeds less than 1600 rpm or with engine speed rise times during the snap acceleration test over 2.1 seconds.**

1. Ensure that the ambient temperature at the test location is between 35 and 95 degrees F., and that humidity is below the dew point by using a thermometer and hygrometer approved by the Department of environmental Protection. Dew point can be derived by using a dew point chart obtained from the Department of

Environmental Protection. No vehicle shall be failed for smoke opacity if there is visible precipitation, such as rain or fog, at the test site during the time of testing. No vehicle shall be failed for smoke opacity when the temperature at the test location is below 35 or above 95 degrees F. Testing shall not be conducted when temperatures at the test location are below 35 or above 95 degrees F, or if the temperature is below the dew point.

2. Determined that the engine speed governor is in proper operating condition. This is accomplished by gradually increasing the engine speed from curb idle while observing a tachometer connected to the engine. Engine speed should not exceed high idle as specified by the engine manufacturer-between 1,600 and 2,500 rpm-with the accelerator pedal fully depressed. If engine speed continues increasing beyond manufacturer's rated high idle, immediately release accelerator pedal. If engine speed increases uncontrollably, immediately release accelerator pedal and shut off the engine's fuel supply. Emission testing shall be terminated for all vehicles with dysfunctional or out of-specification engine speed governors. (Testing shall not be resumed until speed-governor repairs are made)

3. Determine engine horsepower from the engine identification plate or engine serial number. Refer to Table 3 for nominal stack size to be input into smoke opacimeter. If the engine identification plate is missing, inaccessible or illegible, then measure the outside diameter of the exhaust pipe from the exhaust manifold with a precision caliper or equivalent gauge, rounding to the nearest inch. Input the measured pipe diameter to the smoke opacimeter.

4. Inspect exhaust system for integrity. All loose pipe connections shall be tightened and all significant exhaust leaks repaired before any testing is conducted.

5. If the vehicle came equipped by the original equipment manufacturer-or was retrofitted in accordance with local, state or federal law or regulation-with a catalytic converter, particulate trap or trap oxidizer, or any other exhaust after treatment device, inspect the exhaust system for the presence of the device and for its physical integrity.

6. Bring the engine to normal operating temperatures. This is accomplished by operating the vehicle on a highway or a chassis dynamometer with a road load for a minimum of twenty minutes. Proper engine operating temperature shall be confirmed by inserting an oil temperature probe through the oil dipstick tube into the crankcase oil. The oil temperature as measured during the test must be included as part of the analyzer printout at the conclusion of the test. Oil temperature shall be at least 60 deg. C. (140 deg. F.) and water temperature shall be in the “normal” range (at least 82 deg. C. or 180 deg. F. and not overheating).

7. Drive the vehicle to the position where testing is to be conducted, apply parking brakes, place transmission in neutral and shut off engine. The test site must be a

Rolling Acceleration Test continued

a paved surface of approximately 75 feet length, in a location where the test will not pose a hazard to the public.

8. Affix rpm sensor per manufacturer's instructions.

9. Insert engine oil temperature sensor into oil dipstick tube and into the crankcase oil per manufacturer's instructions.

10. Connect engine rpm and oil temperature sensors to the smoke opacimeter per manufacturer's instructions.

11. Affix the smoke opacimeter per manufacturer's instructions to the vehicle's exhaust pipe termination.

12. Ensure that the smoke opacimeter is warmed up and calibrated per manufacturer's instructions.

13. Start engine and operate at curb idle speed.

14. Purge the exhaust system of loose soot and stabilize smoke opacity readings. For vehicles with low speed diesel engines, conduct three snap accelerations by rapidly depressing the accelerator pedal to the floor and holding for three (3) to five (5) seconds, or until prompted by the opacimeter to release the pedal.

    For vehicles with medium or high speed diesel engines, conduct three snap accelerations by rapidly depressing accelerator pedal to the floor and briefly holding until the engine speed reaches approximately 2,500 rpm, then release. Allow five (5) to ten (10) seconds between the three snap accelerations with the engine at curb idle.

15. Initiate the test sequence displayed on the smoke opacimeter.

16. Select appropriate smoke opacity pass/fail cut points from Table 1 based upon engine model-year.

17. Select appropriate stack size from Table 3 on page 199 based upon engine horsepower.

18. Release parking brake, depress clutch and select appropriate low gear for the degree to which the vehicle is laden, to avoid over gearing or lugging.

19. Gradually engage clutch and accelerate vehicle until it is rolling forward at a speed equivalent to engine curb idle, then increase engine speed by 200 rpm plus or minus 50 rpm.

Rolling Acceleration Test continued

20. For vehicles with low-speed diesel engines, rapidly depress accelerator pedal to the floor and hold for approximately three (3) to five (5) seconds or until prompted by the opacimeter to release the accelerator. Do not shift to the next gear. For vehicles with medium or high-speed diesel engines, rapidly depress the accelerator pedal to the floor and hold until an engine rpm of approximately 2,500 rpm is achieved. Do not shift to the next gear.

21. Release accelerator pedal, and clutch. Bring vehicle to a stop.

22. Print out the test results from the opacimeter which shall include, at a minimum:

A) smoke opacity
B) final test result in percent opacity as an arithmetic average),
C) engine oil temperature,
D) engine rpm and smoke opacity strip chart (or engine maximum and minimum rpm and engine rpm rise-time
E) date
F) time
G) location
H) Name of Diesel Emission Inspection Center
I) DEIC license number
J) customer name
K) tractor VIN
L) engine model year
M) stack size
N) "Pass" or "Fail" of test results compared to appropriate smoke opacity cut points.

23. The licensed Diesel Emission Inspector conducting the smoke opacity test shall sign and inscribe his PIF license number on the test printout.

NOTE: Licensed facilities are reminded that improperly passing a diesel vehicle for any portion of the diesel emission test in violation of rules or procedural requirements will result in license suspension plus civil penalties. The practice of jacking the rear axle(s) off the ground for the purpose of conducting a rolling acceleration opacity test is not an acceptable test method.

- Licensed facilities are hereby advised to terminate the inspection process whenever tampering devices are discovered on diesel-powered motor vehicles or engines and inform the owner/operator. Testing shall resume only after tampering devices are removed and engine's fuel control systems/puff-limiters are returned to a stock configuration.

Power Brake Test

This test may be conducted on all heavy-duty diesel-powered motor vehicles equipped with automatic transmissions.

1 . Except for torque-tube designs, inspect the vehicle's drive shaft and U-joints for mechanical integrity. Any signs of appreciable looseness or wear in the U-joints or slip-joints, or any damage to the drive shaft which would adversely affect it's mechanical integrity shall be grounds for terminating the test.

2. Ensure that the parking and service brakes are in good operating condition. Any inoperable or inadequate parking or service brakes shall be grounds for terminating the test.

3. Ensure that the ambient temperature at the test location is between 35 and 95 degrees F., and that humidity is below the dew point by using a thermometer and hygrometer approved by the Department of Environmental Protection. [No vehicle shall be failed for smoke opacity if there is visible precipitation, such as rain or fog, at the test site during the time of testing.] No vehicle shall be failed for smoke opacity when the temperature at the test location is below 35 or above 95 degrees F.]Testing shall not be conducted when temperatures at the test location are below 35 or above 95 degrees F, or if the temperature is at or below the dew point.

4. Determine engine horsepower from the engine identification plate or engine serial number. Refer to Table 3 for nominal stack size to be input into smoke opacimeter. If the engine identification plate is missing, inaccessible or illegible, then measure the outside diameter of the exhaust pipe from the exhaust manifold with a precision caliper or equivalent gauge, rounding to the nearest inch. Input the measured pipe diameter to the smoke opacimeter.

5. Inspect exhaust system for integrity. All loose pipe connections shall be tightened and all significant exhaust leaks repaired before any testing is conducted.

6. If the vehicle came equipped by the original equipment manufacturer-or was retrofitted in accordance with local, state or federal law or regulation-with a catalytic converter, particulate trap or trap oxidizer, or any other exhaust after treatment device, inspect the exhaust system for the presence of the device and for it's physical integrity.

7. Bring the engine to normal operating temperatures. This is accomplished by operating the vehicle on a highway or a chassis dynamometer with a road load for a minimum of twenty minutes. Proper engine operating temperature shall be confirmed by inserting an oil temperature probe through the oil dipstick tube into the crankcase oil. The oil temperature as measured during the test must be included as part of the analyzer printout at the conclusion of the test. Oil temperature shall be at least 60 deg. C. (140 deg. F.) and water temperature

Power Brake Test continued

shall be in the “normal” range (at least 82 deg. C. or 180 deg. F. and not overheating).

8. Drive the vehicle to the position where testing is to be conducted, apply parking brakes, place transmission in neutral and shut off engine. The test site must be located where the test will not pose a hazard to the public.

9. Affix rpm sensor per manufacturer's instructions.

10. Insert engine oil temperature sensor into oil dipstick tube and into the crankcase oil per manufacturer’s instructions.

11. Drive the vehicle to the position where testing is to be conducted, apply parking brakes, place transmission in neutral and shut off engine. The test site must be located where the test will not pose a hazard to the public.

12. Affix the smoke opacimeter per manufacturer’s instructions to the vehicle’s exhaust pipe termination.

13. Ensure that the smoke opacimeter is warmed up and calibrated per manufacturer's instructions.

14. Chock the vehicle's drive wheels.

15. **Release the vehicle's parking brake**.

16. Start engine and operate at curb idle speed.

17. Apply the service brakes with the left foot.

18. Place the transmission selector in "D" or "DRIVE". Do NOT use "LO" or "1 positions.[allow three snap tests for purge not 3 stall tests]

19. Purge the exhaust system of loose soot and stabilize the smoke opacity readings. Conduct at least three snap accelerations by rapidly depressing the accelerator pedal to the floor and holding until the engine speed reaches high idle or 2,500 RPM, whichever is lower before releasing, with five to 45 seconds between accelerations.

20. Initiate the test sequence displayed on the smoke opacimeter, prompt screen.

21. Select appropriate smoke opacity pass/fail cutpoints from Table 1 based upon engine model-year.

22. Select appropriate stack size from Table 3 based upon engine horsepower.

Power Brake Test continued

23. Rapidly depress the accelerator pedal to the floor and hold for three (3) to five (5) seconds or until prompted to release by the opacimeter.

24. Repeat #23 at least two (2) more times for a minimum total of three (3) accelerations, with a pause of between five (5) and ten 0) seconds between accelerations or when prompted by the opacimeter.

25. Three (3) valid stall accelerations shall constitute a successful test procedure and terminates the test.

26. Pass/fail determination shall be based upon three (3) valid smoke opacity test results averaged arithmetically and compared to the pass/fail cut points appropriate for the test vehicle's engine model year.

27. If test results are invalid and testing must be repeated, allow a minimum of three (3) minutes but no more than five (5) minutes of idling to cool the transmission before repeating the test.

28. Print out the test results from the opacimeter which shall include, at a minimum:
    A) smoke opacity for three (3) stall accelerations in sequence.
    B) final test result in percent opacity as an arithmetic average of i.),
    C) engine oil temperature,
    D) engine rpm and smoke opacity strip chart (or engine maximum and minimum rpm and engine rpm rise-times),
    E) date
    F) time
    G) location
    H) Name of Private Inspection Facility
    I) PIF license number,
    J) customer name
    K) tractor VIN
    L) engine model year
    M) stack size
    N) "Pass" or "Fail" of test results compared to appropriate smoke opacity Cut points.

29. The licensed Diesel Emission Inspector conducting the smoke opacity test shall sign and inscribe his PIF license number on the test printout.

- Licensed facilities are hereby advised to terminate the inspection process whenever tampering devices are discovered on diesel-powered motor vehicles or engines and inform the owner/operator. Testing shall resume only after tampering devices are removed and engine's fuel control systems/puff-limiters are returned to a stock configuration.

Snap Acceleration Test.

This test procedure shall be used on all heavy-duty diesel-powered motor vehicles with engines having a maximum governed speed of 2500 rpm, equipped with manual or automatic transmissions: or when equipped with medium speed engines and manual transmissions. Vehicles with low speed engines which cannot attain a high idle speed of at least 1600 rpm as determined in step #2 below shall be tested in accordance with the rolling acceleration procedure.

1 . Ensure that the ambient temperature at the test location is between 35 and 95 degrees F., and that humidity is below the dew point by using a thermometer and hygrometer approved by the Department of Environmental Protection. Dew point can be derived by using a dew point chart obtained from the Department of Environmental Protection. If testing is conducted outdoors, there shall be no visible precipitation, such as rain or fog, at the test site during the time of testing. [No vehicle shall be failed for smoke opacity if there is visible precipitation, such as rain or fog, at the test site during the time of testing. No vehicle shall be failed for smoke opacity when the temperature at the test location is below 35 or above 95 degrees F. Testing shall not be conducted when temperatures at the test location are below 35 or above 95 degrees F, or if the temperature is below the dew point.

2. Determine that the engine speed governor is in proper operating condition. This is accomplished by gradually increasing the engine speed from curb idle while observing a tachometer connected to the engine. Engine speed should not exceed high idle as specified by the engine manufacturer with the accelerator pedal fully depressed. If engine speed continues increasing beyond manufacturer's rated high idle, immediately release accelerator pedal. If engine speed increased uncontrollably, immediately release accelerator pedal and shut off the engine's fuel supply. Emission testing shall be terminated for all vehicles with dysfunctional engine speed governors.

3. Determine engine horsepower from the engine identification plate or engine serial number. Refer to Table 3 for nominal stack size to be input into smoke opacimeter.

4. Inspect exhaust system for exhaust leaks. Any loose pipe connections shall be tightened and any significant exhaust leaks repaired before any testing is conducted.

5. If the vehicle came equipped by the original equipment manufacturer-or was Retrofitted in accordance with local, state or federal law or regulation-with a catalytic converter, particulate trap or trap oxidizer, or any other exhaust after treatment device, inspect the exhaust system for the presence of the device and for it's physical integrity. Any missing exhaust after treatment device or perforating rust, crack, hole, tear, or other such physical defect in the device shall be cause for rejection. A "tap test" shall be conducted on the exhaust after treatment device by using the handle of a screwdriver or other similar and appropriate item to tap on the after treatment device's external shell. A hollow sound during the "tap test", or any sounds of loose or fractured

substrate-apparent by a rattling noise when the engine is operating-shall result in a termination of the test.

- Bring the engine to normal operating temperatures. This is accomplished by operating the vehicle on a highway or a chassis dynamometer with a road load for a minimum of twenty minutes. Proper engine operating temperature shall be confirmed by inserting an oil temperature probe through the oil dipstick tube into the crankcase oil. The oil temperature as measured during the test must be

- included as part of the analyzer printout at the conclusion of the test. Oil temperature shall be at least 60 deg. C. (140 deg. F.) and water temperature shall be in the "normal" range (at least 82 deg. C. or 180 deg. F. and not overheating).

7. Drive vehicle to the position where testing is to be conducted, apply parking brakes, place transmission in neutral and shut off engine.
NOTE: In order for valid snap acceleration tests to be conducted on Caterpillar engines models 3306 and 3406, turbo-boost is required upon restart to activate the air-fuel ratio controls. A rolling acceleration can be used to generate the necessary turbo-boost. Otherwise, the vehicle may falsely fail the snap acceleration test.

8. If the test is conducted indoors, a proper ventilation system shall be employed to isolate and evacuate the vehicle's exhaust emissions from the building's interior. If the test is conducted outdoors and the examiner is subject to diesel exhaust exposure, then the examiner shall wear a protective respirator with a HEPA filter and a filter to remove hydrocarbons and aldehydes from respired air.

9. Affix rpm sensor per manufacturer's instructions

10. Insert engine oil temperature sensor into oil dipstick tube and into the crankcase oil per manufacturer's instructions.

11. Connect engine rpm and oil temperature sensors to the smoke opacimeter per manufacturer's instructions.

12. Affix the smoke opacimeter per manufacturer's instructions to the vehicle's exhaust pipe termination.

13. Ensure that the transmission is in neutral and start engine.

14. Chock the drive-wheels and **release** all tractor and trailer brakes.

15. Initiate the test sequence on the smoke opacimeter.

Snap Acceleration Test continued

16. Select appropriate smoke opacity pass/fail cut points from Table 1 based upon engine model-year.

17. Select appropriate stack size from Table 3 based upon engine horsepower.

18. With each prompt from the opacimeter to "accelerate engine", depress the accelerator pedal rapidly to the floor and hold until prompted by the opacimeter to release the pedal.

19. Repeat this sequence until the opacimeter indicates the conclusion of the test. This shall include a minimum two (2) preliminary snap accelerations to clean out the exhaust system of loose soot for a stabilized reading, and a minimum of three snap accelerations for the official test, the average of which shall constitute the final test result.

20. Pass/fail determination shall be based upon three (3) valid smoke opacity test results averaged arithmetically and compared to the pass/fail cut points appropriate for the engine model year.

21. Print out the test results from the opacimeter which shall include, at a minimum:

A) smoke opacity for three (3) stall accelerations in sequence.
B) final test result in percent opacity as an arithmetic average of i.),
C) engine oil temperature,
D) engine rpm and smoke opacity strip chart (or engine maximum and minimum rpm and engine rpm rise-times),
E) date
F) time
G) location
H) Name of private inspection facility
I) PIF license number,
J) customer name
K) tractor VIN
L) engine model year
M) stack size
N) "Pass" or "Fail" of test results compared to appropriate smoke opacity Cutpoints.

22. The licensed Diesel Emission Inspector conducting the smoke opacity test shall sign and inscribe his PIF license number on the test printout.

Licensed facilities are hereby advised to terminate the inspection process whenever tampering devices are discovered on diesel-powered motor vehicles or engines and inform the owner/operator. Testing shall resume only after tampering devices are removed and engine's fuel control systems/puff-limiters are returned to a stock configuration

TABLE I

Current Peak Smoke Opacity Standards for
Heavy-Duty Diesel-Powered Motor Vehicles
Subject to Inspection by the
Division of Motor Vehicles or
Diesel Emissions Inspection Centers

Model Year of Vehicle	**Smoke Opacity Shall**
	Not to Exceed
Pre 1974*	70%
1974-1990	55%
1991 -and newer	40%
BUSES AND MOTOR HOMES	
Model Year 1987 and Older	Not to exceed 40 %
Model Year 1988 and Newer	Not to exceed 30 %

*Important Note: The owner of any vehicle with a pre-1974 model year turbo charged heavy-duty diesel engine which, when set to manufacturer's specifications, is unable to meet the applicable peak smoke opacity standards, can submit a request to the Department of Environmental Protection (DEP) for a technical evaluation. Vehicle-specific opacity standards may be set by DEP accordingly. old cutpoints to be deleted

TABLE 1 **(EFFECTIVE APRIL 1, 2010)**

Peak Smoke Opacity Standards for
Heavy-Duty Diesel-Powered Motor Vehicles
Subject to Inspection by the
Division of Motor Vehicles or
Diesel Emissions Inspection Centers

Model Year of Vehicle	**Smoke Opacity Shall**
	Not to Exceed
1990 and older*	40%
1991 to 1996	30%
1997 and newer	20%
BUSES AND MOTOR HOMES	
Model Year 1987 and Older	Not to exceed 40 %
Model Year 1988 through 1993	Not to exceed 30 %
Model year 1994 and newer	Not to exceed 20%
Retrofitted Diesel Buses	
Model year 1993 and older	Not to exceed 30%
Model year 1994 and newer	Not to exceed 20%

TABLE 3

Engine Horsepower Rating vs. Nominal Stack Size

Manufacturers' Rated Horsepower	*Nominal Stack Size, Inches
less than 100	2
101-200	3
201-300	4
301 and over	5

*Note: Nominal stack size shall always be used when measuring engine smoke opacity, irrespective of the stack size equipped on the vehicle being tested. For example, a vehicle equipped with an exhaust stack measuring 7 inches in diameter shall, for purposes of an official test, have a nominal stack size of 5 inches input to the smoke opacimeter if the engine rated horsepower is 301 or above. If, for example, a vehicle has no engine identification plate and is equipped with an exhaust stack measuring 6 or 7 inches in diameter-but the exhaust pipe from the manifold is 5 inches in diameter-then the nominal stack size shall be 5 inches. Always make your measurement from the exhaust manifold to determine stack size input for opacity meter.

Diesel Emissions BY-Pass

Interim Policy for Testing and Inspecting Diffuser Equipped Vehicles

It has come to our attention that some recent models of trucks are equipped with exhaust baffles or diffusers at the end of the exhaust system that prevent proper testing with the smoke meters in use at most DEICs. At this time, the Diesel I/M Program is instituting the following policy:

1. Every vehicle that can be tested must be tested.

2. Only vehicles with exhaust diffusers or baffles should be bypassed. Any vehicle bypassed should be observed for visible smoke that exceeds three (3) consecutive seconds. Vehicles showing no visible smoke should be given a sticker and marked as 'passed'. Vehicles that exhibit visible smoke for greater than three (3) consecutive seconds are considered to have failed the emissions inspection and should NOT be given a sticker and should be marked as 'failed'.

3. All other inspection data should be recorded in the usual fashion with the exception that opacity should be left blank for those vehicles bypassed under 2 above.

4. In the notes field of the inspection record (bubble form or electronic spreadsheet), enter **Diffuser Issue**.

5. Complete the attached form for each vehicle and fax it to the DEP Diesel I/M Team at 609/530-5342.

6. If a digital camera is available, please photograph the offending exhaust system and email the pictures to dieseld@dep.state.nj.us.

7. Please note that we are also aware of vehicles equipped with engine controllers that defeat certain types of smoke testing (engines that will not rev in neutral or in drive with brakes set). These vehicles MUST be roll tested. Bypass of these vehicles is NOT permitted.

NEW JERSEY
DEPARTMENT OF ENVIRONMENTAL PROTECTION
HEAVY DUTY DIESEL VEHICLE INSPECTION PROGRAM
TEMPORARY BYPASS INFORMATION FORM

To: Diesel I/M Group
Fax #: 609/530-5342

DEIC Facility: _____
DEIC License #: _____
Inspector Name: _____
Phone #: _____
Date: _____

	Make	**Model**	**Year**
Vehicle			
Engine			
License Plate #		VIN	
Type of Baffle/Diffuser: (circle one)	Bolt-on/Clamp-on		Welded-on/Permanent
Smoke Meter Model:			

Description of Issue Preventing Normal Testing:

DEW POINT CHART

Air Temp °C	% Relative Humidity																		
	100	95	90	85	80	75	70	65	60	55	50	45	40	35	30	25	20	15	10
43	43	42	41	40	39	38	37	35	34	32	31	29	27	24	22	18	16	11	5
41	41	39	38	37	36	35	34	33	32	29	28	27	24	22	19	17	13	8	3
38	38	37	36	35	34	33	32	30	29	27	26	24	22	19	17	14	11	7	0
35	35	34	33	32	31	30	29	27	26	24	23	21	19	17	15	12	9	4	0
32	32	31	31	29	28	27	26	24	23	22	20	18	17	15	12	9	6	2	0
29	29	28	27	27	26	24	23	22	21	19	18	16	14	12	10	7	3	0	
27	27	26	25	24	23	22	21	19	18	17	15	13	12	10	7	4	2	0	
24	24	23	22	21	20	19	18	17	16	14	13	11	9	7	5	2	0		
21	21	20	19	18	17	16	15	14	13	12	10	8	7	4	3	0			
18	18	17	17	16	15	14	13	12	10	9	7	6	4	2	0				
16	16	14	14	13	12	11	10	9	7	6	5	3	2	0					
13	13	12	11	10	9	8	7	6	4	3	2	1	0						
10	10	9	8	7	7	6	4	3	2	1	0								
7	7	6	6	4	4	3	2	1	0										
4	4	4	3	2	1	0													
2	2	1	0																
0	0																		

Example: Read the air temperature in the left hand column and the humidity at the top of the chart. If the temperature of the storage unit is 75ºF (24º C) and the relative humidity is 35%, the intersection of the two shows the dew point of the area to be 45ºF (7ºC). If the metal coming in is below 45ºF (7ºC), water will condense on the metal.

Air Temperature in Degrees Fahrenheit

Air Temp °F	% Relative Humidity																		
	100	95	90	85	80	75	70	65	60	55	50	45	40	35	30	25	20	15	10
110	110	108	106	104	102	100	98	95	93	90	87	84	80	76	72	65	60	51	41
105	105	103	101	99	97	95	93	91	88	85	83	80	76	72	67	62	55	47	37
100	100	99	97	95	93	91	89	86	84	81	78	75	71	67	63	58	52	44	32
95	95	93	92	90	88	86	84	81	79	76	73	70	67	63	59	54	48	40	32
90	90	88	87	85	83	81	79	76	74	71	68	65	62	59	54	49	43	36	32
85	85	83	81	80	78	76	74	72	69	67	64	61	58	54	50	45	38	32	
80	80	78	77	75	73	71	69	67	65	62	59	56	53	50	45	40	35	32	
75	75	73	72	70	68	66	64	62	60	58	55	52	49	45	41	36	32		
70	70	68	67	65	63	61	59	57	55	53	50	47	44	40	37	32			
65	65	63	62	60	59	57	55	53	50	48	45	42	40	36	32				
60	60	58	57	55	53	52	50	48	45	43	41	38	35	32					
55	55	53	52	50	49	47	45	43	40	38	36	33	32						
50	50	48	46	45	44	42	40	38	36	34	32								
45	45	43	42	40	39	37	35	33	32										
40	40	39	37	35	34	32													
35	35	34	32																
32	32																		

13:20-33.23 Headlights

Every motor vehicle, other than a motorcycle, shall be equipped with at least two headlights mounted at the same level with an equal number on each side of the front of the motor vehicle. Headlights shall emit only a white light and shall be tested for proper operation. Headlights shall not be tested for aim unless they have been previously rejected at another inspection facility for one of the reasons set forth in this section. If headlight aim testing is required, the headlight aim shall meet the specifications listed below:

High-beam aim specifications:
Vertical aim: From 4 inches above to 5 inches below:
Horizontal aim: From 6 inches right to 6 inches left.

Low Beam specifications:
Vertical aim: From 3 inches below to 14 inches below.
Horizontal aim: from 8 inches right to 23 inches right.

- The headlight aim specifications set forth above refer to the location of the "hot spot" (the center of the high intensity portion of the light beam) based on a distance of 25 feet from the test screen.
- The vertical aim specifications indicate the distance the "hot spot" shall be above or below the horizontal centerline straight ahead of the headlight center.
- The horizontal aim specifications indicate the distance the "hot spot" shall be to the right or to the left of the vertical centerline straight ahead of the headlight.
- SAE visual inspection limits for the vertical aim of the "hot spot" of Type 1 headlight units are from four inches above to four inches below, and for the horizontal aim of the "hot spot" of Type 1 headlight units are from four inches right to four inches left.
- SAE visual inspection limits for the top edge of the high intensity zone of Type 2 headlight units are from four inches above to four inches below, and for the left edge of the high intensity zone of Type 2 headlight units are from four inches right to four inches left.
- If headlight aim is inspected with a mechanical aimer, the inspection specifications for both Type 1 and Type 2 headlight units shall be four inches above to four inches below and four inches left to four inches right.
- Headlights shall be properly installed so that their beams are readily adjusted, both vertically and horizontally, and their aim is not grossly misaligned or readily disturbed by ordinary vehicle operation.
- Headlights shall be of a type approved as meeting the standards of the United States Department of Transportation or, for motor vehicles manufactured prior to the adoption of such standards, the standards of the Society of Automotive Engineers.
- A motor vehicle having a headlight with a missing lens shall not be certified; provided, however, that a motor vehicle shall not be refused certification because the headlight has a bulls-eye-type hole that has been repaired in a proper manner.
- There shall be no colored spray on the lens, visor, reflector, or other attachment that is not included in the standards of the United States Department of Transportation or, for motor vehicles manufactured prior to the adoption of such standards, the standards of the Society of Automotive Engineers.
- On motor vehicles equipped with four headlights, the type 2 headlight shall be mounted above or to the outside of the Type 1 headlight.
- Retractable headlights shall be in the fully open position when the headlights are tested.
- Motor vehicles used for plowing snow may have an extra set of headlights mounted above the plow. Switching shall be provided so that either set of headlights may be used, but not both.

Headlights continued

- A motor vehicle shall not be refused certification because of a missing headlight rim or rims; however, the motorist shall be advised to have the defect corrected.

- Due to the high cost of headlight replacement and subsequently the high instances of headlight repairs, the Commission will accept headlight repairs for lenses having bullseye type damage. The repair must be completed in a workmanlike manner using a permanent clear material. If the headlight aim is questionable after the repair, the lights should be checked to insure proper headlight aim and to assure that no distortion in the beam pattern is evident.

N.J. Headlight Aim Requirements

Aim specifications refer to location of the "hot spot" (center of high intensity portion of the beam pattern) based on 25 feet test distance.

		*Vertical Aim Specifications	*Vertical Aim Specifications	**Horizontal Aim Specifications
Type of Headlight	Inspect On	Vehicles Except Trucks Over 7,000 lbs	Trucks Over 7000 lbs Gross Weight	All Vehicles
Bulb Type Single Beam	Single Beam	From 9" below to 14" Below	From 9" below to 19" Below	6" Left to 6" Right
Bulb Type Multiple Beam	High Beam	From 4" below to 9" Below	From 4" below to 14" Below	6" Left to 6" Right
Bulb Type Asymmetric	High Beam	From 4" below to 9" Below	From 4" below to 14" Below	12" Right to 18" Right
Sealed Beam Old 7" Unit	High Beam	From 4" above to 5" Below	From 0" to 10" below	6" Left to 6" Right
Sealed Beam 7" #2 Unit 7" 2D 1, 2D	Low Beam	From 3" below to 14" Below	From 9" to 19" below	8" Right to 23" Right
Rectangular 142x200 MM, 2B1, 2B, 100x165 MM, 2A, 2A1, 2E1, 92x160 MM LF	Low Beam	From 3" below to 14" Below	From 9" to 19" below	8" Right to 23" Right
Sealed Beam 5 3/4" #2 Unit, 5 3/4" 2C1	Low Beam	From 3" below to 14" Below	From 9" to 19" below	8" Right to 23" Right
Rectangular Replacement Bulb 9004	Low Beam	From 3" below to 14" Below	From 9" to 19" below	8" Right to 23" Right
Sealed Beam 5 3/4" #1 Unit, 5 3/4" 1C1	High Beam	From 4" above to 5" Below	From 0" to 10" below	6" Right to 6" Left
Rectangular 100x165 MM, 1A1, 92x150 MM UF	High Beam	From 4" above to 5" Below	From 0" to 10" below	6" Right to 6" Left

Headlights continued

* Vertical Aim specifications show distance "hot spot" shall be above or below the horizontal centerline straight ahead of headlight center.
** Horizontal aim specification show distance "hot spot" shall be to right or left of vertical center plane straight ahead of headlight center.

Do not certify vehicle with any of the following conditions:

- A headlight not lit on any beam.
- A headlight that is not properly aimed. (Only reject if the headlight is grossly misaligned.)
- A headlight that is not properly, securely or permanently mounted.
- Any improperly connected circuit, which does not light the proper filament(s) for the different switch position(s).
- Any light that is obstructed or modified so as to change the original design or performance.
- Type 1 and Type 2 headlights that are not properly used in conjunction with each other.
- ***Any headlight missing a lens***.
- A retractable headlight which does not fully open.
- An unapproved headlight (must be marked "DOT" or “SAE” and have 3 aiming pads).
- Headlights, which can be flashed continuously for emergency purposes. (Unless authorized emergency vehicles).
- An extra set of headlights on snow plows which can be lit at the same time as the regular headlights
- ***Colored spray on the lens, visor, reflector, or other.***

Conditional Approval:

- ***The headlight lens is cracked or broken, or there is excessive moisture therein, provided the headlight is operational and emits a white light.***
- ***The light intensity of the headlight is weak, provided the headlight is operational and emits a white light.***
- ***The headlight is covered by a brush guard, grill, or cover over or in front of the light, provided the headlight is operational and emits a white light.***
- ***A repaired headlight lens with a bull’s eye type break provided the repair is completed in a workmanlike manner using a permanent clear material.***
- Missing headlight rim or rims.

13:20-33.24 Mirrors

A motor vehicle shall not be certified if it is not equipped with at least one rear view mirror. Passenger automobiles manufactured after January 1, 1965, must have an interior mirror and an exterior mirror on the driver's side.

Any commercial vehicle manufactured after January 1, 1965, shall be equipped with an interior mirror and an exterior mirror on the driver’s side, except that every commercial vehicle so constructed or loaded as to obstruct a rear view from the interior mirror, and any vehicle with the rear view obstructed, shall, in lieu of an interior mirror, be equipped with an exterior mirror on the vehicle opposite the driver’s side.

Mirrors continued

Mirrors shall be securely mounted and located and adjusted so as to provide the driver adequate rear view vision. Mirrors shall not obstruct the driver's forward vision. Concave or convex mirrors shall not be used in place of the interior mirror or the driver's side exterior mirror.

Mirrors shall be capable of adjustment to a fixed horizontal and vertical position.

Do not certify a vehicle with any of the following conditions:

- Any required mirror that is missing.
- Any mirror that is not securely mounted or capable of adjustment to a reasonable fixed position.
- Any mirror that does not give the adequate rearview vision.
- An interior and/or left side exterior mirror that provides unit magnification.

NOTE: Convex mirrors may only be used to supplement flat mirrors, which provide unit magnification. Convex mirrors cannot be used as a substitute for required flat mirrors.

Conditional Approval:

- ***Any mirror that is discolored, peeled, tarnished, cracked, broken or has sharp edges, provided the mirror affords the driver adequate rear view vision.***

13:20-33.25 Other Lights

All miscellaneous lights used on motor vehicles shall be of a type and color approved as meeting the standards of the Society of Automotive Engineers. The letters 'SAE," along with the manufacturer's name and trademark, are often on the lens of such light. In addition, the letters listed below often appear on the following lights:

Fog Lights = F
Spot Lights = O
Emergency warning lights = W or W1 or W3
Supplemental driving or passing lights = Y or Z

Any motor vehicle may be equipped with not more than two auxiliary driving lights mounted on the front of the vehicle at a height of not less than 12 inches nor more than 42 inches above the level surface upon which the vehicle stands. Auxiliary driving lights include, but are not limited to, fog lights, passing lights, and supplemental driving lights. Auxiliary driving lights shall be aimed in conformance with the standards of the Society of Automotive Engineers applicable to the particular type of auxiliary driving light. Auxiliary diving lights shall be properly installed so that their aim is not grossly misaligned or readily disturbed by ordinary vehicle operation. ***Certification of a motor vehicle shall be refused if the aim of an auxiliary driving light is grossly misaligned.***

All miscellaneous lights shall be permanently and securely mounted on a permanent part of the vehicle in such a manner as to reduce the likelihood of their being obscured by mud or dirt thrown up by the wheels.

Other Lights continued

Fog lights are auxiliary driving lights, which may be used with the low beam headlights to provide general illumination ahead of a motor vehicle. A fog light shall be white, yellow, or amber in color. Approved fog lights shall meet the requirements of SAE J-583d, incorporated herein by reference.

Passing lights are also known as auxiliary low beam driving lights and are designed to supplement the lower beam of a standard headlight system. Approved lights shall meet the requirements of SAE J-583d, incorporated herein by reference. Passing lights shall be wired so that they are controlled by a switch separate from the headlight switch.

Supplemental driving lights are driving lights, which may be used to supplement the upper beam of a standard headlight system. Approved lights shall meet the requirements of SAE J-583d, incorporated herein by reference. Supplemental driving lights shall be wired so that they are controlled by a switch separate from the headlight switch.

Any motor vehicle may be equipped with not more than two side cowl or fender lights, which shall emit a white or yellow light without glare.

Any motor vehicle may be equipped with not more than one running board courtesy light on each side thereof which shall emit a white or yellow light without glare.

On motor vehicles used for plowing snow, there may be auxiliary driving lights connected to either the parking light system or the low beam headlight system. If sealed
beam headlight units are used for the auxiliary driving lights; they shall be wired so that the taillights will be illuminated when the auxiliary driving lights are turned on. Auxiliary turn signal lights are also permitted on such vehicles.

A motor vehicle driven by an active member in good standing of a volunteer fire company or a volunteer first aid squad or rescue squad may be equipped with a blue emergency warning light or lights in accordance with the requirements set forth in N.J.A.C. 13:24-5. An identification card (permit) issued pursuant to N.J.A.C. 13:24-5 shall be in the possession of the operator at all times when the blue emergency warning light or lights are displayed on a motor vehicle.
A motor vehicle driven by an active member in good standing of a the Civil Air Patrol may be equipped with a blue emergency warning light or lights in accordance with the requirements set forth in N.J.A.C. 13:24-5. An identification card (permit) issued pursuant to N.J.A.C. 13:24-5 shall be in the possession of the operator at all times when the blue emergency warning light or lights are displayed on a motor vehicle.

Flashing lights are prohibited on a motor vehicle (except an authorized emergency vehicles or unless a permit for the same has been issued by the Commission in accordance with N.J.A.C. 13:24) except as a means for indicating right or left turns or for hazard warning signals.

Two or more lighting devices and reflectors may be combined optically, but the following combinations are prohibited:

- A turn signal with a headlight.
- A clearance light with a taillight or an identification light.

Other Lights continued

Motor vehicles may be equipped with other lights in addition to those specified in this subchapter. The manufacturer's name or trademark and the letters "SAE" often appear on the lens of such lights, along with the identification letters shown below:

E: Side turn signal lights (mounted on vehicle sides).
K: Cornering lights.
R: Back-up lights.
U: Supplemental high-mounted stop and turn signal lights.
V: Liquid burning emergency flares.
W4: Emergency reflex reflectors.
X: Emergency lanterns.

Retired Ambulances

- Any ambulance sold, transferred, gifted, discarded or abandoned to an entity other than a hospital, licensed ambulance dealership, an emergency service organization, or any entity licensed by the Department of Health and Senior Services as an ambulance operator must be stripped of all markings that would identify the vehicle as an ambulance.
- An emergency service organization is defined as a fire or first aid organization, whether organized as a volunteer fire company, volunteer fire department, fire district or duly incorporated volunteer first aid, emergency or volunteer ambulance or rescue squad association.
- As amended, the Commissioner of the Department of Health and Senior Services shall be responsible for enforcement of the bill. A violation of the bill is punishable under P.L.2003, c.217 (C.2C:21-4.8) and is a crime of the fourth degree.
- This act shall take effect immediately. Enacted January 11, 2006.

Do not certify a vehicle with any of the following conditions:

- ***The auxiliary driving light is grossly misaligned.***
- ***The back-up light is illuminated when the motor vehicle is in forward motion.***

Conditional Approval;

- ***Any motor vehicle that is be equipped with more than two approved type Auxiliary Driving Lamps mounted on the front of the vehicle more/less than 12 inches or more/less than 42 inches above the ground measured from the center of the light.***
- ***Auxiliary lamps mounted higher than the headlights.***
- ***Auxiliary Driving Lamps that are wired either in conjunction with the low beam or high beam headlights.***
- ***An unapproved auxiliary driving lamp with markings other than "SAE F, Y or Z."***
- ***Lamps that are not securely fastened or properly located on the vehicle.***
- ***More than two auxiliary lamps that operate.***
- ***The color of light that is other than white or amber.***
- ***Broken lens with sharp edges.***
- ***Auxiliary lights mounted behind the grill.***
- ***Windshield wiper washer nozzle lights and other non-approved lights.***

Other Lights continued

EXCEPTION: Many Jeep Liberty renegades are equipped with manufacturer installed light bars mounted on the roof. These light bars are part of an optional off-road package and not legal for use on New Jersey public highways. Past state policy required these vehicles be rejected unless the lights were rendered completely inoperative. In this case they fell under the ornamental category. The state has revised this policy. All Jeep Renegades that have these light bars installed will NOT be rejected. Instead they will be issued an advisory approval. The inspector shall enter "conditionally approved-auxiliary light" in the comments field in the analyzer. It no longer matters whether the lights are operational or not. The inspector should advise the customer that these lights are not permitted on public highways and they are subject to fines for use other than off-road.

39:3-64(b) Portable Emergency Warning Devices

Any commercially registered motor vehicle over 80 inches in width and any omnibus having a capacity of over 10 passengers is required to carry approved type Portable warning Devices as follows:

- 3 Liquid burning flares SAE-V and 3 red fuses, or
- 3 Red electric lanterns SAE-X, or
- 3 Portable red emergency reflectors.
- NOTE: School vehicles and commercial motor vehicles transporting flammable cargo shall carry either 3 red electric lanterns or 3 portable red emergency reflectors.

Do not certify a vehicle with any of the following conditions:

- Broken or incomplete portable warning device kits.
- An unapproved type of portable emergency warning devices.
- No portable emergency warning devices available.

13:20-33.25 Spot Lights

A spotlight is a light, which can be aimed at, will. Any motor vehicle may be equipped with not more than one spotlight, but the use of any such spotlight for driving purposes is prohibited. The letters "SAE" and the letter "O," along with the manufacturer's name and trademark are often on the lens of approved type spotlights. Approved spot lights shall meet the requirements of SAE J-591b, incorporated herein by reference.

Conditional Approval:

- If more than one spot lamp is operable.
- A broken lens with sharp edges.
- A color other than white.
- Lamps not securely fastened or mounted, however, the motorist shall be advised to have the defect corrected.

13:20-33.25 Back-up Lights

Any motor vehicle may be equipped with one or more back-up lights, either separately or in combination with other lights. Back-up lights shall be white in color. No back-up light shall be illuminated when the motor vehicle is in the forward motion.

Do not certify a vehicle with any of the following conditions:

- Backup lights that stay lit when vehicle moves forward.

Conditional Approval:

- ***Backup lights that are controlled by a separate switch with no pilot light.***
- ***Backup lights with no "R" marking or of an unapproved type.***

OTHER LIGHTS EMERGENCY IDENTIFICATION LAMP TYPE OF VEHICLE	COLOR PERMIT REQUIRED	TYPE	SIZE	LOCATION & NUMBER ALLOWED	TYPE OF INSTALLATION
FIRE & POLICE VEHICLES	Red	None	N.A.	Anywhere on exterior of Motor Vehicle as long as no obstruction to vision. No restriction on number allowed	Temp. or Perm.
AMBULANCE	Red or Amber	None	N.A.	same as above	Perm.
VOLUNTEER FIRE CHIEF & ASST. CHIEF (PERSONAL VEHICLE)	Red	**M.V. Permit	N.A.	Anywhere on exterior of Motor Vehicle as long as no obstruction to vision. No restriction on number allowed	Temp. or Perm.
VOLUNTEER FIREMAN	Blue	**M.V. Auth. Card	7 1/2 not Exceeding 51 candlepower.	One Blue Light-Ctr of roof or left W/S column or front of vehicle not higher than headlights. 2 Blue Lights-On W/S columns each side of vehicle, or at each side of roof at W/S line.	Temp.
VOLUNTEER MEMBER 1ST AID SQUAD & RESCUE SQUAD	Gold Cross on White Background or Blue	*M.V. Auth.	Same as above	Same as above	Temp.
WRECKER	Amber Permit	*M.V.	N.A.	Center of Roof - 1 to 3 as permit allows	Temp. or Perm.

NOTE:

- No emergency identification lights are allowed to be used inside the vehicle.
- All vehicles except emergency Fire, Police and Ambulances must have a permit to authorize use of Emergency Identification Lights.
- Headlights that can be flashed continuously for emergency warning purposes are allowed on Fire, Police and First Aid vehicles.

* Vehicles must be registered to applicant or any member of the household.
** Vehicle must be registered in name of applicant.

13:20-33.27/33.28 Headlight beam - turn signal and hazard signal indicator lights

Every New Jersey registered motor vehicle equipped with multi-beam headlights shall be equipped with a beam indicator, which shall be lighted whenever the high beam headlamps are lit.

If any turn signal indicator light is not visible to the driver, there shall be an illuminated indicator to give the driver a clear and unmistakable indication that the turn signal system is turned "on." In vehicles equipped with right and left turn signal indicators, both of the indicators or separate indicators shall flash simultaneously while the hazard warning signal system is turned "on". In vehicles equipped with a single turn signal indicator, a separate hazard warning signal indicator and the turn signal indicator may flash while the hazard warning signal system is turned "on."

If a separate indicator light is used for the hazard warning signal system, it shall emit a red color and have a minimum area equivalent to a one-half inch diameter circle.

Do not certify a vehicle with any of the following conditions:

- Any indicator light that is missing.

Conditional Approval

- Any headlight beam, turn, or hazard signal indicator light that is inoperative or does not operate properly; however, the motorist shall be advised to have the defect corrected.

13:20-33.26 Wiring and Switching

Switches and wiring shall be installed in a workmanlike manner and function properly.

Do not certify a vehicle with any of the following conditions:

- Wiring that is in poor condition, improperly installed or located so as to cause damage or adversely affects the lighting performance of any exterior light.

- Any connection that is not secure or shows signs of corrosion.
- Switches that are not in proper condition or do not function properly.
- Any lamp circuit that does not light the proper filament when the appropriate switch position is applied.

Miscellaneous

Any miscellaneous unsafe condition, likely to endanger any person or property, will be cause for not certifying a vehicle. When the Official Inspection Facility or Private Inspection Facility rejects a vehicle under the miscellaneous category, the reason will be noted on the Vehicle Inspection Report.

ABS warning light - The illumination of the ABS warning light is an advisory rejection; however, the motorist shall be advised to have the defect corrected.

13:20-33.29 Antenna - Any antenna mounted on a motor vehicle shall be securely attached so as not to swing or project in a hazardous manner.

Conditional Approval:

- The motor vehicle has an insecure antenna; however, the motorist shall be advised to have the condition corrected.

13:20-33.30 Body - The motor vehicle body panels, floor pan and other sections shall not be missing.

Conditional Approval:

- ***The vehicle body panels, floor pan, or others sections have excessive rust.***
- ***The motor vehicle body has rips or sharp edges; provided such rips or sharp edges do not pose a risk of injury.***

13:20-33.31 Bumpers – Bumpers, if present, shall be securely mounted on a motor vehicle. Front and rear bumper heights shall be in accordance with the motor vehicle manufacturer's specifications.

Conditional Approval:

- ***The bumper has excessive rust.***
- ***The bumper has sharp or protruding parts or edges, providing such sharp or protruding parts or edges do not pose a risk of injuries.***

13:20-33.32 Doors – The motor vehicle doors and all door operating devices, handles, buttons, hinges, and latches shall be in proper operating condition. A method of opening the door from the outside is not required on motor vehicles with fabric tops which are equipped with glazing material which can be readily removed without the use of tools. Motor vehicles designed and manufactured with doors shall be equipped with doors. Motor vehicles designed and manufactured without doors shall be equipped with seat belts or a strap, chain, or restraining device of some type across the opening.

13:20-33.33 Fenders and fender flaps – The motor vehicle fenders shall be securely mounted and shall have no rips or sharp edges which could cause injury to persons. Fenders shall cover the width of the tire tread. The rear fenders shall be designed and installed so as to prevent the wheels from throwing dirt, water or other material onto other motor vehicles. Fender flaps may be attached to the rear fenders to provide the necessary coverage.

13:24-2.2 Frozen dessert trucks - frozen dessert trucks are required to display flashing red lights on both the front and rear, also a stop signal arm extending horizontally from the left of the truck must be displayed. Flashing red lights will also be activated on the signal arm, and on the arm the words "STOP-IF-SAFE-THEN-GO" must appear in two-inch high letters. A front mounted convex mirror is also required.

13:20-33.34 Fuel System - Fuel leakage at any point in the system shall be cause to deny certification. The fuel tank and piping shall be securely mounted and in proper condition, and fuel tank shall be properly capped. Any fuel component that contacts any moving part is cause for a 48-hour rejection.

13:20-33.35 Hood – Motor vehicles shall be equipped with an engine hood. The hood shall be properly secured and latched, and all hinges, latches, and other components shall be in proper operating condition.

13:20-33.36 Lettering – Vehicles used for commercial purposes on a street or highway, except for passenger automobiles and vehicles owned or leased by a pharmacy and utilized for the transportation or delivery of drugs, shall have conspicuously displayed on the vehicle, or on a name plate attached to the vehicle, the name of the owner, lessee, or lessor of the vehicle, and the name of the municipality in which the owner, lessee, or lessor has his or her principal place of business. Franchised public utilities and operators of fleets of 50 or more commercial vehicles shall be exempt from displaying the name of the municipality, provided that their vehicles display a corporate identification number. The sign or the nameplate shall be in plain view and the lettering shall be as close as possible to three niches high. Certification of a commercial vehicle shall not be refused because the vehicle fails to display the owner's name and business address; however, the motorist shall be advised to have the condition corrected. Vehicles registered as Code 15 should not have lettering on the vehicle (instruct the customer to remove lettering).

Motor mounts - Cannot be loose or broken.

Molding - molding (trim, strips, chrome, etc.) shall be securely fastened and not project from the body so as to cause injury.

13:20-33.37 Ornaments - All motor vehicle ornaments shall be free of sharp parts or edges which could injure persons.

13:20-33.38 Pedals – Brake, clutch, and accelerator pedals shall have rubber pads or some other method of providing the pedals with a nonskid surface. All pedals shall be in proper operating condition.

13:20-33.39 Racks and carriers – A motor vehicle may be equipped with racks or carriers provided the maximum vehicle dimensional limits are not exceeded (8 feet in width and/or 13 feet in height) and provided they do not create a dangerous condition which could cause injury to persons. Protruding bicycle racks are a conditional approval item.

Rear axle alignment (tracking) - The rear axle should be in proper alignment with the longitudinal axis of the vehicle. Wheelbase must measure the same on both sides of the vehicle, tolerance + or - 1 inch.

13:20-33.40 Reflective Tape - Reflective tape of color amber to white may be displayed on the front of a motor vehicle. Reflective tape of a color of red to amber to white may be displayed on the rear of a vehicle.

13:20-33.41 Seats - All motor vehicle seats shall be securely mounted and free of hazardous conditions. The driver's seat shall lock securely in a position that permits safe operation of the motor vehicle. Inertial type seat locks are acceptable.

13:20-33.42 Seat belts; Air bags - All motor vehicles which are required by law to be equipped with seat belts shall be in compliance with Federal Motor Vehicle Safety Standards 208 and 209, incorporated herein by reference. All motor vehicle, which are required by law to be equipped with air bags, shall be in compliance with Federal Motor Vehicle safety Standard 208, incorporated herein by reference. Any passenger vehicle manufactured after July 1, 1966 must be equipped with seat belts. Any truck manufactured after January 1, 1972 must be equipped with seat belts. Seat belts and their anchorage units, or other restraining devices, shall be of a type approved as meeting the standards of the United States Department of Transportation or the specifications of the Society of Automotive Engineers. The buckles and anchorage units shall be in good condition and the webbing shall not be dangerously worn or cut.

13:20-33.42 Air bags - Certification of a motor vehicle shall be refused if an air bag(s) has been deployed and has not been replaced with an air bag(s) that is in compliance with the Federal Motor Vehicle Safety Standard 208, incorporated herein by reference. Deployed air bags are to be repaired/replaced in a workman like manner.

NOTE: Air Bags are required on all passenger vehicles manufactured after January 1, 1997 and on trucks after January 1, 1998. Some vehicles manufactured before January 1, 1997 had air bags installed as an option and therefore if they are found missing or having been previously deployed and not replaced are to be conditionally approved providing there are no sharp edges or hanging wires that interfere with the operation of the vehicle.

13:20-33.43 Gearshift indicator – Certification of a motor vehicle equipped with an automatic transmission shall not be refused because of a missing, inoperative, or misaligned gear shift indicator; however, the motorist shall be advised to correct the defect.

Conditional Approval:

- ***The gearshift indicator is missing, inoperative, or misaligned.***

13:20-33.49 Speed recording instrument (speedometer); mileage recording instrument (odometer) – Certification of a motor vehicle shall be refused because the speed recording instrument (speedometer) or the mileage recording instrument (odometer) for such motor vehicle is inoperative or does not operate properly.

13:20-33.45 Television – A motor vehicle shall not have a television installed in such a manner that the viewing screen is visible to the driver while he or she is operating the vehicle. Exception: CRT monitor for viewing behind vehicle.

13:20-33.44 Transmission - The transmission of a motor vehicle shall operate properly and shall be capable of operating in reverse. A reverse detent mechanism (lockout) shall be present and shall be in proper operating condition. There shall be no leakage of fluid from the transmission.

13:20-33.46 Truck lid – A motor vehicle trunk lid shall be capable of being securely fastened in accordance with the motor vehicle manufacturer's original design and specification.

Wandering - Vehicles cannot drift abnormally to the left or right while being driven straight ahead.

13:20-33.47 Service Brake

INITIAL INSPECTION

With the service brake pedal depressed to the brake applied position for 10 seconds under a foot force of approximately 125 pounds, there shall be no perceptible decrease in pedal height and, if the motor vehicle is so equipped, no illumination of the brake system failure indicator light. If a motor vehicle is so equipped, the brake system failure indicator light shall be in proper operating condition.

On a vehicle equipped with a diesel engine and an engine driven vacuum pump, the service brake pedal can be forced to the floorboard, simulating a fading pedal, and a slight hissing noise may be heard. This is normal.

Brake hoses shall not be mounted so as to contact the vehicle body or chassis. Brake hoses shall not be cracked, chafed, or flattened. Protective devices, such as "rub rings" are not to be considered part of the brake hose. Hydraulic or air brake line tubing shall be specially designed for automotive hydraulic or air brake line use. Tubing designed for gasoline or oil lines is not acceptable for use as hydraulic or air brake lines. The vacuum brake hoses shall be examined visually and audibly with the motor vehicle engine running. The hoses shall not be collapsed, twisted, broken, improperly mounted, or leaking.

The motor vehicle engine shall be turned off and the service brake applied several times to destroy vacuum in the system. The brake pedal shall be depressed with 25 pounds of force and, while maintaining such force, the engine started. The brake pedal shall fall slightly under force when the engine starts. This test is not applicable to motor vehicles equipped with full power (central hydraulic) brake systems, as the service brake performance test shall be considered an adequate test of system performance for such motor vehicles.

After insuring that the tires are properly inflated, not mismatched or a space-saving spare tire, a Type 1, Type 2, or Type 3 brake performance test shall be conducted.

Type 1

If the brakes are tested on a drive-on platform or roller-type brake tester, the results shall show some brake force produced by each wheel brake and the total brake force must be equal to at least 43.5 percent of the gross vehicle weight. This is equivalent to a deceleration of 14 feet per second, which would produce a stop from 20 miles per hour in 30 feet. The braking force on a front wheel or on a rear wheel shall not be less than 65 percent of the braking force developed on the other front wheel or rear wheel, respectively. The service brake shall have a minimum front to rear brake ratio of 40 percent and a maximum front to rear brake ratio of 95 percent. The allowable front brake bias margin shall be 25 percent. The allowable rear brake bias shall be 15 percent, except that for motor vehicles having a GVWR of more than 7,000 pounds but less than 10,001 pounds, the allowable rear brake bias margin shall be 25 percent.

Service Brake continued

Type 2

The brakes may be tested with an approved accelometer/inertia navigation type tester to determine whether the motor vehicle can stop from a speed of 20 miles per hour in 30 feet.

Type 3

If a drive-on platform or roller-type brake tester or an accelometer/inertia navigation type tester is not utilized, the brakes shall be road tested on a level, dry, smooth, hard surface that is free from loose material, oil, or grease to determine whether the motor vehicle is able to stop from a speed of 20 miles per hour in 30 feet or less without swerving out of a 12 foot wide lane. If the private inspection facility performs a road test of the brakes, a diagram of the test location shall be provided to the Private Inspection Facility Licensing Unit of the Commission at the address specified in N.J.A.C. 13:20-44.4(a).

If the vehicle is equipped with air brakes, the low pressure warning system and air brake components shall be tested for proper operation. This test includes the following:

- Governor cut-in and cutout pressure. The air compressor shall start pumping at about approximately 100 pounds per square inch and shall stop pumping at approximately 125 pounds per square inch as per manufacturer's specifications. The motor vehicle engine shall be operated at a fast idle. The air governor shall cutout the air compressor at approximately the manufacturer's specified pressure. The air pressure indicated on the air pressure gauge(s) shall stop rising. With the engine idling, the brake pedal shall be depressed and released to reduce the air tank pressure. The compressor shall cut-in at approximately the manufacturer's specified cut-in pressure, and the pressure shall begin to rise.
- Air leakage rate. With a fully charged air system (typically 125 pounds per square inch), the engine shall be turned off, the service brake shall be released, and the air pressure drop shall be timed. The loss rate should be less than 2 pounds per square inch in one minute for single vehicles, or less than 3 pounds per square inch in one minute for combination vehicles. 90 pounds per square inch or more shall then be applied to the brake pedal. After the initial pressure drop, the air pressure shall not fall more than 3 pounds per square inch in one minute for single vehicles, nor more than 4 pounds per square inch for combination vehicles.
- Rate of air pressure increase. With the motor vehicle engine idling at the motor vehicle manufacturer’s specifications, the air pressure shall increase from 85 pounds per square inch to 100 pounds per square inch within 45 seconds in dual air systems. If the motor vehicle is equipped with larger than minimum air tanks, the rate of increase may be longer as per manufacturer’s specifications. In single air systems on pre-1975 model year motor vehicles, typical specifications are an
  air pressure increase from 50 to 90 pounds per square inch within three minutes with the engine at an idle speed of 600-900 revolutions per minute.

- Operation of automatic spring brakes. The motor vehicle wheels shall be chocked, the parking brake released when there is sufficient air pressure to do so, and the engine turned off. The brake pedal shall be depressed and released to reduce the air tank pressure. The parking brake knob shall pop out when the air pressure falls to the manufacturer's specification, which is usually in a range of between 20 to 40 pounds per square inch. This shall cause the spring brakes to engage.
- The low pressure warning system. The engine shall be turned off when there is sufficient air pressure so that the low-pressure warning signal is not illuminated. The electrical power shall be turned on and the brake pedal shall be depressed and released to reduce the air tank pressure. The low air pressure-

- warning signal shall illuminate before the pressure drops to less than 60 pounds per square inch in the air tank (or, in dual air systems, in the tank with the lowest air pressure).

Do not certify a vehicle with any of the following conditions:

- Any leak in the braking system.
- The service brake pedal fades, air brakes excluded.
- There is no braking effort on any wheel.
- If there is insufficient braking effort which is less than 65% of the braking effort of the other wheel on the same equivalent axle.
- There are kinked or defective brake hoses or tubing.
- There is an inoperative power brake system.
- The linings or pads are worn below specifications.
- The drums or rotors do not meet manufacturer's specifications.
- Any part of the brake system that does not operate as designed.
- Cracked brake hoses.

13:20-33.47 Service Brake Pedal Reserve

The inspection for motor vehicle service brake pedal reserve shall be performed as set froth in this section. “Pedal reserve” is the amount of total pedal travel left in reserve when the pedal is depressed to the brake applied position. The service brake pedal reserve test does not apply to air brake systems.

With the motor vehicle stationary and the service brake pedal depressed under a moderate foot force (that is, a force of 25 pounds for power brakes and 50 pounds for other brakes), there shall be a minimum of one-fifth of the total average pedal travel (as per the motor vehicle manufacturer’s specifications) remaining. The motor vehicle engine shall be running when power brakes are tested. In the event that the adequacy of the service brake pedal reserve on a motor vehicle equipped with disc brakes is in question; the pedal reserve shall be tested when the brakes are applied while the motor vehicle is being driven. The service brake pedal reserve test is not required for motor vehicles equipped with full power (central hydraulic) brake systems or for motor vehicles with brake systems designed to be operated with less than one-fifth pedal travel.

Do not certify a vehicle with any of the following conditions:

- There is insufficient pedal reserve.

Reinspection of Braking Systems

If the motor vehicle inspection report indicates that a motor vehicle was previously rejected for service brakes or brake equalization, at least one front wheel of the motor vehicle and the wheel or wheels that were rejected shall be removed so that it can be determined that the internal parts of the brake are in proper condition. Any

wear, brakeage, or malfunctioning of the brake system which would adversely affect the safe operation of the motor vehicle is cause for not certifying the vehicle.

The brake drum diameter or disc rotor thickness shall be measured. If the brake drum is embossed with a maximum safe diameter dimension or the brake rotor is embossed with a minimum safe thickness dimension, the drum or disc shall be within such specifications. These dimensions will be found on motor vehicles manufactured after January 1, 1971, and may be found on vehicles manufactured prior to that date. If the drums and discs are not embossed, the drums and discs shall be within the manufacturer's specifications.

The brake lining or pad shall be visually examined, and the height of the rubbing surface of the lining or pad over the rivet heads shall be measured. The bonded lining or bonded pad thickness over the shoe surface shall be measured at the thinnest point of the lining or pad.

The thickness of a riveted lining or pad on each brake shall be not less than 1/32 of an inch over the rivet heads. The thickness of a bonded lining or pad shall not be less than 1/32 of an inch over the brake shoe or shoe plate. Brake linings and pads shall have no cracks or breaks that extend to rivet holes except minor cracks that do not impair attachment. Drum brake linings shall be securely attached to brake shoes. Disc brake pads shall be securely attached to shoe plates.

Backing plates and caliper assemblies shall not be deformed or cracked. Brake system parts shall not be broken, misaligned, missing, binding, or show evidence of severe wear. Automatic adjusters and other parts shall be assembled properly and installed correctly.
The vacuum brake hoses shall be examined visually and audibly with the motor vehicle engine running. The hoses shall not be collapsed, twisted, broken, improperly mounted, or audibly leaking.

The motor vehicle engine shall be turned off and the service brake applied several times to destroy vacuum in the system. The brake pedal shall be depressed with 25 pounds of force and, while maintaining such force, the engine started. The brake pedal shall fall slightly under force when the engine starts. This test is not applicable to motor vehicles equipped with full power (central hydraulic) brake systems, as the service brake performance test shall be considered an adequate test of system performance for such motor vehicles.

13:20-33.48 Parking Brake

The parking brake shall be able to hold the vehicle stationary on any up or down grade upon which it can be operated, whether the vehicle is empty or loaded.
The parking brake shall be equipped with a ratchet and pawl, or other type of automatic locking device, which will hold the brake in the applied position. On motor vehicles equipped with an automatic transmissions and an automatic parking brake release, the locking device shall hold the parking brake in the applied position regardless of whether the transmission shift lever is in the "neutral" or "park" position with the engine running. When the parking brake is applied, there shall be a minimum of one third of the total available travel (as per manufacturer's specifications) remaining. On certain vehicles, the parking brake reserve is checked on the second application of the parking brake lever.

Do not certify a vehicle with any of the following conditions:

- The parking brake is missing.
- The parking brake does not fully release.
- The parking brake handle or pedal is broken or missing.
- The parking brake assembly is not securely mounted.
- The parking brake does not hold the vehicle stationary on any up or down grade upon which it can be operated, whether the motor vehicle is empty or loaded.
- On motor vehicles equipped with an automatic transmission and an automatic brake release, the locking device does not hold the parking brake in the applied position regardless of whether the transmission gear shift lever is in the ‘neutral” or ‘park” position.
- The parking brake when applied has less than one-third (1/3) of the total travel as per the motor vehicle manufacturers specifications) remaining.
- The use of a "line lock" as a parking brake is prohibited. **NOTE:** A "line lock" is a device that locks pressurized fluid in the service brake system.
- The parking brake pedal pad is missing.

SECTION V

Retired School Bus Inspection
And
Migrant Farm Worker Vehicle Inspection

THIS SECTION CONTAINS INFORMATION REGARDING RETIRED SCHOOL BUS INSPECTION STANDARDS, RELATED DEFINITIONS AND MIGRANT FARM VEHICLE REQUIREMENTS.

39:3B-5.4 Integrity of Retired School Buses

A motor vehicle retired from use as a school bus as defined in R.S. 39:1-1 which is used to transport children or senior citizens to entertainment programs, recreational areas, sporting events, or camping activities shall not be used for these purposes unless the motor vehicle has met the safety regulations for school buses dealing with mechanical condition and body integrity adopted in accordance with the "Administrative procedure Act," P.L.1968, c.410 (C.52:14B-1 et seq.) by the Department of Education, with the exception of school bus chrome yellow color and amber and red warning lamp system regulations. No motor vehicle retired from use as a school bus shall be required to meet the safety regulations for school busses adopted by the Department of Education other than those in effect for the class of vehicle of which the bus was a member on the date upon which the vehicle was last inspected prior to its retirement as a school bus.

As of November 9, 1999, licensed Private Inspection Facilities (PIF) may inspect all retired school buses for both safety and emissions testing. However, diesel powered buses over 18,000 pounds GVWR require a diesel emission certification issued by a licensed Diesel Emission Inspection Center (DEIC). Safety and diesel emission certification of diesel buses may be performed only at centers that possess both PIF and DEIC Licenses. Centers that are licensed as PIF's may only certify these vehicles for safety and follow the procedures set forth in Section IV concerning a safety only inspection.

Diesel powered vehicles will display two certificates of approval, a certificate of approval located on the left side of the windshield and diesel emission inspection certificate located on the right side of the windshield.

NOTE: At no time will a school bus registered as code 17 or 18 or a dual purpose livery or omnibus vehicle which is used for school transportation be inspected by a private licensed center.

If there are any questions concerning the inspection of retired school bus vehicles, please call your specific PIF Unit with any questions at:

Northern PIF Unit – 973 631-6584
Central PIF Unit – 732 869-8335
South PIF Unit – 609 567-8873
DEIC- 609-292-5330

You may be advised to contact the Operations Unit at 609 633-9473 for more specific details if required.

Definitions

Title 39:1-1

- **"Bus"** means any motor vehicle designed, constructed and used for the transportation of passengers, except passenger automobiles and station wagons.
- **"Migrant Farm Worker"** means any nonresident individual who engages in seasonal employment as a farm or agricultural food-processing worker during the normal period of seasonal employment.
- **"Migrant Farm Worker Vehicle"** means any motor vehicle constructed, equipped or used to transport migratory farm workers to and from their employment, except as a passenger automotive or station wagon.
- **"Retired School Bus"** means a manufactured school bus type 1 and type II vehicle, other than those of the transit type exceeding 25,000 lbs. that are not being used for pupil transportation purposes.

Types of Vehicles Requiring Additional Inspection Requirements

- Retired School Buses (i.e. Church, Shuttle, etc.)
- Migrant Farm Workers

N.J.S.A. 39:3B-5.4 Inspection of Retired School Bus

No motor vehicle retired from use as a school bus shall be required to meet the safety regulations for school buses adopted by the Department of Education other than those in effect for the class of vehicle of which the bus was a member on the date upon which the vehicle was last inspected prior to its retirement as a school bus.

NOTE: ANY SCHOOL VEHICLE WITH (S1, S2) PLATES CAN ONLY BE INSPECTED BY THE SCHOOL BUS UNIT OF THE NEW JERSEY MOTOR VEHICLE COMMISSION. Certain dual-purpose vehicles registered as livery or omnibus and used for school transportation must be inspected by the School Bus Unit of the New Jersey Motor Vehicle Commission.

The safety inspection of the retired school bus shall be conducted for the items listed in section IV of this manual.

Types of School Bus Vehicles

Type A1 school bus is a conversion or body constructed and installed upon a van-type compact truck or a front-section vehicle chassis, with a GVWR of 10,000 pounds or less, originally designed by the manufacturer for carrying 10 to 16 passengers.

Type A2 is a conversion or body constructed and installed upon a van-type compact truck or a front-section vehicle chassis, with a GVWR of more than 10,000 pounds but less than or equal to 14,500 pounds, originally designed by the manufacturer for carrying 10 to 20 passengers.

Type B school bus is constructed utilizing a stripped chassis with a GVWR of more than 10,000 pounds, originally designed by the manufacturer for carrying 10 to 30 passengers. Part of the engine is beneath and/or behind the windshield and beside the driver's seat. The service door is behind the front wheels.

Type C school bus is a body installed upon a flat cowl chassis with a GVWR of more than 10,000 pounds, originally designed by the manufacturer for carrying 10 to 54 passengers. The engine is in front of the windshield, or part of the engine is beneath and/or behind the windshield and beside the driver's seat. The service door is behind the front wheels.

Type D school bus is a body installed upon a chassis, with the engine mounted in the front, middle, or rear, with a GVWR of more than 10,000 pounds, originally designed by the manufacturer for carrying 10 to 54 passengers. The engine may be behind the windshield and beside the driver's seat; it may be at the rear of the school bus, behind the rear wheels; or it may be in the middle between the front and rear axles. The service door is ahead of the front wheels.

Type S school bus is a motor vehicle with a GVWR of 3,000 pounds or more, originally designed by the manufacturer with a maximum seating capacity of nine passengers or less excluding the driver.

N.J.S.A. 13:20-30.15 Inspection of retired school buses

An operator shall present each retired school bus with a capacity of 10 or more passengers for an annual inspection at a Commission-operated State Specialty Site or at a licensed Private Inspection Facility. Such inspection shall include, but not limited to, an inspection of the following:

- Chassis and frame
- Brake system
- Body deterioration
- Lighting/electrical systems
- Interior seat mounting

N.J.S.A. 13:20-30.13 Gasoline emission standards

Gasoline-powered buses shall be subject to applicable gasoline emission standards established by the Department of Environmental Protection, including an examination of the muffler and emission control apparatus, and an appropriate emissions test based on the GVWR of the bus.

39:3B-5.4 Warning Lamps

A motor vehicle retired from use as a school bus as defined in R.S. 39:1-1 which is used to transport children or senior citizens to entertainment programs, recreational areas, sporting events, or camping activities shall not be used for these purposes unless the motor vehicle has met the safety regulations for school buses dealing with mechanical condition and body integrity adopted in accordance with the "Administrative procedure Act," P.L.1968, c.410 (C.52:14B-1 et seq.) by the Department of Education, with the exception of school bus chrome yellow color and amber and red warning lamp system regulations.

NOTE: All red and amber school bus warning lamps must be removed and rendered inoperable on retired school bus vehicles.

39:3-77.1 Unlawful Use of "National School Bus Chrome:

Any vehicle, which is not registered as a school bus, shall have at least the top portion (above window line, including hood) painted a color distinctively different than National School Bus Chrome and remove any school bus warning lamps and "School Bus" identification. Exception: School buses with a capacity of 16 or less may remain National School Bus Chrome.

No motor vehicle with a capacity of more than 16 passengers shall be painted National School Bus Chrome, unless the vehicle is used to transport children to and from school, or a summer day camp, or any school connected activity.

Whenever any motor vehicle with a capacity of more than 16 passengers, which has been used for the transportation of children to and from school, or a summer day camp, or any school connected activity, is no longer used for these purposes, it shall be repainted a color distinctively different from National School Bus Chrome.

39:3B-5.4 Inspection of Retired School Bus used to transport children or senior citizens

A motor vehicle retired from use as a school bus as defined in R.S. 39:1-1 which is used to transport children or senior citizens to entertainment programs, recreational areas, sporting events, or camping activities shall not be used for those purposes unless the motor vehicle has met the safety regulations for school buses dealing with mechanical condition and body integrity adopted in accordance with the "Administrative Procedure Act." P.L. 1968, c. 410 (C. 52:14B-1 et seq.) by the Department of Education, with the exception of school bus chrome yellow color and amber and red warning lamp system regulations.

NOTE: In addition to a retired school bus inspection listed above along with an appropriate safety and emissions tests, the listed items on the following pages are also to be inspected.

NOTE: In addition to a retired school bus inspection listed on the previous page the following listed items are also to be inspected.

13:20-49B.1 Air Cleaner

Buses manufactured after June 1993 are required to have an air intake cleaner system including all duct tubing properly installed by the chassis manufacturer to meet the engine manufacturer's specifications. The engine intake system for diesel engines shall have an air cleaner restriction indicator properly installed by the chassis manufacturer to meet the engine manufacturer's specifications.

13:20-49.3 / 13:20-49.4 / 13:20-49C.1 Aisle

Buses manufactured after July 1985 shall have center aisles the minimum width of twelve (12) inches. Exception is the type "A" bus.

- Interior lamps shall be provided which adequately illuminate the aisle and step-well.
- Any aisle leading from a wheelchair position to the emergency or exit door shall be a minimum width of thirty (30) inches.

In addition, buses manufactured after June 1993:

- The aisle leading to an exit door or a rear emergency exit shall be a minimum width of twelve (12) inches.
- Shall have the aisle leading from the center aisle to a side exit door be a minimum width of twenty-four (24) inches.
- The aisle leading from the center aisle to an emergency door or lift door from a wheelchair position shall be a minimum of thirty (30) inches.
- Aisles shall be unobstructed at all times.
- Seat backs shall be slanted sufficiently to give an aisle clearance of fifteen (15) inches at the tops of the seat backs.

13:20-49B.2 Axles

Buses manufactured after June 1993 are required to have the front axle and rear differential, including suspension systems have a gross axle weight rating (GAWR) at ground at least equal to that portion of the load that would be imposed by the chassis manufacturer's maximum gross vehicle weight rating (GVWR).

13:20-31.14 Backup Warning Alarm

Buses manufactured after June 1993 shall have an automatic audible alarm installed behind the rear axle of the bus and shall comply with current applicable SAE standards for rubber tired vehicles.

13:20-49C.3 / 13:20-49B.8 Battery / Electrical System

Buses manufactured after June 1993 shall be equipped with a battery or batteries as specified by the manufacturer. The storage battery shall have a minimum cold cranking capacity rating equal to the cranking

current required for thirty (30) seconds at zero (O) degrees Fahrenheit and a minimum reserve capacity rating of one hundred-twenty (120) minutes at twenty-five (25) amps.

The battery shall be securely attached on a slide-out or swing-out tray in a closed, vented compartment in the body skirt, so that the battery may be exposed to the outside for convenient servicing. The battery compartment door or cover shall be hinged at the front or top and secured by an adequate and conveniently operated fastening device.

Buses shall be equipped with an alternator.

- A Type "A" bus shall have a minimum sixty (60) ampere per hour alternator.
- A Type "B" bus shall have a minimum of eighty (80) ampere per hour alternator.
- Type "C" and "D" buses shall have an alternator with a minimum output rating of at least one-hundred (100) amperes capable of producing a minimum of fifty (50) percent of its maximum rated output at manufacturer's recommended engine idle speed.
- Buses equipped with an electrical power lift, shall have a minimum one-hundred (100) ampere per hour alternator.
- A direct drive alternator is permissible in lieu of a belt drive.
- The belt drive shall be capable of handling the rated capacity of the alternator with no detrimental effect on the other driven components.
- Estimating the required alternator capacity shall be according to SBMI standards.

Wiring shall use a standard color and numbering coding and conform to current SAE standards.

The chassis shall have a readily accessible terminal strip or plug in the side of the body cowl, or at a location in the engine compartment of buses designed without a cowl, that shall contain the following terminals for the body connections:

- Main 100 amp body circuit
- Tail lamps
- Right turn signal
- Left turn signal
- Stop lamps
- Back up lamps
- Instrument panel lights which are rheostat controlled by the headlight switch

13:20-49C.25 / 13:20-49C.25 Body Fasteners / Mounting

On buses manufactured after June 1993, the bus body shall be attached to the chassis frame at each main floor sill, except where the chassis components interfere, in such a manner as to prevent shifting or separation of body from chassis under severe operation conditions. The chassis frame shall support the rear body cross member.

- The body fasteners shall not exceed forty-two (42) inches spacing along the length of the chassis frame, and shall be located directly opposite each other along the longitudinal length of the chassis frame.
- Insulation material shall be placed at all contact points between the body and the chassis frame on body on chassis type buses and shall be attached to the chassis frame or body so that it will not move under severe operating conditions.

13:20-49.2 / 13:20-49B.3 Brake System including Parking Brake

A braking system, including service brake and parking brake shall be provided. Buses using air or vacuum in the operation of the braking system shall be equipped with warning signals, readily audible and visible to the driver that will give a continuous warning when the available air pressure in the braking system is sixty (60) PSI or less or the available vacuum in the braking system is eight (8) inches of mercury or less. An illuminated gauge that will indicate to the driver the air pressure in pounds per square inch or the inches of mercury vacuum available for the operation of the brakes shall be provided.

- Vacuum-assist brake systems shall have a reservoir used exclusively for brakes that shall be adequate to ensure loss in vacuum at full stroke application of not more than thirty (30) percent when the engine is not running. The brake system on gas-powered engines shall include suitable and convenient connections for the installation of a separate vacuum reservoir.
- The brake system dry reservoir shall be safeguarded by a check valve or equivalent device that in the event of failure or leakage in its connection to the source of compressed air or vacuum, the stored dry air or vacuum shall not be depleted by the leakage or failure.
- Buses using a hydraulic assist-booster in the operation of the brake system shall be equipped with warning signals, readily audible and visible to the driver that will provide continuous warning in the event of a loss of fluid from the primary source or loss of the electrical source powering the backup system.
- Brake lines and booster assist lines shall be protected from excessive heat and vibration and shall be installed to prevent chafing.
- The brake system shall be designed to permit visual inspection of brake lining wear without the removal of any chassis components.

Buses manufactured after July 1985 shall have the parking brake hold the vehicle stationary, or to a limit of traction of the braked wheels, on a twenty (20) percent grade, under any condition of legal loading and on a surface free from snow, ice and loose material. When applied, the parking brake shall remain in an applied position with the capacity set forth above despite exhaustion of the source of energy used for the application or leakage of any kind.

Buses manufactured after July 1985 shall have the parking brake lever shall be mounted to the right of the driver in a position that is easily accessible. On Type “A” and “B” buses, the parking brake lever may be mounted in accordance with the chassis manufacturer’s standards. The parking brake shall be equipped with a warning device visible to the driver which will indicate that the parking brake is on.

13:20-50A.4 / 13:20-50C.4 Bumpers

Buses manufactured after June 1993 shall be furnished with a front and rear bumper as part of the chassis.

- The front bumper shall be of pressed steel channel or equivalent material at least 3/16 inch thick and not less than eight (8) inches high and shall extend beyond the forward-most part of the body, grille, hood and fenders and shall extend to the outer edges of the fenders at the bumper top line.
- The front bumper, except breakaway bumper ends, shall be of sufficient strength to permit pushing a vehicle of equal gross weight without permanent distortion to bumper, chassis, or body.
- The rear bumper shall be constructed of pressed steel channel or equivalent material at least three-sixteenths (3/16) inches thick.

- The rear bumper on a type “A” bus shall be a minimum of eight (8) inches high and on type “B’, “C” and “D” shall be a minimum of nine and one-half (9 ½) inches high.
- The rear bumper shall be wrapped around the back corners of the bus. It shall extend forward at least twelve (12) inches, measured form the rear-most point of the body at the floor line.
- The rear bumper shall be attached to the chassis frame in such a manner that it may be easily removed.
- The rear bumper shall be braced to withstand rear or side impact, and shall be attached to discourage hitching rides.
- The rear bumper shall extend at least one (1) inch beyond the rear-most part of the body surface measured at the floor line.
- Tow eyes or hooks shall be furnished and attached so as not to project beyond the front bumper.
- Tow eyes or hooks shall be attached to the chassis frame in accordance with the chassis manufacturer’s standards.

13:20-50A-5 Clutch

Buses manufactured after June 1993 having a clutch are required to have the clutch torque capacity equal to or greater than the engine torque output.

13:20-49.8 Construction

The bus shall be of prime commercial quality steel or other metal or material with strength at least equivalent to all-steel as certified by the body manufacturer. The construction shall provide a reasonably dustproof and water-tight unit and the exterior shall be designed to discourage the hitching of rides. The bus body joints shall conform to current applicable FMVSS. This does not include the body joints created when body components are attached to components furnished by the chassis manufacturer. Restraining barriers shall conform to current applicable FMVSS requirements for buses with GVWR of more than 10,000 lbs.

13:20-49C.9 Defrosters

Buses manufactured after June 1993 shall have defrosting and defogging equipment that shall direct a sufficient flow of heated air onto the windshield, the window to the left of the driver and the glass in the viewing area directly to the right of the driver to eliminate frost, fog and snow.

- The defroster unit shall have a separate blower motor in addition to the heater motors.
- A type “A” bus shall be equipped with defogging and defrosting system which will direct a sufficient flow of heated air onto the windshield to eliminate frost, fog, and snow.
- The defrosting equipment shall conform to SAE standards.
- The defroster and defogging system shall be capable of furnishing heated outside ambient air except that part of the system furnishing additional air to the windshield, entrance door, and step-well which may be of the recirculating air type.
- Auxiliary fans are not to be considered as a defrosting and defogging system.
- Portable heaters shall not to be used.

13:20-31.17 Doors, Entrance

Buses manufactured after June 1993 shall have an entrance door under the control of the driver, and designed to afford easy release and prevent accidental opening. When a hand lever is used, no part shall come in contact together so as to shear or crush fingers. The entrance door shall be located on the right side of the bus opposite the driver and within direct view of the driver.

- The entrance door on types "B", "C", and "D" buses shall have a minimum horizontal opening of twenty-four (24) inches and a minimum vertical opening of sixty-eight (68) inches.
- The entrance door on a type "A" bus shall have a minimum opening of twelve hundred (1,200) square inches.
- The entrance door shall be of a split-type, sedan-type, or jack-knife type.
- A split-type door includes any sectioned door which divides and opens inward or outward.
- If one section of the split-type door opens inward and the other outward, the front section shall open outward.
- Door panels shall be of approved type glass, the bottom of each lower glass panel shall not be more than ten (10) inches from the top surface of the bottom step.
- The top of the upper glass panel shall not be more than six (6) inches from the top of the door.
- A type "A" bus which is not equipped with a split-type door shall have an upper panel of safety glass with an area of at least three hundred and fifty (350) square inches.
- The vertical closing edges on a split-type door shall be equipped with flexible material to protect fingers.
- Type "C" and "D" buses shall have no entrance doors to the left of the driver.
- Type "A' and "B" buses may conform to chassis manufacturer's specifications.
- Doors shall be equipped with padding at least three (3) inches wide and one (1) inch thick, at the top edge of each door opening, which shall extend the full width of the door opening.

Buses manufactured after July 1985 equipped with air doors or other air operated assemblies, excluding windshield wipers, shall have an additional air tank is needed for the operation of those assemblies.

13:20-49D.4 Door, Handicap Access

Specially equipped buses manufactured after June 1993 with power lifts shall be equipped with a special door to accommodate the power lift.

- The door shall be located on the right side of the bus and designed so as not to obstruct the regular entrance door.
- The opening may extend below the floor through the bottom of the body skirt. If such an opening is used, reinforcements shall be installed at the front and rear of the floor opening to support the floor. This opening shall be the same strength as other floor openings.
- A drip molding shall be installed above the door opening to divert water from the entrance.
- The door posts and headers shall be reinforced to provide support and strength equivalent to the sides of the bus.
- A single door or double doors may be used.
- The doors shall have fastening devices to hold the doors open.
- The doors shall be weather sealed.

- When manually operated dual doors are provided, the rear door shall have at least one point fastening device to the header. The forward mounted door shall have at least three point fastening devices; one to the header, one to the floor line of the body, and one into the rear door.
    - The door and hinge mechanism strength shall be equivalent or greater than the strength of the emergency exit door.
- The door material, panels and structural strength shall be equivalent to the entrance and emergency doors.
- The rub rail extensions, lettering and other exterior features shall match adjacent sections of the body.
- The doors shall have windows set in rubber compatible within one (1) inch of the lower line of the adjacent sash.
- Doors shall be equipped with a device that will actuate an audible or flashing visible signal, located in the driver's compartment, when the doors are not securely closed and the ignition is in the "on" position.
- A switch shall be installed so that the lifting mechanism will not operate when the platform door is closed.
- Doors shall be equipped with padding at the top edge of the door opening. The padding shall be at least three (3) inches wide and one (1) inch thick. It shall extend the full width of the door opening.
- 13:20-49D.6 Identification - Buses manufactured after June 1993 that are equipped with a power lift shall display at least one (1) universal handicapped symbol on the back of the bus and below the windowline. The symbol shall not exceed twelve (12) inches in size, be white on a blue background, and be of a high intensity reflectorized material as specified in NSFSB.

13:20-49.7 Drive Shaft

Buses manufactured after June 1993 shall have the drive shaft protected by a metal guard or guards around its circumference to prevent the drive shaft whipping through the floor or dropping to the ground if broken.

13:20-49.3 / 13:20-49.11 Emergency Door

Buses manufactured after July 1985 shall have an emergency door designed to be opened from the inside and outside of the bus and shall be equipped with a fastening device which may quickly be released, but is designed to offer protection against accidental release.

- Control of the fastening device from the driver's seat is not permitted.
- The emergency door fastening device shall be equipped with a suitable electric plunger-type switch connected to a buzzer located in the driver's compartment.
- The switch shall be enclosed in a metal case, and wires leading from the switch shall be concealed in the bus body.
- The switch shall be installed so that the plunger contacts the farthest edge of the slide bar in such a manner so that any movement of the slide-bar will immediately close the circuit on the switch and activate the buzzer.
- Shall have the words "Emergency Door" applied to the emergency door, both inside and outside, and shall be in red letters at least two (2) inches high.

Buses manufactured after June 1993:

- Shall have the emergency door hinged on the right side if in the rear of the bus and on the front side if on either side of the bus.
- All emergency doors shall open outward and be equipped with a device to hold the door open during emergencies. Type "A" buses that are equipped with double emergency doors shall have the doors hinged on the outside edge and have a three-point fastening device.
- Shall have the upper portion of the emergency door equipped with approved safety glazing, the exposed area which shall be not less than 400 square inches.
- Shall have the emergency door labeled inside and outside to indicate how it is opened.
- Shall have the lower portion of the rear emergency door on types "B", "C", and "D" buses equipped with a minimum of three hundred-fifty (350) square inches of approved safety glazing.
- Will not have any steps that lead up to the emergency door.
- Shall have the words "Emergency Door" applied to the emergency door, both inside and outside, and shall be in red letters at least two (2) inches high and three-sixteenths (3/16) inch wide, placed at the top of or directly above the emergency door or on the door in the metal panel above the top glass.
- The emergency door shall be designed to be opened from the inside and outside of the bus and shall be equipped with a quick release fastening device designed to prevent accidental release.
- Control of the fastening device from the driver's seat shall not be permitted.
- The emergency door and the rear emergency window fastening device shall be equipped with a buzzer located in the driver's compartment which will indicate to the driver that the slide bar has moved and the emergency door is about to open. The switch which operates the buzzer shall be enclosed in a metal case and the wires leading from the switch shall be concealed in the bus body.
- The emergency door may be equipped with locking system which incorporates an interlocking electrical circuit that will prevent the bus from being started while the emergency door is locked.
- Shall not have any metal bars or screening that cover the emergency door windows.
- Shall have emergency doors equipped with padding at least three (3) inches wide and one (1) inch thick, at the top edge of each door opening, which shall extend the full width of the door opening.
- Cannot have emergency doors obstructed higher than one-quarter (¼) inch high across the bottom of any emergency door opening.

13:20-49C.13 / 13:20-49C.13 Emergency Equipment

The minimum emergency equipment of three red reflectorized triangle warning devices must be provided and they shall be mounted in an accessible place in the driver's compartment.

Buses manufactured after June 1993 shall have a pry bar at least twenty-four (24) inches in length securely mounted in the bus in a location readily accessible to the driver.

Buses may be equipped with an identified body fluid clean-up kit that is removable, moisture proof and mounted in an accessible place in the driver's compartment.

13:20-49C.12 Emergency Exits

Buses manufactured after June 1993 shall be equipped with two emergency push-out split sash side windows which are vertically hinged on the forward side of the bus.

- There shall be one emergency push-out window per side and they shall not be placed directly opposite each other.
- The emergency push-out window shall be equipped with a warning buzzer, located in the driver's compartment to alert the driver when the latch for the emergency push-out window is released.

Buses manufactured after June 1993 shall have a roof safety hatch installed in the forward half of the bus roof.

- The roof hatch shall be constructed of metal, fiberglass or equivalent and equipped with an interior and exterior latch release.
- Each roof safety hatch shall provide a minimum opening of twenty (20) inches by twenty (20) inches.
- The roof hatch shall be equipped with a warning buzzer, located in the driver's compartment to alert the driver when the latch for the emergency push-out window is released.

13:20-49B.10 Exhaust System

The exhaust system on buses manufactured after July 1985 shall not exit under any operating window of the bus. The tailpipe shall terminate up to a maximum of two (2) inches beyond the rear bumper.

Buses manufactured after June 1993:

- Shall have the exhaust pipe, muffler, and tailpipe outside the bus body compartment and attached to the chassis. The exhaust system components shall not be located where their location would likely result in burning, charring, or damaging the electrical wiring, the fuel supply, or any combustible part of the bus.
- The exhaust system on a gas-powered chassis shall be properly insulated from the fuel tank connections by a securely attached metal shield at any point where it is twelve (12) inches or less from the fuel tank or tank connections. When a metal shield is required, the metal shield shall provide a minimum of two (2) inches clearance between the exhaust system components, the fuel system, and/or combustible components.
- The tailpipe diameter from muffler to the end shall comply with the chassis manufacturer's standard and shall be constructed of a corrosion resistant tubing material at least equal in strength and durability to sixteen (16)-gauge steel.
- The exhaust system tailpipe shall terminate to the rear of all doors and windows designed to be opened for ventilation.
- The exhaust system shall not discharge to the atmosphere immediately below an emergency exit, fuel tank or fuel tank fill pipe.
- The exhaust system tailpipe of a bus powered by a gasoline engine shall extend to the rear bumper or to the left or right perimeter of the bus body and discharge to the atmosphere either:
    - At or within six (60) inches forward of the rearmost part of the bus on either side; or
    - Beyond the rear bus bumper up to a maximum of two (2) inches.
- The exhaust system tailpipe of a bus using fuel other than gasoline shall extend to the rear bumper or to the perimeter of the sides of the bus body and discharge to the atmosphere either:
    - At or within fifteen (15) inches forward of the rearmost part of the bus on the sides; or
    - Beyond the rear bus bumper up to a maximum of two (2) inches.

- The muffler shall be constructed of corrosion-resistant material.

6:21-9.4 / 13:20-49C.14 Fire extinguisher

A retired school bus used in the transport of children which are not under the jurisdiction of a local Board of Education (such as day camp) or senior citizens shall be equipped with at least one pressurized, dry chemical type fire extinguisher, complete with hose, securely mounted in the driver's compartment and readily accessible to the drive and passengers.

- A pressure gauge shall be mounted on the extinguisher which can be read without removing the extinguisher from its mounted position.
- The fire extinguisher shall be approved by the Underwriters Laboratories, Inc with a total rating of 2 A-10 BC or greater.
- The operating mechanism shall be sealed with a type of seal which will not interfere with the use of the fire extinguisher.

Note: 13:20-49B.9 Buses may be equipped with a fire extinguisher system for the engine compartment.

6:21-9.5 / 13:20-49C.15 First Aid Kit

A removable first aid kit shall be provided which is moisture and dust proof and be mounted in an accessible place within the driver's compartment. When the first aid kit is stored in a storage compartment, the location of the kit shall be identified by the words "First Aid" in red letters two (2) inches high and three-sixteenths (3/16) inches wide.

The kit shall contain, but is not limited to, the following items:

- Two (2), one-inch (½) x two and one half (2 ½) yards adhesive tape rolls.
- Twenty-four (24), sterile gauze pads three (3) inches x three (3) inches
- One hundred (100), ¾ inch x three (3) inches adhesive bandages
- Eight (8), two (2) inch bandage compresses
- Ten (10), three (3) inch bandage compresses
- Two (2), two (2) inch x six (6) yard sterile gauze roller bandages
- Two (2), non-sterile triangular bandages approximately forty (40) inches x fifty-four (54) inches with two (2) safety pins
- Three (3), sterile gauze pads thirty-six (36) inches x thirty-six (36) inches
- Three (3) sterile eye pads
- One (1) pair latex gloves
- One (1) pair rounded end scissors
- One (1) mouth-to-mouth airway
- One (1) sharpened pencil; and
- One (1) small writing pad

39:3-79.1 Metal Protectors or Substantial Flexible Flaps on Rearmost Wheels

No person shall operate or cause to be operated any bus, truck, full trailer or semitrailer of a registered gross weight exceeding three tons (6000 pounds) on any public highway unless the same is equipped with suitable metal protectors or substantial flexible flaps on the rearmost wheels, and, in case the rear wheels are not covered at the top by fender, body or other parts of the vehicle, the rear wheels shall be covered at the top by some protective means.

Location: All metal protectors or flaps shall be attached to vehicles at such points, that the angle formed by a line projected from a point of contact of the rearmost tire with the ground on a level road surface to the bottom of the protector or flap, shall not exceed twenty-two and one half (22 ½) degrees.

13:20-49C.16 Floor

Type "A" Buses manufactured after July 1985 shall have floor covering of either one-half (½) exterior plywood securely fastened to the floor of the school bus in the passenger compartment, tapered to the forward level, or fourteen (14) gauge smooth steel floors.

Buses manufactured after June 1993 shall have the floor in the underseat area, including tops of the wheelhousing, driver's compartment, and the toe board, covered with rubber floor covering or equivalent having a thickness of .125 inch. The toe board floor covering on Type "A" and "B" buses may be the chassis manufacturer's standard. The floor covering in the aisle shall be rubber or equivalent, wear-resistant, and ribbed. The minimum thickness shall be .187 inch measured from the tops of the ribs. The floor covering must be permanently bonded to the floor and shall not crack when subjected to sudden changes in temperature. The bonding or adhesive material shall be waterproof and shall be the type recommended by the manufacturer of the floor covering material. All seams must be sealed with waterproof sealer.

A secured insulated screw-down plate to access the fuel tank sending unit shall be provided

13:20-49B.11 Frame

Buses manufactured after June 1993 shall have the frame or its equivalent of such design and strength characteristics to correspond with the standard practice for trucks of the same general load characteristic.

- Any frame modification shall not be for the purpose of extending the wheelbase. Holes in the top or bottom flanges, or side units of the frame, shall not be permitted except as provided in the original chassis frame.
- Welding to the frame shall be by the chassis manufacturer or as approved by the chassis manufacturer.

13:20-49B.11 Front Fenders

Type 'C" buses manufactured after June 1993 shall have a total spread of the outer edges of the front fenders, measured at the fender line, exceeding the total spread of the front tires when the front wheels are in a straight-ahead position.

Front fenders shall be properly braced and free from any body attachments.

13:49B.13 Fuel Tank

Buses manufactured after June 1993 shall have a fuel tank or tanks of minimum thirty (30) gallon capacity and shall have a twenty-five (25) gallon actual draw. If the fuel tank size, larger than thirty (30) gallons is supplied, the actual draw shall be eighty-three (83) percent of the tank capacity.

- The fuel tank(s) shall be filled and vented to the outside body, the location of which shall ensure that accidental fuel spillage will not drip or drain on any part of the exhaust system.
- No portion of the fuel system which is located to the rear of the engine compartment, except the filler tube, shall extend above the top of the chassis rail.
- Fuel lines shall be mounted to obtain maximum possible protection from the chassis frame.
- A fuel filter with replaceable element shall be installed between the fuel tank and engine.
- The fuel tank installation shall be in accordance with current SBMI design objectives.
- An auxiliary tank may be added in accordance with current SBMI design objectives.
- A bus constructed with a power lift unit may have the fuel tank mounted on the left chassis frame rail or behind the rear wheels.

13:20-49.3 Glazing

Glass in all side and rear windows of buses manufactured after July 1985 shall be of AS-2 or better grade. Equivalent plastic AS-4 or better may only be used in side windows of the bus.

13:20-49D.5 - Specially equipped buses with power lifts manufactured after June 1993 may have tinted safety glass or tinted plastic installed in side windows of the bus to the rear of the driver which complies with applicable Motor Vehicle Commission requirements. The tinted safety glass shall be AS-3 or better grade.

13:20-49B.14 Governor

Buses manufactured after June 1993 may have a governor installed.

- When an engine is mounted in the mid-ship or rear of a bus, a governor shall be installed to limit engine speed to the maximum revolutions per minute recommended by the engine manufacturer, or a tachometer shall be installed so the engine speed may be known to the driver.
- A road-speed governor may be installed to limit road speed.

13:20-49B.15 Heating System

The chassis engine in buses manufactured after June 1993 shall have plugged openings for the purpose of supplying hot water to the bus heating system. The opening shall be suitable for attaching a ¾ inch pipe thread/hose connector. The engine shall be capable of supplying water having a temperature of at least 170 degrees Fahrenheit at a flow rate of fifty (50) pounds per minute at the return end of thirty (30) feet of one (1) inch inside diameter automotive hot water heater hose.

- Heaters shall be of the hot-water type and/or combustion type.
- If only one heater is used, it shall be of fresh air or a combination fresh air and recirculating type.
- If more than one heater is used, additional heaters may be of the recirculating type.

- The heating system shall be capable of maintaining a temperature of not less than forty (40) degrees Fahrenheit throughout the bus at average minimum January temperature as established by the U.S. Department of Commerce, Weather Bureau, for the area in which the bus is to be operated.
- All heaters installed by the body manufacturers shall bear a name plate that indicates the heater rating in accordance with SBMI standards. The plate shall be affixed by the heater manufacturer which will constitute certification that the heater performance is as shown on the plate.
- Heater hoses shall be adequately supported to guard against excessive wear due to vibration.
- The hoses shall not dangle or rub against the chassis or sharp edges and shall not interfere with or restrict the operation of any engine function.
- Heater hoses shall conform to SAE standards.
- Heater lines on the interior of the bus shall be shielded to prevent scalding of the driver or passengers.
- Each hot water system installed by the body manufacturer shall include one-shut-off valve in the pressure line and one shut-off valve in the return line with both valves at or near the engine in an accessible location.
- There shall also be a water flow regulating valve installed in the pressure line for convenient operation by the driver while seated.
- Accessible bleeder valves shall be installed in an appropriate place in the return lines of body company-installed heaters to remove air from the heater lines.
- Access panels shall be provided to make heater motors, cores, and fans readily accessible for service. Outside access panels may be provided for the driver's heater.
- A rear engine bus shall be equipped with a hot water heater booster pump.
- Combustion type heaters shall comply with current applicable FMVSR.

13:20-49.2 Horn

Buses manufactured after July 1985 shall be equipped with dual horns of standard make.

- Each horn shall be capable of producing a complex sound in a band of audio frequencies between approximately 250 and 2,000 cycles per second and each having a total sound level of 110 decibels within these frequency limits.
- Sound shall be measured at a point on the axis of the horn, three (3) feet from the exit of the horn.

13:20-49C.19 Inside Height

Buses manufactured after June 1993 shall have an inside body height of seventy-two (72) inches or more, measured from the ceiling to the floor metal, at any point on longitudinal center from the front vertical bow to rear vertical bow. A type "A" bus shall have a minimum of sixty-two (62) inches inside body height.

13:20-49.2 / 13:20-49B.17 Instruments and Instrument Panel

Buses manufactured after July 1985 shall have all gauges and instruments appropriately identified.

Buses manufactured after June 1993 shall be equipped with the following instruments and gauges. Lights in lieu of gauges are not acceptable except as noted:

- Speedometer

- Odometer which will give accrued mileage to seven digits including tenths of a mile
- Voltmeter
    - An ammeter with graduated charge and discharge with ammeter and its wiring compatible with generating capacities is permitted in lieu of a voltmeter.
- Oil-pressure gauge
- Water temperature gauge
- Fuel gauge
- Upper beam headlight indicator
- Vacuum or air brake gauge
    - A light indicator in lieu of a gauge is permitted on buses equipped with hydraulic-over-hydraulic brake system.
- Turn signal indicator
- Glow-plug indicator, where appropriate

All instruments shall be easily accessible for maintenance and repair.

The above mounted instruments and gauges shall be mounted on an instrument panel in such a manner that each is clearly visible to the driver while in normal seat-belted position in accordance with current SBMI design objectives.

The instrument panel shall have lamps of sufficient candlepower to illuminate all instruments, gauges and the shift selector indicator for an automatic transmission.

13:20-49C.20 Insulation

Buses manufactured after June 1993 shall have the ceiling and walls insulated with adequate material to deaden sound and to reduce vibration to a minimum. If thermal insulation is specified, it shall be fire-resistant material approved by the Underwriters Laboratories, Inc. Floor insulation may be used and shall be either five ply 19/32 inch thick plywood, or a material of equal or greater strength with an insulation R value and shall be equal or exceed properties of exterior-type softwood plywood, C=D Grade as specified in standards issued by the U.S. Department of Commerce. When plywood is used, all exposed edges shall be sealed. Type "A" buses shall be insulated with a minimum of one-half (1/2) inch exterior grade plywood securely fastened to the steel floor of the bus in the passenger compartment.

13:20-49C.21 Interior

Buses manufactured after June 1993 shall have the interior of the bus free of all unnecessary projections, such as luggage racks, which may cause injury. The standard requires inner lining on ceilings and walls. If the ceiling is constructed with lapped joints, the forward panel shall be lapped by the rear panel and exposed edges shall be beaded, hemmed, flanged, or otherwise treated to minimize sharp edges. The driver's area forward of the foremost padded barriers shall permit the mounting of required safety equipment and vehicle operation equipment. Every bus shall be constructed so that a noise level taken at the ear of the occupant nearest to the primary vehicle noise source shall not exceed eighty-five (85) DBA when tested according to NSFSB.

13:20-49D.7 Lights – Specially equipped buses with power lifts manufactured after June 1993 shall have lights placed inside the bus to sufficiently illuminate the lift door area.

13:20-49C.22 Lamps and Signals

Buses manufactured after June 1993 shall have exterior lamps that conform to current applicable FMVSS.

- Each clearance, marker, or identification lamp shall be of the two bulb design and shall automatically be activated, whenever the headlights or parking lamps are activated, in a steady burning state.
- Two (2) parking lamps shall designate the front of the bus.
- Two backup lamps shall be installed on the rear of type "B", 'C" and "D" buses. These lamps shall be illuminated when either the shift control lever for the transmission is placed in reverse gear or the rear emergency door is unlatched.
- An armored marker-type amber lamp connected to the turn signals shall be installed on each side of the bus immediately behind the entrance door on the right and symmetrically opposite on the left side of all type "C" and "D" buses.
- Interior lamps shall be provided which adequately illuminate the aisle and stepwell. The stepwell light shall be illuminated by the service door operated switch, which will illuminate only when the headlights and clearance lights are on and the service door is open.
- Body instrument panel lights shall be controlled by an independent rheostat switch.
- A telltale light, plainly visible to the driver, shall be installed to give a positive indication of the operation of the stop lights.
- The bus body shall be equipped with rear turn signal lamps that are at least seven (7) inches in diameter or if the shape other than round, a minimum of thirty-eight (38) inches of illuminated area and meet SAE standards. These signals must be connected to the chassis hazard wiring switch to cause simultaneous flashing of turn signal lamps when needed as vehicular traffic hazard warning. Turn signal; lamps are to be placed as wide apart as practical and their centerline shall be approximately eight (8) inches below the rear window.
- On type "A" buses, the lamps must be at least twenty-one (21) square inches in lens area.
- Buses shall be equipped with four combination red stop/tail lamps as follows:
- Two combination lamps with a minimum diameter, of seven (7) inches, or if a shape other than round, a minimum thirty-eight (38) square inches of illuminated area shall be mounted on the rear of the bus just inside the turn signals.
- Two combination lamps with a minimum diameter of four (4) inches, or if in a shape other than round, a minimum of twelve (12) square inches of illuminated area shall be placed on the rear of the body between the beltline and the floorline. Rear license plate lamp may be combined with one lower tail lamp. Stop lamps shall be activated by the service brakes and shall emit a steady light when illuminated.
- Type 'A" buses may conform to the chassis manufacturer's standard.

13:20-49C.23 Metal Treatment

All metal used in construction of a bus body shall be zinc coated or aluminum coated or treated by equivalent process before the bus is constructed. Included are such items as structural members, inside and outside panels, door panels, and floor sills; excluded are such items as door handles, grab handles, interior decorative parts, and other interior plated parts. All metal parts that will be painted shall be chemically cleaned, etched, zinc-phosphate coated, and zinc-chromate or epoxy primed or conditioned by equivalent process. In providing for these requirements, particular attention shall be given to lapped surfaces, welded connections of structural

members, closed or box sections, unvented or undrained areas, and surfaces subjected to abrasion during vehicle operation.

13:20-49.3 Mirrors

Buses manufactured after July 1985 shall have mirror mounting brackets affixed to the bus. The convex type mirrors shall not be a part of or attached to the exterior rearview mirrors. The convex type mirror head and the rearview mirror head shall be mounted so as to have a minimum of two inches distance between the two. Cross over mirrors shall have a minimum measurement of six and one-half at the base. The size of the interior mirror on Type "A" school buses shall be according to manufacturers' standard.

Buses manufactured after June 1993 shall have an interior mirror provided which is either clear view laminated glass or clear view glass bonded to a backing which retains the glass in the event of breakage. The mirror shall be a minimum of six (6) inches by thirty (30) inches and shall have rounded corners and protected edges. Type "A" buses shall have a mirror with a minimum of six (6) inches by sixteen (16) inches.

Buses manufactured after June 1993 shall be equipped with a system of exterior mirrors which conform to current applicable FMVSS as follows:

- A rear vision mirror system which shall be capable of providing a view along the left and right sides of the vehicle which will provide the driver with a view of the rear tires at ground level, a minimum distance of two-hundred (200) feet to the rear of the bus and at least twelve (12) feet perpendicular to the side of the bus at the rear axle line; and
- A crossview mirror system which shall provide the driver with indirect vision 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 left and right front corners of the bus to include the tires and entrance door on all types of buses to a point where it overlaps with the rear vision mirror system.
    - No portion of the crossview mirror assembly shall project more than six (6) inches forward or laterally from the outer-most limits of the vehicle at the point of installation.
    - No portion of the crossview mirror system assembly shall unduly obstruct the light emitted from ant required lamp or the driver's view of vehicular traffic.
- Stick-on convex mirrors shall not be attached to any mirror surface.

39:4-46 / 13:20-49.3 Commercial Vehicles Shall Display Name / GVW

Every vehicle used for commercial purposes on a street or highway, except for passenger automobiles, shall have conspicuously displayed thereon, or on a name plate affixed thereto, the name of the owner, lessee or lessor of the vehicle and the name of the municipality in which the owner, lessee or lessor has his principal place of business.

- The owning or operating organization name shall be conspicuously identified in letters three (3) inches high, located on each longitudinal side of the exterior of the bus. Such identification shall be completely horizontal and below the window line.
- **13:20-49B.21** Every owner of a commercial motor vehicle as defined in section 3 of P.L. 1990, c. 103 (C.39:3-10.11) which has a gross vehicle weight or a combined gross vehicle weight rating of 26,001 pounds or more and is registered or principally garaged in this State shall display the gross vehicle weight rating (GVWR) for the vehicle in the manner set forth above. The GVWR shall be displayed on both sides of the bus.

13:20-49B.18 Oil Filter

Buses manufactured after June 1993 shall be provided with an oil filter with replaceable element and shall be connected by flexible oil lines if it is not of built-in or engine mounted design. The oil filter shall have a capacity of one quart.

13:20-49B.19 Openings

Buses manufactured after June 1993 shall have all openings in the floorboard or firewall between the chassis and passenger compartment, such as for gearshift selector/lever and parking brake lever, sealed.

13:20-49C.26 Overall Length

The overall length of a bus shall not exceed forty (40) feet.

13:20-49C.27 Overall Width

The overall width of a bus shall not exceed ninety-six (96) inches excluding accessories.

13:20-31.7 Parking Lamps / Turn Signals

The requirements for parking lamps / turn signals are referenced on pages 115 thru 117 of this manual. In addition, parking lamps and turn signal lamps may be incorporated into each unit. Buses manufactured on or after June 1993, shall have each clearance, marker, or identification lamp be of the two bulb design and shall be automatically activated whenever the headlights or parking lamps are activated in a steady burning state.

In addition the bus body must be equipped with rear turn signals that are at least seven (7) inches in diameter or if in the shape other than round, a minimum of thirty-eight (38) square inches of illuminated area and meet SAE standards. NOTE: Type A buses shall have lamps at least twenty-one (21) square inches in lens area.

These signals must be connected to the chassis hazard wiring switches to cause simultaneous flashing of turn signal lamps when needed as vehicular traffic hazard warning. Turn signal lamps are to be placed as wide apart as practical and their centerline shall be approximately eight inches below the rear window.

13:20-49D.8 Power Lift

Specially equipped buses with power lifts manufactured after June 1993 shall have a skid resistant platform located on the right side of the bus body and confined within the bus body when not extended.

- The lifting mechanism and platform shall be capable of lifting a minimum weight of eight-hundred (800) pounds.
- The lift platform shall have a minimum of thirty (30) inches clear width unobstructed by the required handrail.
- The minimum clear length of the platform between the outer edge barrier and the inner edge shall be forty (40) inches.
- When the platform is stored, it shall be securely fastened.
- Controls shall be provided that enable the operator to activate the lift mechanism from either inside or outside of the bus.

- The lift platform shall be designed to prevent the platform from falling while in operation due to a power failure or a single component mechanical failure.
- The power lift shall be equipped with a manual backup system for use in the event of a power failure.
- The lift shall be designed to allow the lift platform to rest securely on the ground.
- The outboard platform edge and sides shall be designed to restrain a wheelchair or other mobile seating device from slipping or rolling off the platform. The platform outer edge barrier shall be designed to be automatically or manually lowered when the platform is at ground level, but shall not be equipped with any type latch which could result in a lowered barrier when the platform is above ground level.
- The platform shall be equipped with at least one handrail. The handrail shall be approximately twenty-five (25) to thirty-four (34) inches in height and a minimum of eighteen (18) inches in length and designed to fold when it is in a stored position.
- A self-adjusting, skid resistant plate shall be installed on the outer edge of the platform to minimize the incline from the lift platform to the ground level. This plate, if so designed, may also serve as the restraining device.
- A circuit breaker shall be installed between the power source and lift motor if electrical power is used.
- The lift design shall prevent excessive pressure that could damage the lift system when the platform is fully lowered or raised.
- The lift mechanism shall be designed to prevent the lift platform from being folded or stored when occupied.
- An interlock shall be provided to prevent the operation of the bus while the lift or ramp is not in its fully stored and locked position.

13:20-49.2 Ramps

Ramp devices installed on buses manufactured after July 1985 shall have non-skid surfaces and be securely stored and protected from the elements when not in use. The ramp must have at least three (3) feet of length for each foot of incline.

13:20-49D.9 Ramp – Specially equipped buses manufactured after June 1993 where a power lift system is not adequate to load or unload students with special needs may use a ramp device. The ramp shall be of sufficient strength and rigidity to support the mobile device, occupant, and attendant(s). It shall be equipped with a protective flange on each longitudinal side to keep the mobile device on the ramp. The ramp floor shall be of a non-skid material. The ramp shall be equipped with handles and of a weight and design that enables one person to lift or move the ramp. The ramp shall have at least three (3) feet of length for each foot of incline.

13:20-49C.28 Reflectors

Buses manufactured after June 1993 are required to have reflectors which comply with current applicable FMVSS as follows:

- On the rear: two (2) red reflectors equally spaced as far from center as practicable and at the same height.
- On each side: two (2) reflectors on each side, one (1) amber, at or near the front and one (1) red at or near the rear.
- One (1) amber reflector on each side of the bus body as near the center as practical shall be provided on buses thirty (30) feet or more in length.

13:20-49.3 Rub Rails

Buses manufactured after July 1985 shall have rub rails attached at each body post, sedan doors and all other upright structural members.

Buses manufactured after June 1993 shall have one rub rail located on each side of the bus approximately at seat level which shall extend from the rear side of the entrance door completely around the bus body (except the emergency door) to a point of curvature near the outside cowl on the left side of the bus.

- There shall be one rub rail located approximately at floor line which shall cover the same longitudinal area as the upper rub rail, except at wheelhousing, and shall extend only to the radii of right and left rear corners.
- Each rub rail shall be attached at each body post, and all other upright structural members.
- Each rub rail, in their finished form, shall be four (4) inches or more in width.
- They shall be of sixteen (16) gauge steel or suitable material of equivalent strength, and shall be constructed in corrugated or ribbed fashion.
- Both rub rails shall be applied outside body or outside body posts.
- Pressed-in or snap-on rub rails do not satisfy this requirement.
- On type "A" and "B" buses with a chassis manufacturer's body, or type "C" and "D" buses with a rear luggage or a rear engine compartment, rub rails are not required to extend around the rear corners.

13:20-49.3 Seat

Buses manufactured after July 1985 shall have all seats forward facing.

Buses manufactured after June 1993 shall have:

- Seats with a minimum depth of fifteen (15) inches.
- Seat backs shall be a minimum of twenty-eight (28) inches high and a minimum twenty-four (24) inches above the seating reference point.
- Seat, seat back cushion and crash barrier shall be covered with a material having 42-ounce finished weight, fifty-four (54) inches width, and finished vinyl coating of 1.06 broken twill, or other material of equal tensile strength, tear strength, seam strength, adhesion strength, resistance to abrasion, resistance to cold, and flex separation, and meets the criteria contained in the NSFSB Fire Block test for school bus seat upholstery.
- Damaged or vandalized covers of seat cushions, seat backs, and crash barriers equipped with flame-retardant materials shall be repaired in a manner to maintain the original flame-retardant protection.
- All seats shall be forward facing.
- Each seat leg shall be secured to the floor by a minimum of two (#20 bolts, washers and nuts.
- All seat frames attached to the seat rail shall be fastened with two bolts, washers and nuts or flanged-headed nuts.
- The driver's seat shall be of a highback type with a minimum seat back adjustment of fifteen (15) degrees and with a head restraint to accommodate a ninety-five (95) percentile male. The driver's seat shall be secured with nuts, bolts, and washers or flange-headed nuts.
    - The space between the back of the driver's seat, in the rearmost position, and the front surface of the restraining barrier located directly behind the driver shall comply with FMVSS for barrier deflection.

13:20-49D.12 Seating Arrangements – Specially equipped buses with power lifts manufactured on or after June 1993 shall be permitted flexibility in seat spacing to accommodate special devices. All seats shall be forward facing.

13:20-49.4 / 13; 20-49C.31 Seat Belts

Buses manufactured after July 1985 and used for the transport of special needs students shall have seat belts or other suitable restraints installed for each passenger including those seated in wheelchairs.

Buses manufactured after June 1993 shall have a type 2 lap/shoulder seat belt provided for the driver.

- The assembly shall be equipped with an emergency locking retractor for the continuous belt system.
- The lap portion of the belt shall be guided or anchored where practicable to prevent the driver from sliding sideways under it.
- The seat belt shall have a button type latch and the floor anchored belt section shall be booted to keep the buckle within driver's reach.

Buses with a chassis manufacture date of October 1992 or thereafter shall be equipped with seat belts and twenty-eight (28) inch high back seats in accordance with P.L. 1992, c.92. Buses equipped with seat belts shall also contain a belt cutter for use in an emergency. The belt cutter shall be designed to prevent injury during use and secured in a safe location.

13:20-49B.23 Shocks Absorbers

A bus manufactured on or after June 1993 shall be equipped with front and rear double-acting shock absorbers that are compatible with the manufacturer's rated axle capacity at each wheel location.

13:20-49B.24 Springs

The springs or suspension assemblies of buses manufactured on or after June 1993 shall be commensurate with the chassis manufacturer's gross vehicle weight rating. If leaf type rear springs are used, they shall be of the progressive type.

13:20-49C.34 Steps

The first step at the entrance door on buses manufactured after June 1993 shall not be less than ten (10) inches and not more than fourteen (14) inches from the ground, based on standard chassis specifications. Type "D" buses shall have the first step at the entrance door twelve (12) to sixteen (16) inches from the ground.

- Step risers shall not exceed a height of ten (10) inches. When plywood is used on the steel floor or step, the riser height may be increased by the thickness of the plywood used.
- Steps shall be enclosed to prevent accumulation of ice and snow.
- Steps shall not protrude beyond the side body line.
- A grab handle not less than twenty (20) inches in length shall be provided in an unobstructed location inside the doorway.

Specially equipped buses with power lifts manufactured after June 1993 shall have the steps the full width of the stepwell, excluding the thickness of the doors in an open position.

13:20-49C.35 Step Treads

Buses manufactured after June 1993 shall have all steps, including the floor line platform area, covered with 3/16 inch rubber floor covering or other materials equal in wear resistance and abrasion resistance to top grade rubber.

- The rubber step treads shall be permanently bonded to the step well metal, minimum twenty-four (24) gauge cold roll steel, and the ribbed rubber grooved design shall run at 90 degree angles to the long dimension of the step tread.
- Three-sixteenths (3/16) inch ribbed step tread shall have a one and one-half (1 ½) inch white nosing integral piece without any joint.
- The rubber portion of the treads shall have the following characteristics:
- Special compounding for good abrasion resistance and high coefficient of friction;
- Flexibility so that it can be bent around a one-half (1/2) inch mandrel at one hundred thirty (130) degrees Fahrenheit and twenty (20) degrees Fahrenheit without breaking, cracking, or crazing; and
- Show a durometer hardness of eighty-five (85) to ninety-five (95)

13:20-49B.25 / Steering Gear

The steering gear ob buses manufactured on or after June 1993 shall be approved by the chassis manufacturer and designed to assure safe and accurate performance when a vehicle is operated with maximum load and at maximum speed.

- The steering mechanism shall be accessible for external adjustment.
- No changes shall be made in the steering apparatus which are not approved by the chassis manufacturer.
- There shall be a clearance of at least two inches between the steering wheel and the cowl, instrument panel, windshield, or any other surface.
- **Power Steering** is required and shall be of the integral type with integral valves.
- The steering system shall be designed to provide a means of lubrication for all wear points, if wear points are not permanently lubricated.

13:20-49C.36 Stirrup Steps

Buses manufactured after June 1993 shall have at least one folding stirrup step or recessed foothold and suitably located handles on each side of the front of the bus body for easy accessibility for cleaning the windshield except where the windshield is easily accessible from the ground. A step, in lieu of the stirrup steps, is permitted in or on the front bumper.

13:20-49.3 / 13:20-49C.39 Sunshield

Buses manufactured after July 1985 shall have a horizontal gradient band on the windshield starting slightly above the line of the driver's vision and gradually decreasing in light transmission to twenty (20) percent of less at the top of the windshield.

Buses manufactured after June 1993 shall have an interior adjustable transparent sun shield not less than six (6) inches by thirty (30) inches with a finished edge installed in a position convenient for use by the driver. A type "A" bus may be equipped with a sun shield not less than six (6) inches by sixteen (16) inches.

13:20-49D.14 Support Equipment and Accessories

Specially equipped buses manufactured after June 1993 which have portable student support equipment or special accessories (crutches, walkers, oxygen bottles, ventilators) shall have such items securely fastened at a mounting location able to withstand a pulling force of five (5) times the weight of the item, or shall be retained in an enclosed, latched compartment.

The bus shall contain a belt cutter for use in emergencies, including evacuations. The belt cutter shall be designed to prevent injuries during use and shall be secured in a safe location.

13:20-49C.40 Tailpipe

The tailpipe diameter of buses manufactured after June 1993 from muffler to the end shall comply with the chassis manufacturer's standard and 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 terminate to the rear of all doors and windows designed to be opened for ventilation.
- The tailpipe shall not terminate immediately below an emergency exit, fuel tank, or fuel fill pipe.
- The tailpipe of a bus powered by a gasoline engine shall extend to the rear bumper or to the left or right perimeter sides of the bus body and discharge to the atmosphere either:
    - At or within six (6) inches forward of the rearmost part pf the bus on the left or right side; or
    - Beyond the rear bus bumper up to a maximum of two (2) inches.
- The tailpipe of a bus using fuel other than gasoline shall extend to the rear bumper or to the left or right perimeter sides of the bus body and discharge to the atmosphere either:
    - At or within fifteen (15) inches forward of the rearmost part of the bus on the left or right side: or
    - At or beyond the rear bus bumper up to a maximum of two (2) inches.
- Tailpipe(s) which terminate at either the left or right side of the bus shall extend to but not beyond the perimeter of the bus body side.

13:20-49.2 Taillight and Stop Lights

Buses manufactured after July 1985 shall have a telltale light installed, plainly visible to the driver that gives a positive indication of the operation of the stop lights.

13:20-49B.26 Tires and Rims

All tires and rims on buses manufactured on or after June 1993 shall be of proper size with load ratings commensurate with the chassis manufacturer's gross vehicle weight rating provided.

- Tubeless tires mounted on one-piece drop center rims may be used.
- All tires shall be of the same size, construction and load rating. The load rating shall meet or exceed the GVWR in accordance with current applicable FMVSS.

- Tires on types “C and D” buses may be of more than one type construction provided all tires on the same axle are the same type construction.
- If a bus is equipped with a spare tire and rim assembly, it shall be of the same size and type as those mounted on the bus.
- If a bus is equipped with a tire carrier, it shall be suitable mounted in an accessible location outside the passenger compartment.
- The tire tread depth shall at no time be less than 4/32 of an inch on the front tires and 2/32 of an inch on the rear tires as measured on two adjacent treads by a Dill gauge or its equivalent.
- Regrooved or recapped tires shall not be used on the front wheels of a bus.
- Dual wheels shall be permitted on types “B, C and D” buses.
- Tire chains, snow tires or all weather tires shall be used for the drive wheels to enhance safe operation of the bus in areas of snow and ice.

13:20-49.2 / 13:20-49B.72 Transmission

Buses manufactured after July 1985

- Shall have a transmission shifting control pattern affixed to a point convenient to the driver.
- There shall be a detent on the automatic transmission to insure that the transmission cannot accidentally move from neutral to a drive gear without driver effort.
- School buses not equipped with a park position on the shift control selector for automatic or semi-automatic transmissions shall be equipped with a heavy duty parking brake.

Buses manufactured on or after June 1993

- When an automatic transmission is used it shall provide for not less than three (3) forward speeds and one (1) reserve speed.
- When a manual transmission is used, second gear and higher shall be synchronized except when incompatible with engine power. A minimum of than three (3) forward speeds and one (1) reserve speed shall be provided.
- A diagram of the shifting pattern shall be located in a position easily visible to the driver.
- There shall be a detent on the automatic transmission shift lever to insure that the transmission cannot accidentally move from neutral to a drive gear without driver effort.
- Buses which are not equipped with a park position on the shift control selector for automatic transmissions shall be equipped with a heavy duty parking brake.
- The transmission shift control lever/mechanism shall be mounted to the right of the steering column.

13:20-49B.28 Turning Radius

Buses chassis manufactured on or after June 1993 with a wheel base of 264 inches or less shall have a right and left turning radius of not more than 42 ½ feet, curb to curb measurement.

Buses chassis manufactured on or after June 1993 with a wheel base of 265 inches or more shall have a right and left turning radius of not more than 44 ½ feet, curb to curb measurement.

13:20-49B.29 Undercoating

Buses manufactured on or after June 1993 shall have the undersides of steel or metallic-constructed front fenders coated with rust-proofing compound.

Buses manufactured after June 1993 shall have the entire underside of the bus body, including floor sections, cross member, and below floor line side panels, coated with rustproofing compound. Undercoating compound shall be applied with suitable airless or conventional spray equipment to recommended film thickness and shall show no evidence of voids in cured film.

13:20-49C.43 Ventilation

Buses manufactured after June 1993 shall be equipped with a suitable, controlled ventilation system of sufficient capacity to maintain proper quality of air under operating conditions without opening of windows except in extremely warm weather.

- A static-type non-closeable exhaust vent shall be installed in the low-pressure area of the roof.
- One (1) six (6) inch diameter, two (2) speed auxiliary fans with protective cage shall be installed on each side of the driver position on type "C" and "D" buses. Each fan shall have a separate switch.
- If an auxiliary fan is used on type "A" and "B" buses, it shall be a nominal six (6) inch diameter fan with blades covered with a protective cage. Each fan shall be controlled by a separate switch.

13:20-49.3 Wheel-housing

Buses manufactured after July 1985 shall have the wheel-housing attached to floor sheets in such a manner as to prevent dust, water, or fumes from entering the body. The wheel-housing shall be constructed of 16-guage steel.

Buses manufactured after June 1993 shall have wheel-housings that allow easy tire removal and service. The wheel-housing shall be attached to floor sheets in such a manner to prevent dust, water, or fumes from entering the body. Wheel-housings shall be constructed of at least sixteen (16) gauge steel, or other material of equal strength. No party of the wheel-housing shall extend into the emergency door opening.

13:20-49C.46 Windows and Windshield

Each full side window on buses manufactured after June 1993 shall provide an unobstructed emergency opening at least nine (9) inches high and twenty-two (22) inches wide, obtained by lowering the window.

- Push-out type, split-sash windows may be used.
- Glass in all side and rear windows shall be of AS-2 or better grade.
- Equivalent AS-4 or better shall only be used in side windows of the bus behind the driver.
- The windshield shall have a horizontal gradient tinted band starting slightly above the line of a driver's vision and gradually decreasing in light transmission to twenty (20) percent of less at the top of the windshield.
- Glass in the windshield shall be AS-1 grade.
- Glass in the windshield shall be heat-absorbent, laminated plate.

- The windshield shall be large enough to permit the driver to see the roadway clearly, shall be slanted to reduce glare, and shall be installed between the front corner posts that are so designed and placed to afford minimum obstruction to the driver's view of the roadway.
- All glass in the windshield, windows and doors shall be approved safety glass, so mounted that a permanent mark is visible, and of sufficient quality to prevent distortion of the view in any direction.
- All exposed edges of glass shall be banded.
- The windows in the rear of the bus shall be stationary.
- Windows shall be free of window guards or bars both inside and outside.

13:20-49C.47 Windshield Washers

Buses manufactured after June 1993 shall have a windshield washer system.

13:20-49C.48 Windshield Wipers

Buses manufactured after June 1993 shall have a windshield wiping system, two-speed or more. The wipers shall be operated by one or more air or electric power to operate wipers. If one motor is used, the wipers shall work in tandem to give a full sweep of the windshield.

13:20-49B.30 Weight Distribution

The weight distribution of a fully loaded bus on buses manufactured on or after June 1993, on a level surface, shall not exceed the manufacturer's front and rear GVWR.

13:20-49C.49 Wiring

Buses manufactured on or after June 1993 shall have wiring that conform to current applicable SAE standards.

- Wiring shall be arranged in circuits as required with each circuit protected by a fuse or circuit breaker. One extra fuse for each size which is used on the bus shall be conveniently located in the fuse area unless the bus is equipped with circuit breakers.
- A system of color and number coding shall be used and the following body interconnecting circuits shall be color coded as follows:

Function	Color
Left Rear Directional Light	Yellow
Right Rear Directional Light	Dark green
Stoplights	Red
Back-up Lights	Blue
Taillights	Brown
Ground	White
Ignition Feed, Primary Feed	Black

- The color of the cables shall correspond to current applicable SAE standards.
- Wiring shall be arranged in at least six regular circuits as follows:
    - Head, tail, stop (brake), and instrument panel lamps;
    - Clearance and step-well lamps (step-well lamp shall be activated when entrance door is opened);

    - Dome lamp;
    - Ignition and emergency door signal;
    - Turn signal lamps; and
    - Alternately flashing signal lamps. (to be disabled on retired school bus vehicles)
- Any of the above combination circuits may be subdivided into additional independent circuits.
- Whenever heaters and defrosters are used, at least one additional circuit shall be installed.
- Whenever possible, all other electrical functions shall be provided with independent and properly protected circuits.
- Each body circuit shall be coded by number or letter on a diagram of circuits and shall be attached to the body in a readily accessible location.
- The entire electrical system of the body shall be designed for the same voltage as the chassis on which the body is mounted.
- All wiring shall have an amperage capacity equal to or exceeding the designed load. All wiring splicing shall be in an accessible location and noted as splices on the wiring diagram.
- An easily readable body wiring diagram shall be furnished with each bus body or affixed in an area convenient to the electrical accessory control panel.
- The main power supply to the body shall be attached to a terminal on the chassis.
- Wires passing through metal openings shall be protected by a grommet.
- Wires not enclosed within the body shall be fastened securely at intervals of not more than eighteen (18) inches. All joints shall be soldered or joined by equally effective connectors.
- A heavy duty solenoid switch shall be installed in the main electrical power supply line to body circuits on type "B", "C", and "D" buses. The solenoid switch shall be energized by the bus ignition switch.
- Hazard and directional signal lamp circuits shall operate independently of the ignition switch.

Migrant Farm Worker Vehicle Requirements Regulation

13:21-13.3 Vehicles permitted for transportation. Migrant farm workers may be transported on:

- A bus
- A truck with no trailer attached.
- A semi trailer attached to a truck tractor.

Closed vans without windows or means of ventilation shall not be used.

In addition to the safety inspection referred to in Section V and the previous section on Retired School Bus Inspection along with the appropriate emissions test, the following items are to be inspected on migrant farm worker vehicles.

13.21-13.4 Vehicle entrance and exit

The entrance and exit from the passenger space shall be provided on the rear or the right side of the vehicle and shall provide sufficient height and width to permit easy access in and out.

Vehicles designed and constructed as a bus shall have an additional emergency exit readily operative from both the inside and outside of the bus.

If equipped with emergency door, emergency push out window or roof hatches; they must be checked for proper operation.

13:21 – 13.5 Lighting equipment

Every motor vehicle used in the transportation of migratory farm workers shall be equipped with at least two headlamps in good operating condition.

Every motor vehicle used in the transportation of migratory farm workers shall have on the rear taillights, stoplights, turn signals and reflectors as required in conformance with 39:3-61. All such lamps, stoplights and reflectors shall be kept clean and in good operating condition. Refer to Section IV of this manual for additional information on lighting.

13:21-13.6 Brakes

Every motor vehicle used in the transportation of migratory farm workers shall be equipped with brakes adequate to stop and hold such vehicle, including two separate means of applying the brakes. If these two separate means of applying the brakes are connected in any way, they shall be so constructed that failure of one part of the operating mechanism shall not leave the vehicle without brakes adequate to stop and hold such vehicle. All brakes shall be capable of stopping such vehicles as prescribed in N.J.S.A 39:3-68.

13:21-13.7 Audible signal (horn)

Every motor vehicle used in the transportation of migratory farm workers shall be equipped with a horn in good working condition capable of emitting sound audible under normal conditions from a distance of not less than 200 feet.

13:21-13.8 Exhaust system

Every motor vehicle used in the transportation of migratory farm workers shall be equipped with a muffler in good working order to prevent the escape of fumes and smoke from any outlet except the exhaust pipe and to prevent excessive or unusual noise.

13:21-13.9 Mirrors

Every motor vehicle, which is constructed or so loaded as to obstruct a rear view from an interior mirror, shall be equipped with a mirror mounted on each side of the vehicle and so located as to reflect to the driver a view of the highway from a distance of at least 200 feet to the rear of such vehicle.

13:21-13.10 Windshield wipers, windshield, side and rear glass

Windshields must be unobstructed and equipped with cleaners. Every motor vehicle having a windshield shall be equipped with at least one device in good working order for cleaning rain, snow or other moisture from the windshield so as to provide a clear vision for the driver, and all such devices shall be so constructed and installed as to be operated or controlled by the driver.

No person shall drive a motor vehicle with any sign, poster, sticker or other nontransparent material upon the front windshield, wings, reflectors, side shields, corner lights, adjoining windshield or front side windows of such vehicles other than a certificate or other article required to be so displayed by Statute or by regulations of the Commission. No person shall drive any vehicle constructed, equipped or loaded as to unduly interfere with the driver's vision to the front and to the sides. All glazing materials used in any motor vehicle used to

transport migratory workers shall be glass so treated or combined with other materials as to reduce the likelihood of injuries to passengers due to shattering, when glass is cracked or broken.

13:21-13.11 Tires

Every motor vehicle used in the transportation of migratory farm workers shall be equipped with tires of adequate capacity to support the gross weight of the vehicle and load.

No such vehicle shall be operated on tires which have been worn so smooth as to expose the tire fabric or which shall have any other defect likely to cause failure of the tire.

13:21-13.12 Speedometer

Every bus, truck or truck trailer used in the transportation of migratory farm workers shall be equipped with a speedometer indicating vehicle speed, which shall be operative.

13:21-13.13 Fire Extinguisher

Every bus or truck-tractor used in the transportation of migrant workers shall be equipped with at least one fire extinguisher securely mounted in a position easily accessible to the driver. This extinguisher must be in good working order at all times.

A fire extinguisher properly filled with the minimum underwriters' rating of B-2, C-2 (or 1/2 BC or 10BC) must be provided.

13:21-13.14 Road warning devices

Every bus, truck and tractor-trailer used in the transportation of migratory farm workers must carry at least three red burning fuses or at least three flares (oil burning torches), red electric lanterns or red emergency reflectors.

13:21-13.15 Markings

Every motor vehicle used in the transportation of migratory farm workers shall display on the vehicle the name and address of the owner, lessee or lessor as required by N.J.S.A. 39:4-46 in letters at least three (3) inches high, and also display the wording “FARM LABOR TRANSPORT” legibly painted on both sides and on the rear in letters at least six (6) inches in height.

SECTION VI

Sample Forms

THIS SECTION CONTAINS FORMS REGULARLY USED BY PIFS.

PIFs must notify the Commission of any change in their maximum initial inspection rate and/or their hourly labor rate. This information is to be forwarded to:

New Jersey Motor Vehicle Commission
Business License Services
PO Box 170
225 E. State Street
Trenton, NJ 08666

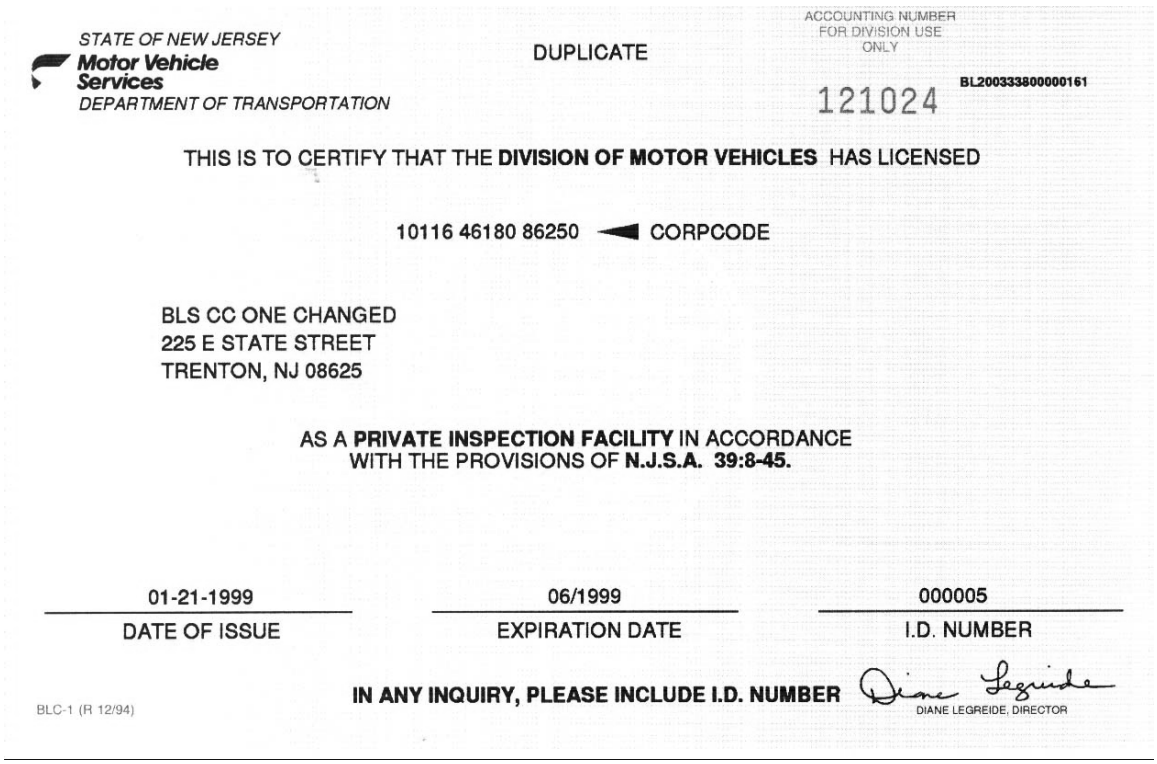
609 292 6500 ext. 3312

Also, the table A Rate Chart must be properly completed and conspicuously displayed at the licensed facility. It is necessary that you make two copies; post one and give the other to the State Representative.

ATTACHMENTS:

- **Example of the Wall License and Sticker Purchase Card**
- **PIF off site inspection form**
- **Sample off site contracts**
- **Diesel Table "A" Rate Chart**
- **Table "A" Rate Chart for Motor Vehicles having a GVWR of 8,500 pounds or less.**
- **Table "A" Rate Chart for Motor Vehicles having a GVWR of greater than 8, 500 pounds.**
- **Table 'A' Rate Chart for Motorcycle.**
- **Dew Point Chart**
- **Order Form for Private Inspection Center Approval Stickers.**
- **Vehicle Inspection Report**
- **Example of the New Digitized Driver License**

Example of a PIF / ERF / PFF / PIM license



STATE OF NEW JERSEY
Motor Vehicle Services
DEPARTMENT OF TRANSPORTATION

DUPLICATE

ACCOUNTING NUMBER FOR DIVISION USE ONLY
121024

BL200333800000161

THIS IS TO CERTIFY THAT THE **DIVISION OF MOTOR VEHICLES** HAS LICENSED

10116 46180 86250 ◄ CORPCODE

BLS CC ONE CHANGED
225 E STATE STREET
TRENTON, NJ 08625

AS A **PRIVATE INSPECTION FACILITY** IN ACCORDANCE WITH THE PROVISIONS OF **N.J.S.A. 39:8-45.**

01-21-1999	06/1999	000005
DATE OF ISSUE	EXPIRATION DATE	I.D. NUMBER

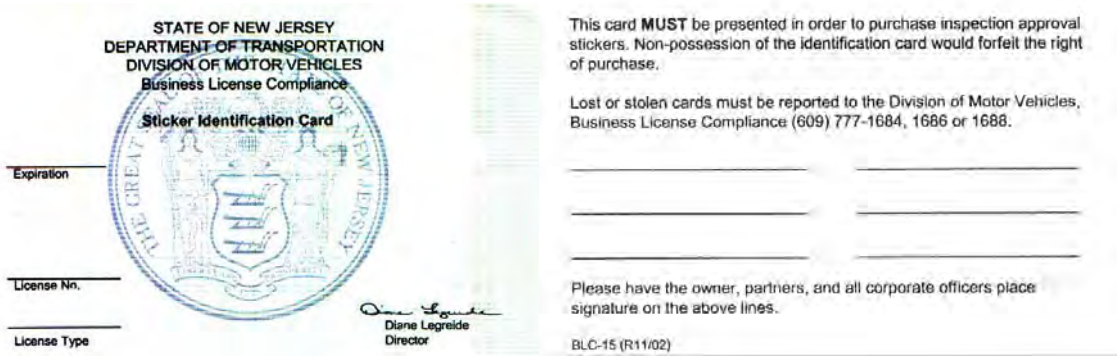
IN ANY INQUIRY, PLEASE INCLUDE I.D. NUMBER

Diane Legreide
DIANE LEGREIDE, DIRECTOR

BLC-1 (R 12/94)

Your license must be posted in a conspicuous place and visible to the customer.

Example of a Sticker Identification Card



STATE OF NEW JERSEY
DEPARTMENT OF TRANSPORTATION
DIVISION OF MOTOR VEHICLES
Business License Compliance

Sticker Identification Card

Expiration

License No.

License Type

Diane Legreide
Director

This card **MUST** be presented in order to purchase inspection approval stickers. Non-possession of the identification card would forfeit the right of purchase.

Lost or stolen cards must be reported to the Division of Motor Vehicles, Business License Compliance (609) 777-1684, 1686 or 1688.

Please have the owner, partners, and all corporate officers place signature on the above lines.

BLC-15 (R11/02)

Front Back

Your ID card will come laminated and must be presented when purchasing certificate of approval stickers in person. The card is not required to be shown if purchasing stickers by mail.

New Jersey Motor Vehicle Commission

PIF OffSite Inspection*/Re-inspection Schedule

Private Inspection Facilities may perform offsite inspections/re-inspections at locations other than the licensed private inspection facility address as indicated on the Private Inspection Facility Business License. Offsite inspections/ re-inspections may only be performed at commercial establishments. Offsite inspections/ re-inspections may not be performed at a residential location.

☐ **Offsite** ☐ **Add** ☐ **Cancel** ☐ **Reschedule** ☐ **Master List [must attach to schedule]**

E-Mail To:

NAME Of PIF: LICENSE NUMBER:

LOCATION OF OFFSITE INSPECTION/REINSPECTION:

COMPANY NAME:
STREET:
City: ZIPCODE:

TIME: DATE: CONTACT PERSON:

PHONE NUMBER: NUMBER of VEHICLES:

LICENSE PLATE:	LAST 4 DIGITS of VIN:

***Offsite Inspection** – inspection or re-inspection conducted by a Private Inspection Facility or Private Inspection Fleet Facility at an alternate location other than what is designated by the Private Inspection Facility / Private Inspection Fleet License.

SAMPLE OFFSITE CONTRACT

YOUR BUSINESS NAME
BUSINESS ADDRESS
CITY/TOWN
PIF #

I Business Owner/Authorized Rep give permission to your business name and PIF # permission to conduct Diesel opacity tests at our facility at company name/street address/NJ city/town.
I also give permission to personnel from N J Motor Vehicle Commission, Environmental Protection Agency, NJ State Police, Department of Transportation, or Consumers Affairs access to the vehicles owners/lessee's premises during Diesel inspections to observe and/or conducts audit.

Authorized signature_____
DATE _____

DIESEL TABLE "A" RATE CHART

(Please Print)

HOURLY RATE $ _____ INSPECTION FEE $ _____

FACILITY NAME: _____ LIC. NO. _____

ADDRESS _____

Street City State Zip Code

REINSPECTION CHARGE FOR VEHICLES NOT REPAIRED HERE

CHECK	TIME RQUIRED	OUR CHARGE
Credentials	.1 Hour*	
Emission Control Apparatus	.2 Hours	
Governor	.2 Hours	
Exhaust System	.2 Hours	
Emission Control System	.2 Hours	
Engine Emissions (Opacity)	.3 Hours	

*NOTE: If this is the only item to be reinspected on a vehicle, the reinspection shall be considered to be .2 hours.

****

Sales Tax cannot be charged for the above items.

COMPLETE THIS FORM WITH YOUR CHARGES AND MAIL TO:

MOTOR VEHICLE COMMISSION
BUSINESS LICENSE SERVICES
P.O. BOX 168
TRENTON, NEW JERSEY 08666-0168

EFFECTIVE DATE: _____

BLS-94 (7/05)

Motor Vehicle Having a GVWR of 8,500 pounds or less.

Table "A" Rate Chart Please Print Hourly Rate $ _____

Date Filed _____ Inspection Fee $ _____

Station Name _____ License No. _____

Address _____

Street City State Zip Code

Item Re-inspected	Time Required	Our Charge
• Credentials	.1 hour *	_____
• License plates	.1 hour *	_____
• Steering and suspension	.5 hour	_____
• Front parking lights	.1 hour *	_____
• Glazing	.2 hour	_____
• Obstruction to driver's vision	.1 hour *	_____
• Windshield Wipers	.2 hour	_____
• Turn signals and/or hazard warning signals	.2 hour	_____
• Clearance lights, reflectors, identification lights and/or side-marker lights	.2 hour	_____
• Taillights	.1 hour *	_____
• Stoplights	.1 hour *	_____
• Wheels and/or tires	.2 hour	_____
• Exhaust system	.2 hour	_____
• Engine emissions (CO, HC, and/or smoke)	.5 hour	_____
• Fuel cap leak test	.2 hour	_____
• On-board diagnostic (OBD II) inspection	.3 hour	_____
• Catalytic converter	.2 hour	_____
• Headlights	.3 hour	_____
• Rear view mirror	.1 hour *	_____
• Miscellaneous items	.3 hour	_____
• Service brakes	.5 hour	_____
• Parking brake	.2 hour	_____
• Service brake equalization	.5 hour	_____
• Service brake pedal reserve	.2 hour	_____

* Note: If this is the only item to be re-inspected on a motor vehicle, the re-inspection time shall be considered to be .2 hour.

Motor Vehicle having a GVWR of greater than 8,500 pounds.

Table "A" Rate Chart Please Print Hourly Rate $ _____

Date Filed_____ Inspection Fee $ _____

Station Name _____ License No. _____

Address _____

Street City State Zip Code

Item Re-inspected	Time Required	Our Charge
• Credentials	.1 hour *	_____
• License plates	.1 hour *	_____
• Steering and suspension	.7 hour	_____
• Front parking lights	.1 hour *	_____
• Glazing	.2 hour	_____
• Obstruction to driver's vision	.1 hour *	_____
• Windshield Wipers	.2 hour	_____
• Turn signals and/or hazard warning signals	.2 hour	_____
• Clearance lights, reflectors, identification lights and/or side-marker lights	.2 hour	_____
• Taillights	.1 hour *	_____
• Stoplights	.1 hour *	_____
• Wheels and/or tires	.2 hour	_____
• Exhaust system	.4 hour	_____
• Engine emissions (CO, HC, and/or smoke)	.5 hour	_____
• Fuel cap leak test	.2 hour	_____
• Catalytic converter	.2 hour	_____
• Headlights	.3 hour	_____
• Rear view mirror	.1 hour *	_____
• Miscellaneous lights	.2 hour	_____
• Wiring and/or switching	.2 hour	_____
• Miscellaneous items	.3 hour	_____
• Service brakes	.7 hour	_____
• Parking brake	.4 hour	_____
• Service brake equalization	.7 hour	_____
• Service brake pedal reserve	.4 hour	_____

- Note: If this is the only item to be re-inspected on a motor vehicle, the reinspection time shall be considered to be .2 hour.

Motorcycle

Table "A" Rate Chart Please Print Hourly Rate $ _____

Date Filed_____ Inspection Fee $ _____

Station Name _____ License No. _____

Address _____

Street City State Zip Code

Item Re-inspected	Time Required	Our Charge
• Credentials	.1 hour *	_____
• License Plate	.1 hour *	_____
• Frame,Wheels,Steering,Handlebars, and/or suspension	.2 hour	_____
• Parking Lights	.1 hour *	_____
• Windscreen and/or Glazing	.2 hour	_____
• Obstruction to Driver's Vision	.1 hour *	_____
• Windshield Wipers	.2 hour	_____
• Turn Signals and/or Hazard Warning Signals	.2 hour	_____
• Clearance Lights, Reflectors, Identification Lights and/or Side Marker Lights	.2 hour	_____
• Taillights	.1 hour *	_____
• Stoplights	.1 hour *	_____
• Tires	.2 hour	_____
• Exhaust System (Including Smoke)	.2 hour	_____
• Headlights	.2 hour	_____
• Rear View Mirrors	.1 hour *	_____
• Miscellaneous Lights	.2 hour	_____
• Wiring, Switching and/or Electrical Equipment	.2 hour	_____
• Miscellaneous Items	.2 hour	_____
• Service Brakes	.2 hour	_____
• Parking Brake	.2 hour	_____
• Service brake Equalization	.2 hour	_____
• Service Brake Pedal Reserve	.2 hour	_____
• Helmets	.1 hour *	_____
• Seats and/or Foot Rests	.1 hour*	_____

***Note: If this is the only item to be re-inspected on a motorcycle, the re-inspection time shall be considered to be .2 hour.**

Air Temp °C	% Relative Humidity																		
	100	95	90	85	80	75	70	65	60	55	50	45	40	35	30	25	20	15	10
43	43	42	41	40	39	38	37	35	34	32	31	29	27	24	22	18	16	11	5
41	41	39	38	37	36	35	34	33	32	29	28	27	24	22	19	17	13	8	3
38	38	37	36	35	34	33	32	30	29	27	26	24	22	19	17	14	11	7	0
35	35	34	33	32	31	30	29	27	26	24	23	21	19	17	15	12	9	4	0
32	32	31	31	29	28	27	26	24	23	22	20	18	17	15	12	9	6	2	0
29	29	28	27	27	26	24	23	22	21	19	18	16	14	12	10	7	3	0	
27	27	26	25	24	23	22	21	19	18	17	15	13	12	10	7	4	2	0	
24	24	23	22	21	20	19	18	17	16	14	13	11	9	7	5	2	0		
21	21	20	19	18	17	16	15	14	13	12	10	8	7	4	3	0			
18	18	17	17	16	15	14	13	12	10	9	7	6	4	2	0				
16	16	14	14	13	12	11	10	9	7	6	5	3	2	0					
13	13	12	11	10	9	8	7	6	4	3	2	1	0						
10	10	9	8	7	7	6	4	3	2	1	0								
7	7	6	6	4	4	3	2	1	0										
4	4	4	3	2	1	0													
2	2	1	0																
0	0																		

Example: Read the air temperature in the left hand column and the humidity at the top of the chart. If the temperature of the storage unit is 75ºF (24º C) and the relative humidity is 35%, the intersection of the two shows the dew point of the area to be 45ºF (7ºC). If the metal coming in is below 45ºF (7ºC), water will condense on the metal

Air Temp °F	% Relative Humidity																		
	100	95	90	85	80	75	70	65	60	55	50	45	40	35	30	25	20	15	10
110	110	108	106	104	102	100	98	95	93	90	87	84	80	76	72	65	60	51	41
105	105	103	101	99	97	95	93	91	88	85	83	80	76	72	67	62	55	47	37
100	100	99	97	95	93	91	89	86	84	81	78	75	71	67	63	58	52	44	32
95	95	93	92	90	88	86	84	81	79	76	73	70	67	63	59	54	48	40	32
90	90	88	87	85	83	81	79	76	74	71	68	65	62	59	54	49	43	36	32
85	85	83	81	80	78	76	74	72	69	67	64	61	58	54	50	45	38	32	
80	80	78	77	75	73	71	69	67	65	62	59	56	53	50	45	40	35	32	
75	75	73	72	70	68	66	64	62	60	58	55	52	49	45	41	36	32		
70	70	68	67	65	63	61	59	57	55	53	50	47	44	40	37	32			
65	65	63	62	60	59	57	55	53	50	48	45	42	40	36	32				
60	60	58	57	55	53	52	50	48	45	43	41	38	35	32					
55	55	53	52	50	49	47	45	43	40	38	36	33	32						
50	50	48	46	45	44	42	40	38	36	34	32								
45	45	43	42	40	39	37	35	33	32										
40	40	39	37	35	34	32													
35	35	34	32																
32	32																		

ORDER FORM FOR INSPECTION APPROVAL STICKERS

LICENSE NO. _____ DATE: _____

NAME _____

ADDRESS _____

AUTHORIZED SIGNATURE: _____

PHONE NO.: _____

MAIL ORDERS MAY BE MAILED TO: Motor Vehicle Services

BUSINESS LICENSE COMPLIANCE
P.O. BOX 170
TRENTON, NJ 08666-0170

ENCLOSED IS ☐ CHECK
☐ MONEY OR.

IN THE AMOUNT OF $ _____

PLEASE ENTER ORDER FOR:

_____ Inspection Stickers (25 per lot @ $1.00 ea.)

_____ Diesel Stickers (25 per lot @ $1.00 ea.)

_____ New Car Dealer Stickers

BELOW FOR OFFICIAL USE ONLY

ISSUING STATION _____ EMPLOYEES' INITIALS & NO. _____

RECEIVERS' NAME _____ DL. # _____

RECEIVERS' SIGNATURE _____ DATE: _____

CHECK # _____ CHECK AMOUNT _____ ASSIGNED REGION _____

STICKERS ISSUED:

White Copy—PIC REGIONAL CENTER Yellow Copy—Customer

BLC-35 (R10/02)

Example of an OBD II Vehicle Inspection Report

NJ INSPECTIONS

Vehicle Inspection Report

Please Review This Important Information

THIS IS AN OFFICIAL RECORD WHICH MUST BE PRESENTED IF THE VEHICLE IS TO BE REINSPECTED. IF LOST, A DUPLICATE RECORD MAY BE OBTAINED FROM ANY INSPECTION FACILITY OR "http://www.state.nj.us/mvc/Inspections/VIRReprint.html".

Your vehicle has PASSED both its SAFETY TEST and its EMISSIONS TEST. The results are summarized in this report. Questions? Visit NJINSPECTIONS.COM or call the Motorist Hotline at 1-888-NJMOTOR.

FACILITY INFO		VEHICLE INFO		CONTROL INFO	
NEWTON CIF		VIN:	1D4GP25E65B427451	Certificate:	CIF000043200918049336
90 MORAN AVE		Plate:	SAN66F NJ	Software Version:	
NEWTON, NJ 07860		Veh. Type:		Date:	06/29/2009
		Year:	2005	Time:	01:42:16 PM
Facility ID:	CIF000043	Make:	DODGE	Inspection Type:	INITIAL
Workstation ID:	CL002002	Model:	CARAVAN 2WD	Sticker#:	0820287
		Odometer:	83851		
		Fuel Type:	GASO		
		GVWR:	5400		

FINAL RESULT: PASS Overall Safety Results: PASS Overall Emissions Result: PASS Credentials: PASS

This test was performed in conformance with section 207(b) of the Federal Clean Air Act and the Inspection Expiration Date is 06/30/2011.

Primary Emission Test Performed: OBD - PASS

Secondary Emissions Test(s) Performed:

TEST	RESULT:
Gas Cap	PASS
Tampering	N/A
Visible Smoke	PASS
Liquid Leak	N/A
Indicator Light	PASS
Misc. Emissions	N/A

EXPLANATION:

Inspector: _____

Report Run: 01/11/2010 06:45:40 AM Page 1 of 1

YOUR VEHICLE HAS FAILED
THE EMISSION INSPECTION

This letter is designed to help New Jersey motorists obtain proper emission-related repairs. In accordance with the State's current inspection program regulations, a motorist whose vehicle fails the emission inspection is required to either: 1) have repairs performed at a ***New Jersey registered Emission Repair Facility (ERF)***, or 2) complete the repairs themselves. After the necessary repairs are made, the motorist has the choice of having the vehicle re-inspected at either a Centralized Inspection Facility (CIF) or a Private Inspection Facility (PIF).

- To locate an ERF near your home or place of business, motorists may check in their phone directory for local ERFs or search for a registered ERF by using the Clean Air website: **www.njinspection.com** (Select "Finding an Emission Repair Facility (ERF)" from the main menu, then select "Emission Repair Facilities").

Motorists returning to either a CIF or a PIF for re-inspection must have the following documents: 1) the Vehicle Inspection Report (VIR) for the failed emission inspection(s), 2) an Emission Repair Form completed by the ERF or the vehicle owner, and 3) the receipt(s) for any emission-related repairs or parts. Re-inspecting vehicles is prohibited unless the proper forms and receipts are presented.

If repairs are completed by you:

1) A receipt is not required if the repairs did not require the installation of additional parts.
2) The Emission Repair Form* must clearly state what was done to repair the vehicle.
3) Receipts and invoices are necessary if the vehicle owner wishes to receive a waiver.

If repairs are completed at an ERF:

1) The Emission Repair Form* must clearly indicate the correct ERF Identification Number.
2) The Emission Repair Form* must list all repairs, including any repair(s) suggested by the technician, but rejected by the vehicle owner.
3) All receipts and invoices are necessary.

If the vehicle's failure was not emission-related (i.e., broken headlight, cracked windshield, etc.), a motorist can have the vehicle repaired by any repair facility, or they can do it themselves. Receipts are not required for non emission-related items or gas cap failures.

Ask your dealer or repair shop if they are an **ERF BEFORE** you authorize them to work on your vehicle. Emission-related repairs performed by a dealer or repair shop that is **NOT** an **ERF** will **NOT** be accepted as valid repairs and the vehicle will **NOT** be reinspected.

Thank You!

Clean Air Program
New Jersey Motor Vehicle Commission

NJ INSPECTIONS

Vehicle Inspection Report

Please Review This Important Information

THIS IS AN OFFICIAL RECORD WHICH MUST BE PRESENTED IF THE VEHICLE IS TO BE REINSPECTED. IF LOST, A DUPLICATE RECORD MAY BE OBTAINED FROM ANY INSPECTION FACILITY OR "http://www.state.nj.us/mvc/Inspections/VIRReprint.html".

This Vehicle must pass inspections by 12/31/2009 at any facility, or it may be subjected to a fine(s) and/or registration suspension. RETAIN THIS DOCUMENT FOR USE ON REINSPECTION. Questions? Visit NJINSPECTIONS.COM or call the Motorist Hotline at 1-888-NJMOTOR.

FACILITY INFO		VEHICLE INFO		CONTROL INFO	
BSpa	VIN:	JN1CA31A4YT009235	Certificate:	PIF000682200927084117
Visionary Park	Plate:	T010 NJ	Software Version:	1.0
Malta, NY 12345	Veh. Type:		Date:	11/10/2009
518-000-1234	Year:	2000	Time:	11:35 AM
	Make:	NISSAN	Inspection Type:	FULL
Facility ID: PIF000682	Model:	MAXIMA	Sticker #:	
Workstation ID: SG012345	Odometer	200	Test Fee:	$ 20.00
	Fuel Type:	GASO		
	GVWR:	4333		

FINAL RESULT:FAIL Overall Safety Results:PASS Overall Emissions Result:FAIL Credentials:PASS

This test was performed in conformance with section 207(b) of the Federal Clean Air Act and the Inspection Expiration Date is 11/30/2009

Primary Emission Test Performed: OBD

OBD SYSTEM - DIAGNOSTIC RESULTS

				Overall OBD System Result	FAIL
Bulb Check	PASS	OBD Connector	MISSING	MIL Command Status	N/A
Check Engine Light On	PASS	OBD Communications	N/A	Overall Readiness Result	N/A

OBD SYSTEM - READINESS STATUS

Engine Misfire	N/A	Catalytic Converters	N/A	A/C Refrigerant	N/A
Fuel System	N/A	Heated Catalytic Converters	N/A	Oxygen Sensors	N/A
Comprehensive Component	N/A	Evaporative System	N/A	Oxygen Sensors - Heaters	N/A
		Secondary Air Injection	N/A	EGR systems	N/A

OBD SYSTEM - DIAGNOSTIC TROUBLE CODES PRESENT

Total # of codes Present: N/A Individual Codes Present: N/A

Secondary Emissions Test(s) Performed:

TEST	RESULT:
Gas Cap	PASS
Tampering	PASS
Visible Smoke	PASS
Liquid Leak	PASS
Indicator Light	PASS
Misc. Emissions	PASS

EXPLANATION

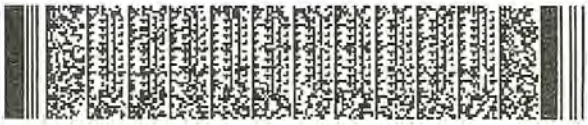
This vehicle has failed the emissions inspection due to a damaged, missing, obstructed or modified On-Board Diagnostic (OBD) system connector. To continue with the inspection process, the connector should be repaired and the vehicle reinspected.

Recall: Recall: NTB00-085a
Recall: Recall: NTB08-055
Recall: Recall: NTB08-033

VIN: JN1CA31A4YT009235 Plate: T010 NJ Year: 2000 Make: NISSAN Model: MAXIMA

Inspector: _____

MICHAEL A. SERVIDEO INL000013



Emissions Repair Data

VIN:JN1CA31A4YT009235 Plate:T010 NJ Year:2000 Make:NISSAN Model:MAXIMA

Date of Repair: _____

Repair Facility ID: _____

Repair Technician ID: _____

Repair Invoice Number: _____

Confirmation #: _____

Facility Stamp Here

*Please present to NJ Certified Emissions Repair Facility for completion

Examples of the New Jersey Digitized Driver License

Band Color Code

Red = Auto Driver License
Blue = Boat Operator License Only
Yellow = Provisional Auto License
Green = Commercial Driver License
Black = For Identification Only
Orange = Temp Auto Driver License

On or about December 15, 2003, the Motor Vehicle Commission began issuing digital driver licenses. All Motor Vehicle Agencies have received their digital image capture stations and have begun producing digital licenses. **All current photo and non-photo licenses will remain valid until their expiration date.** You may begin seeing digital licenses anytime after December 15, 2003.

If you have any questions, please contact your local regional office at:

- North – 973 631-6584
- Central – 732 869-8335
- South – 609 567-8873
- DEIC – 609-292-5330

INFORMATIONAL SUPPLEMENT

Inspection Standards and Criteria, for High-Rise Vehicles

If a vehicle being inspected is raised four (4) inches or more beyond the manufactured height, a lateral stability test is required. Stability tests can only be conducted at one of three, State of New Jersey Specialty Sites.

Asbury Park Specialty Site	-	732 869-8331
Morristown Specialty Site	-	973 631-6578
Winslow Specialty Site	-	609 567-0190

13:20-7.3 Inspection facilities

Licensed private inspection facilities shall not perform inspections on school buses, buses that are subject to inspection by the Commission's Commercial Bus Inspection and Investigation Unit or motor vehicles with elevated chassis height that are subject to inspection in accordance with 13:20-37.

State specialty inspection facilities shall perform inspections on motor vehicles with elevated chassis height that are subject to inspection in accordance with 13:20-37

N.J.A.C. 13:20-37.2 Elevation of original vehicle height of motor vehicle restricted; elevated vehicle approval certificate; special windshield decal; inspection.

No person shall operate on any highway of this State any motor vehicle registered in this State whose original height has been elevated by modifying the tire or rim size from the manufacturer's specifications or by elevating the chassis, suspension or body from the manufacturer's specifications by use of "shackle lift kits" for leaf springs or by use of lift kits for coil springs or by use of blocks or by any other means without an elevated vehicle approval certificate issued by the Motor Vehicle Commission, except that an elevation of the original vehicle height resulting exclusively from an increase in tire diameter that does not exceed four inches or, for motor vehicles which have been modified for snowplowing purposes, an elevation of the front suspension from the manufacturer's specifications that does not exceed two inches, shall not be subject to the requirements of this subchapter.

In order to receive an elevated vehicle approval certificate and a special windshield decal from the Chief Administrator, the owner or lessee of a motor vehicle whose original vehicle height has been increased by elevating the chassis, suspension, body, rims or tire size from the manufacturer's specifications shall comply with the requirements of this subchapter, and such elevated vehicle shall successfully pass inspection to verify that it complies with the requirements of this subchapter and does not possess any modifications or alterations that would affect the safe operation of the vehicle.

In order to receive an elevated vehicle approval certificate and a special windshield decal from the Chief Administrator, an inspection of the vehicle to determine compliance with this subchapter shall be conducted by the Motor Vehicle Commission. Such inspection shall occur within 30 days after the elevation of the vehicle or registration or renewal thereof, whichever occurs first. All inspections required by this subchapter shall be performed at a site or sites specifically authorized by the Chief Administrator to perform

the type of inspection and tests required by this subchapter. Any test or inspection conducted at any other location shall be null and void.

In addition to determining whether a vehicle complies with the specific requirements of this subchapter, an elevated vehicle shall fail inspection if any of the modifications affect the safe operation of the vehicle; are improperly installed; degrade the structural integrity of the vehicle or any of its components from original manufacturer's specifications likely to result in component failure; create the danger of leaks, cracks, or chafing of brake lines; cause brake lines to be of insufficient length, size, or durability; or cause any component that affects the safe operation of the vehicle to be less effective or more likely to fail in the performance of its designed function.
Vehicles subject to inspection pursuant to this subchapter shall comply with all other applicable safety and emissions inspection requirements imposed by law or regulation in addition to complying with the inspection requirements imposed by this subchapter.

N.J.A.C. 13:20-37.3 Requirements for elevated vehicle approval certificate

To be approved pursuant to this subchapter, a motor vehicle shall meet the following standards:

The suspension system shall consist of the basic elements originally provided by the manufacturer and be geometrically arranged in accordance with the manufacturer's specifications. No suspension system component shall be replaced unless the replacement component meets or exceeds the quality and performance standards established by the vehicle manufacturer. The vehicle shall have a suspension system that allows movement between the unsprung axles and wheels and the chassis body and shall be equipped with a shock-absorbing device at each wheel location. The suspension system shall be capable of providing a minimum relative motion of plus or minus two inches. When any corner of the vehicle is depressed and released, the damping device shall stop the vertical body motion within two cycles. **The use of spacer block between the front axle and the leaf springs is prohibited.**
Steering gear ratios and the number of turns necessary to rotate the steering wheel from the left stop position to the right stop position shall be in accordance with the original manufacturer's specification within a tolerance of one-half turn. The distance between the wheel stop and the front axle shall be the same on both sides. The number of turns of the steering wheel from a straight ahead front tire position to right stop shall be equal to the number of turns of the steering wheel from a straight ahead front tire position to left stop within a tolerance of one-twelfth turn on either side of the centerline. No modification of the motor vehicle shall obstruct or limit the turning radius of the motor vehicle.

Headlights shall be not less than 22 inches or more than 54 inches from the level surface upon which the vehicle stands to the center line of the lamp. Taillights shall be not less than 15 inches or more than 72 inches from the level surface upon which the vehicle stands to the center line of the lamp. All lighting shall meet the standards of the Society of Automotive Engineers and auxiliary off-road lights shall be equipped with opaque

covers which shall be used to completely block any light at all times when the vehicle is operated on public roads.

License plates shall not be less than 12 inches nor more than 48 inches from the ground.

Brake lines and hose shall conform to 49 C.F.R. 571.106 and shall be protected from excessive heat and vibration and be installed so as to prevent chafing and undue wear, stress, or unintentional disconnection during operation of the motor vehicle.

Where the vehicle was originally equipped by the manufacturer with bumpers, all bumpers shall be securely mounted, extend across the full width of the vehicle and be horizontal load-bearing bumpers attached to the vehicle frame to effectively transfer impact when engaged. Bumpers shall not have sharp edges or dangerous configurations. Bumpers shall be mounted to be no lower than 16 inches from the ground to the bottom of the bumper.

The maximum tire diameter for vehicles with a GVWR of 10,000 pounds or under shall be 38 inches or six inches more than the maximum tire diameter available as a standard or optional equipment from the original manufacturer, whichever is less. In determining compliance with this requirement, actual tire diameter shall be measured with the tires inflated to the manufacturer's specifications.

All tires on the same axle or on axles less than six feet apart shall be of the same tire size with respect to diameter and width. Each tire shall have a load carrying capacity specified by the tire manufacturer in excess of the intended maximum axle load divided by the number of tires on the axle. Each front tire shall measure a minimum of 60 percent of the tread width of the rear tires. Tires shall have a sufficient vertical and horizontal clearance so as not to rub on the chassis, body, suspension or other part of the vehicle while being operated. All tires shall be marked as approved for highway use as required by the United States Department of Transportation.

Fenders shall extend the full width of the tire tread and, in case the rear wheels are not covered by the fenders, body or other parts of the vehicle, the vehicle shall be equipped with suitable metal protectors or substantial flexible flaps so as to prevent the throwing of dirt, water or other debris on following vehicles. The metal protectors or flexible flaps shall be of a type or design and installed in a manner which complies with the Society of Automotive Engineer Standard J682, incorporated herein by reference.

Fuel tanks which have become exposed as a result of elevating the vehicle shall be protected against damage from collision by some means of easement. For vehicles equipped with a side-mounted fuel tank outside the vehicle frame, a protective bar shall be installed to protect the fuel tank from being ruptured in case of collision.

All moving parts or exhaust system components which have become exposed as a result of elevating the vehicle shall be shielded to prevent injury to persons making contact with these parts.

Any ballast material used for the purpose of adding weight to the vehicle shall be permanently attached to the vehicle structure. No liquid or loose ballast is permitted.

Release of the steering wheel while the vehicle is in a sharp turn at a speed of between five (5) to ten (10) miles per hour shall result in a distinct tendency for the vehicle to increase its turning radius.

The weight distribution between the two sides of an empty vehicle on level ground shall not exceed 45 percent/ 55 percent.

Spacers shall not be used to increase wheel track.

N.J.A.C. 13:20-37-6 Maximum lift

No motor vehicle shall be elevated by any means, including, but not limited to, elevation of the chassis, suspension, body, rims, or tire size, to create a lift with the vehicle unladen in excess of the following amounts based on the gross vehicle weight rating of the vehicle:

GVWR	Maximum Lift
4,500 pounds or under	7 inches above original vehicle height
4,501 to 7,500 pounds	9 inches above original vehicle height
7,501 to 10,000 pounds	11 inches above original vehicle height

In determining compliance with this section, the distance shall be measured from the lowest edge of the centerline of the operator's door with the door closed, or from the lowest point where the door would meet the body on vehicles without doors, or from the lowest point on the floor panel directly below the operator's position on vehicles designed without doors, to the level surface on which the unladen vehicle rests.

Any vehicle equipped with adjustable lifts, including, but not limited to, hydraulic or air adjustable lifts, shall comply with the requirements of this subchapter when tested and measured with the lift devices in both their lowest and highest height positions. Adjustable lifts shall be installed in such a manner to prevent height modifications or alterations while the vehicle is in motion.

13:20-37.7 Procedure for testing elevated vehicles

The track width of the front and rear axles shall be measured from the centers of the tread of the outermost tires on the same axle. The front track width shall be added to the rear track width and the sum shall be divided by two to give the average track width.

The side to side weight distribution shall be calculated with the vehicle empty on level ground. The distribution shall not exceed 45 percent/ 55 percent as asset forth in N.J.A.C 13:20-37.3(a) 14.

One side of the vehicle should be raised to a static relative angle of 15 degrees plus or minus ½ degree from horizontal.

The weight of the vehicle shall be measured on the unraised side.

The maximum permissible weight on the unraised side is 62.4 percent of the total vehicle weight multiplied by twice the unraised side's weight percentage as determined above.

13:20-37.8 Method of measurement

Compliance with any distance or height limitation contained in this subchapter shall be determined by measuring the vehicle in an unloaded condition on a level surface with the tires inflated to the manufacturer's specifications.

4 WD Elevated Vehicle Heights

GM Vehicle	Year	OEM Door Height in Inches
Geo Tracker	**89 to 91**	**20**
S-10 Mini Blazer 2 & 4 Dr	**83 to 91**	**17**
S-10 Mini PU Short Bed	**83 to 91**	**17**
S-10 Mini PU Long Bed	**83 to 91**	**17**
S_10 Mini PU Ext Cab	**83 to 91**	**17**
S-10 Mini PU Ext Cab ZR2	**2002**	**20 ½**
1500 PU	**91 to up**	**20**
Blazer Full Size	**71 to 91**	**21**
PU Full 6' Bed	**72 to 87**	**21**
PU Full 8' Bed	**73 to 87**	**22**
Suburban/Carry All	**73 to 91**	**22**
Suburban 1500	**97 to 02**	**18**
Suburban	**2000 to up**	**20**
Suburban 1500 4 Dr	**2002**	**18**
Suburban 2500	**2001 to up**	**21**
PU Full Size 6' Bed	**86 to up**	**20**
PU Full Size 8' Bed	**87 to up**	**20**
PU Full Size Ext Cab	**88 to up**	**20**
2500 PU 9200 GVRW	**91**	**21 ½**
2500 PU 9200 GVRW	**93 to 02**	**19 ½**
2500,3500 PU	**91 to up**	**22**
Trailblazer	**2003**	**16 ½**
Blazer S10 4 Dr	**2003**	**18**
1500 PU 2 Dr X Cab Z-71	**98**	**18**
2500 X Cab PU	**2002**	**20**
2500 HD PU	**2002**	**21 ½**

3500 PU Dually X Cab	**2002**	**21**
3500 PU Step X Cab	**2002**	**17 ½**
Avalance Z-71	**2002**	**18**
Tahoe	**92 to up**	**20**
Tahoe 4 Dr	**98**	**17 ½**
Tahoe 4 Dr	**2003**	**18 1/2**
Olds Bravada	**91**	**17**
Cadillac Escalade	**02 to up**	**19**
Hummer H2	**02 to up**	**23**
Diahatsu Vehicle	**Year**	**OEM Door Height in Inches**
Rocky 2 Dr	**90 to up**	**20**
4 WD Elevated Vehicle Heights		
Dodge Vehicle	**Year**	**OEM Door Height in Inches**
Raider	**87 to 89**	**20**
Power Ram 50 Mini PU	**83 to 88**	**20**
Power Ram 50 Mini Short Bed	**87 to 91**	**19**
Power Ram 50 Mini Long Bed	**87 to 91**	**19**
Dakota PU Short bed	**87 to 91**	**19**
Dakota PU Long Bed	**87 to 91**	**19**
Dakota PU	**97 to up**	**20**
Ramcharger	**74 to 93**	**21**
PU Full Size 6' Bed	**74 to 93**	**21**
PU Full Size 8' Bed	**74 to 93**	**22**
PU Full Size 8' Bed D250/350 HD	**74 to 93**	**24**
Ram PU 1500	**94 to 01**	**23**
Ram PU 1500	**02 to up**	**20**
Ram PU 2500/3500	**94 to 02**	**25**
Ram PU 2500/3500	**03 to up**	**23 ½**
PU Full Size Club Cab	**80 to 91**	**22**
Durango	**99**	**17**
Ford Vehicle	**Year**	**OEM Door Height in Inches**
Bronco II	**84 to 90**	**20**
Ranger Mini PU SH Bed	**83 to 91**	**20**
Ranger Mini PU LG Bed	**83 to 91**	**20**
Ranger Mini PU Ext Cab	**85 to 91**	**20**
Bronco Full Size	**78 to 79**	**21**
Bronco Full Size	**80 to 91**	**21**

Explorer 2 4 Dr	**91 to up**	**19**
Expedition	**99**	**18 ¼**
Excursion 4 Dr	**2000**	**18**
F150 PU Full Size 6' Bed	**78 to 96**	**21**
F150 PU Full Size 8' Bed	**78 to 96**	**21**
F150 PU Full Size Super Cab	**2001**	**18 ¼**
F150 PU Ext Cab	**97 to up**	**20**
F150	**96**	**22 ½**
F250 PU Full Size 8' Bed	**77 to 98**	**24**
F250 PU Full Size Super Cab	**78 to 98**	**24**
F350 PU Full Size 8' Bed	**79 to 98**	**24**
F350 PU Full Size Super Cab	**80 to 98**	**24**
F250/F350 Super Duty	**99 to up**	**22**
4 WD Elevated Vehicle Heights		
Jeep Vehicle	**Year**	**OEM Door Height in Inches**
CJ7	**76 to 86**	**26**
Wrangler	**87 to up**	**26**
Scrambler	**81 to 85**	**26**
Mid size Cherokee/Wagoneer	**84 to up**	**21**
Mid size Comm PU Short Bed	**86 to up**	**21**
Mid size Comm PU Long Bed	**86 to up**	**21**
Full size Cherokee/Wagoneer	**69 to 91**	**20**
Cherokee Sport	**97**	**18 ½**
Grand Cherokee 4 Dr	**95**	**18 ½**
Full Size PU Short Bed	**69 to 87**	**20**
Full Size PU Long Bed	**69 to 87**	**20**
Rubicon	**03 to up**	**27**
Unlimited	**04 to up**	**27**
International Vehicle	**Year**	**OEM Door Height in Inches**
Scout	**75 to 80**	**19**
Traveler	**75 to 80**	**19**
Terra PU	**75 to 80**	**19**
Isuzu Vehicle	**Year**	**OEM Door Height in Inches**
Trooper 2 Dr	**83 to 88**	**19**
Trooper 4 Dr	**83 to up**	**19**
Amigo 2 Dr	**91 to up**	**19**
Rodeo 4 Dr	**91 to up**	**19**

PU Short Bed	**83 to up**	**19**
PU Long Bed	**83 to up**	**19**
PU Extended Cab	**83 to up**	**19**
Mazda Vehicle	**Year**	**OEM Door Height in Inches**
Navajo	**91 to up**	**18**
B2500 Short Bed	**88 to up**	**18**
B2500 Long Bed	**88 to up**	**18**
Mitsubishi Vehicle	**Year**	**OEM Door Height in Inches**
Montero 2 Dr	**83 to 89**	**20**
4 WD Elevated Vehicle Heights		
Mitsubishi Vehicle	**Year**	**OEM Door Height in Inches**
Montero 4 Dr	**89 to 91**	**20**
PU Short Bed	**83 to up**	**19**
PU Long Bed	**83 to up**	**19**
Nissan/Datsun Vehicle	**Year**	**OEM Door Height in Inches**
PU Short Bed	**78 to up**	**21**
PU Long Bed & King Cab	**78 to up**	**21**
Pathfinder 2 & 4 Dr	**87 to up**	**21**
Hard Body Short Bed	**87 to up**	**21**
Hard Body Long Bed	**87 to up**	**21**
Toyota Vehicle	**Year**	**OEM Door Height in Inches**
Tacoma	**94 to up**	**22**
Landcruiser 2 Dr	**72 to up**	**20**
Landcruiser 4 Dr	**81 to up**	**20**
4 Runner	**84 to up**	**22**
PU Short Bed	**79 to up**	**22**
PU Long Bed	**79 to up**	**22**
PU Long Bed & Extra Cab	**85 to up**	**22**

INFORMATIONAL SUPPLEMENT

ENGINE SWITCHING FACT SHEET

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

ENGINE SWITCHING FACT SHEET

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

March 13, 1991

OFFICE OF AIR AND RADIATION

Pursuant to frequent requests for information received by the U.S. Environmental Protection Agency (EPA) regarding the legality and effects of engine switching, this document will summarize federal law and policy pertaining to this matter, and will discuss other related issues.

A. Federal Law

The federal tampering prohibition is contained in section 203(a) (3) of the Clean Air Act (Act), 42 U.S.C. 7522(a) (3). Section 203(a) (3) (A) of the Act prohibits any person from removing or rendering inoperative any emission control device or element of design installed on or in a motor vehicle or motor vehicle engine prior to its sale and delivery to an ultimate purchaser and prohibits any person from knowingly removing or rendering inoperative any such device or element of design after such sale and delivery, and the causing thereof. The maximum civil penalty for a violation of this section by a manufacturer or dealer is $25,000; for any other person, $2,500. Section 203(a)(3)(B) of the Act prohibits any person from manufacturing or selling, or offering to sell, or installing, any part or component intended for use with, or as part of, any motor vehicle or motor vehicle engine where a principal effect of the part or component is to bypass, defeat, or render inoperative any device or element of design installed on or in a motor vehicle or motor vehicle engine, and where the person knows or should know that such part or component is being offered for sale or is being installed for such use. The maximum civil penalty for a violation of this section is $2,500.

EPA received many questions regarding the application of this law to a situation where one engine is removed from a vehicle and another engine is installed in its place. EPA's policy regarding "engine switching" is covered under the provisions of Mobile Source Enforcement Memorandum No. lA (Attachment 1). This policy states that EPA will not consider any modification to a "certified configuration" to be a violation of federal law if there is a reasonable basis for knowing that emissions are not adversely affected. In many cases, proper emission testing according to the Federal Test Procedure would be necessary to make this determination.

A "certified configuration" is an engine or engine chassis design which has been "certified" (approved) by EPA prior to the production of vehicles with that design. Generally, the manufacturer submits an application for certification of the designs of each engine or vehicle it proposes to manufacture prior to production. The application includes design requirements for all emission related parts, engine calibrations, and other design

parameters for each different type of engine (in heavy-duty vehicles), or engine chassis combination (in light-duty vehicles). EPA then "certifies" each acceptable design for use, in vehicles of the upcoming model year.

For light-duty vehicles, installation of a light-duty engine into a different light-duty vehicle by any person would be considered tampering unless the resulting vehicle is identical (with regard to all emission related parts, engine design parameters, and engine calibrations) to a certified configuration of the same or newer model year as the vehicle chassis, or if there is a reasonable basis for knowing that emissions are not adversely affected as described in Memo 1A. The appropriate source for technical information regarding the certified configuration of a vehicle of a particular model year is the vehicle manufacturer.

For heavy-duty vehicles, the resulting vehicle must contain a heavy-duty engine which is identical to a certified configuration of a heavy-duty engine of the same model year or newer as the year of the installed engine. Under no circumstances, however, may a heavy-duty engine ever be installed in a light-duty vehicle.

The most common engine replacement involves replacing a gasoline engine in a light-duty vehicle with another gasoline engine. Another type of engine switching which commonly occurs, however, involves diesel powered vehicles where the diesel engine is removed and replaced with a gasoline engine.

Applying the above policy, such a replacement is legal only if the resulting engine-chassis configuration is equivalent to a certified configuration of the same model year or newer as the chassis. If the vehicle chassis in question has been certified with gasoline, as well as diesel engines (as is common), such a conversion could be done legally.

Another situation recently brought to EPA's attention involves the offering for sale of used foreign-built engines. These engines are often not covered by a certified configuration for any vehicle sold in this country. In such a case, there is no way to install such an engine legally. EPA has recently brought enforcement actions against certain parties who have violated the tampering prohibition by performing illegal engine switches.

It should be noted that while EPA's policy allows engine switches as long as the resulting vehicle matches exactly to any certified configuration of the same or newer model year as the chassis, there are some substantial practical limitations to performing such a replacement. Vehicle chassis and engine designs of one vehicle manufacturer are very distinct from those of another, such that it is generally not possible to put an engine into a chassis of a different manufacturer and have it match up to a certified configuration. Therefore, practical considerations will generally limit engine switches to installation of another engine which was certified to be used in that same make and model (or a "twin" of that make and model, e.g., Pontiac Grand Am and Oldsmobile Calais). In addition, converting a vehicle into a different certified configuration is likely to be very difficult, and the cost may prove prohibitive.

B. State Laws

Many states also have statutes or regulations prohibiting tampering in general. Most of these laws specifically prohibit tampering by individuals. A few specifically prohibit engine switching, using provisions similar to those stated in EPA's policy. To determine the state law in any given state, the state's Attorney General's office should be contacted. In addition, many states have state or local anti-tampering inspection programs which require a periodic inspection of vehicles in that area, to determine the integrity of emission control systems. Many programs have established policies for vehicles which have been engine switched. While EPA does not require these programs to fail engine switched vehicles which are not in compliance with federal policy, the Agency does strongly recommend that these programs set their requirements so as to be consistent with the federal law. State or local programs which pass illegally engine switched vehicles may mislead federally regulated parties into believing that engine switching is allowed by federal law.

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