

RHODE ISLAND

OFFICIAL MANUAL FOR VEHICLE INSPECTION

DEPARTMENT OF REVENUE
DIVISION OF MOTOR VEHICLES
SAFETY AND EMISSION CONTROL

OFFICIAL MANUAL FOR VEHICLE INSPECTION

F O R E W O R D

In accepting your official appointment as a licensed inspection station, you represent the authority of the State of Rhode Island and accept the responsibility from the State Government to properly inspect all vehicles submitted for inspection and to serve the citizens efficiently. This will be the standard used by the State officials in supervising your conduct as an official inspection station. Any official inspection station which fails to maintain this standard in dealing with the public cannot be allowed to have official approval as an inspection station.

The procedures as outlined herein should be carefully reviewed and studied by your entire organization. If the inspection program is to be effective, you must be thoroughly familiar with and follow all the provisions as outlined.

You must realize, as well as we do, that there is no highway safety without a safe vehicle. We solicit your support in this program.

**JOHN DITOMASSO, ASSISTANT ADMINISTRATOR
DIVISION OF MOTOR VEHICLES**

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I N T R O D U C T I O N

In the State of Rhode Island, motor vehicle inspections are conducted in privately owned businesses that are licensed by the Department of Revenue to inspect vehicles but the inspection of vehicles that are submitted for official inspection is not private business. The Law in the State of Rhode Island requires that the Director of the Department make the necessary rules and regulations to administer and enforce the inspection laws.

Inspection requirements are not intended to be used as a weapon against the vehicle owner. The regulations are designed to prevent continued use of defective emissions and safety equipment so that at least one time during the required inspection cycle a vehicle is inspected by qualified personnel to ascertain that the vehicle is properly equipped for continued use.

With this requirement in mind, the authors have assembled specifications and standards from the American Association of Motor Vehicle Administrators, The Automobile Manufacturers Association, The National Highway Traffic Safety Administration, the Environmental Protection Agency, the Society of Automotive Engineers, The United States of America Standards Institute, The Vehicle Equipment Safety Commission, The Rubber Manufacturer's Associations, and the current laws of the State of Rhode Island along with various testing equipment manufacturers and other organizations.

The technical information received was amended and tailored so as to supplement and not contradict the various equipment laws in the State of Rhode Island.

MARIO J. FARIA, CHIEF

LOUIS A. LONGO, CHIEF

MOTOR VEHICLE SAFETY AND EMISSION CONTROL DIVISION

**STATE OF RHODE ISLAND
MOTOR VEHICLE SAFETY AND EMISSION CONTROL
DIVISION**

VEHICLE INSPECTION REGULATIONS

In accordance with Title 31, Chapter 38, of the Motor Vehicle Code Act, the rules, regulations and standards for the inspection of vehicles and related equipment as set forth in this manual have been established by the State of Rhode Island for the administration and enforcement of the inspection laws of the State of Rhode Island.

The Director of the Department of Revenue has designated that every vehicle subject to inspection shall display upon such vehicle, or produce upon demand, the certificate of inspection and approval issued to such vehicle until the inspection and approval certificate expires.

The Director of the Department of Revenue has designated that every vehicle required to be inspected shall be inspected for emission and/or safety items according to the following:

All motor vehicles, except motorcycles, registered with a gross weight of eight-thousand five hundred (8,500) pounds or less shall be inspected for emissions and safety items biennially or according to a schedule that may be required by the State.

All motor vehicles registered with a gross weight of more than eight thousand five hundred (8,500) pounds shall be inspected for safety items annually.

All motorcycles shall be inspected for safety items before the end of June of each year.

All trailers, except trailers and semi-trailers used to transport horses or other livestock, registered with a gross weight of more than 1,000 pounds shall be inspected for safety items before the end of June of each year.

Every new vehicle, except public conveyance vehicles, and school buses, shall be inspected and approved before it is twenty-four (24) months old from the first purchase date (statement of origin) or before the vehicle accumulates twenty four (24) thousand miles, whichever occurs first.

VEHICLE INSPECTION REGULATIONS (CONT.)

Every used vehicle, except public conveyance vehicles and school buses without a valid Rhode Island inspection approval shall be inspected and approved within 5 (five) Division of Motor Vehicles business days from the date of registering in Rhode Island.

Public conveyance vehicles including but not limited to school buses, taxis, jitneys, child care and other public service vehicles shall be inspected according to all the rules and regulations established by the FEDERAL AND STATE LAWS also in accordance with the manufacturer's recommendations for inspection. Reject any vehicle for a safety and/or emission item that is found to be worn, missing, broken or defective in any manner that exceeds the manufacturer's tolerance for replacement. (EFFECTIVE JANUARY 1, 2003) All 1996 and newer vehicles will be tested for OBD II.

(EFFECTIVE MARCH 3, 2005) All Diesel vehicles registered with a gross vehicle weight of less than 8,500 lbs. will tested at Diesel Approved Inspection Stations

(EFFECTIVE JANUARY 1, 2000) All Rhode Island registered vehicles located on BLOCK ISLAND and registered with a Block Island address will be subject to a safety inspection and a two-speed idle emission inspection in accordance with a schedule as directed by the Department.

(EFFECTIVE JANUARY 1, 1985) All vehicles registered as farm vehicles under Section 31-3-31, except farm tractors, shall be subject to the provisions of Chapter 31-38 of the General Laws entitled "Inspection of Motor Vehicles."

(EFFECTIVE JUNE 21, 1995) All motorized bicycles and/or motorized tricycles, that are required to be inspected, shall be inspected at motorcycle inspection stations for safety items before the end of June of each year.

(EFFECTIVE MARCH 1, 1997) All trailers and semi-trailers used to transport horses or other livestock, irrespective of the registered gross weight, shall be inspected for vehicle safety items and other safety requirements needed for the safe transportation of horses and other livestock before the end of June of each year.

VEHICLE INSPECTION REGULATIONS (CONT.)

The Director of the Department of Revenue or his designee may extend the time within which a certificate of inspection and approval shall be obtained.

The Director of the Department of Revenue or his designee may extend the thirty (30) day repair period.

The Director of the Department of Revenue or his designee may authorize any inspection station to issue a certificate of inspection and approval to any vehicle after concluding that a reasonable effort to meet the emission standards has been made.

The Director of the Department of Revenue or his designee may suspend the registration of any school bus or public conveyance type vehicle from transporting passengers which he determines is in such unsafe condition to transport passengers or which does not meet the requirements established for such school or public conveyance type vehicles or for failure to deliver said vehicle for inspection provided, however, that any vehicle which has been transporting passengers in violation of such suspension, then such registration shall be immediately suspended by the Division of Motor Vehicles.

The Director of the Department of Revenue or his designee may conduct or cause to be conducted covert audits as may be necessary to observe the stations activities. Vehicles may be adjusted with defective safety and emissions control items so as to check the station's inspection practices.

No inspection permit shall be assigned, transferred or used at any location other than therein designated. No more than one permit shall be assigned to a location.

Stations may provide a reduced inspection fee providing that the reduction is not incorporated with any other sale condition or promotion.

EMISSION INSPECTION STANDARDS

The current law provides that the State shall cause inspections to be made and certificates obtained with respect to the emission of fumes.

Inspection standards with respect to emission of fumes will be upgraded from time to time based on experience and needs as determined by the E.P.A. and the State.

The current regulations and standards have been filed by the DEPARTMENT OF ENVIRONMENTAL MANAGEMENT (D.E.M.) AS AIR POLLUTION CONTROL REGULATION No. 34.

Undercover audits will be conducted as may be necessary to observe the station's activities. The Division may adjust vehicles to create defects for both safety and emission items.

Stations that are observed violating the inspection regulations will be subject to a civil or administrative penalty of not more than one thousand dollars (\$1,000) or by imprisonment of not more than thirty (30) days or both such fine and imprisonment.

Each section of this manual and each part of each section is declared to be an independent section and the holding of any section or sections or parts thereof to be void, ineffective, or unconstitutional for any cause shall not be deemed to affect any other part thereof.

FEDERAL DETERMINATION

The current Rhode Island vehicle inspection program has been reviewed by the Federal Highway Administration and they have determined that the Rhode Island Inspection Program is comparable to or as effective as the standards outlined in Part 396 of the Federal Motor Carrier Safety Regulations.

In brief, this determination allows a valid Rhode Island inspection approval sticker to be acceptable proof of inspection for those commercial motor vehicles required to be inspected by the Federal Highway Administration's Periodic Inspection requirements effective as of JULY 1, 1990.

1.1 INSTRUCTIONS

It is important that every owner of an official inspection station properly instruct all employees in accordance with the instructions set forth in this manual. Each owner and/or responsible agent is expected to supervise the activities of all the persons who are authorized to conduct inspections and from time to time should review the inspection requirements with the station personnel. The Motor Vehicle Inspection Office must be informed of the name, address, and certification numbers of inspectors appointed. Stations must notify the Inspection Office in writing of any changes in the inspectors or authorized agent appointed.

Any questions that should arise concerning inspection of motor vehicles should be referred to the Inspection Office for proper clarification.

1.1.1 RESPONSIBILITY OF STATION OWNER OR RESPONSIBLE AGENT.

In Rhode Island, stations are appointed by the Department upon satisfactory evidence that all requirements have been met.

The appointments are for a one-year period.

Each station must volunteer its services, equipment and facilities to the State for the purpose of vehicle inspections.

In accepting your appointment as an official inspection station, you will be responsible for all inspection approvals issued at the station.

Approved stations will be classified according to the size and type of vehicles to be inspected and are required to maintain inspection tools of capable size and type to inspect all the vehicles designated according to the approved station class.

Approved stations must have a certified inspector identified on the application that is authorized to inspect the type of vehicles that the station has been approved to inspect. The Station must report any additional inspectors immediately to the Inspection Office and to the State Selected Contractor.

1.2 NEW APPOINTMENTS

Applications for new appointments shall be submitted on the required forms to the Motor Vehicle Inspection Office. Applications may be obtained upon request and

must be filled out completely so that the State inspectors can check the information and required equipment.

Applications for emission inspection stations must also be submitted to the State Selected Contractor for those stations that are applying for approval as an Emissions Inspection Station. It is expected that the new station will allow at least thirty (30) days for the Motor Vehicle Inspection Office and the Emissions Contractor time to complete their investigations.

1.2.1 CHANGE OF LOCATION, OWNERSHIP OR TRADE NAME

The owner of an official inspection station contemplating a change of location or ownership must notify the Motor Vehicle Safety and Emission Control Division and any applicable state selected contractor before such change is made.

Upon every change of ownership or change of location, a new application must be submitted to the Motor Vehicle Safety and Emission Control Division and any applicable state selected contractor explaining such change of location and/or ownership within 30 days before such change, so as to afford time to investigate the new application, and/or inspect the new facilities. In order to eliminate any period of non-operation, it is imperative that you allow the agencies at least 30 days advance notice.

Upon the effective date of any such change of ownership or location, all your inspection privileges will cease at the former location and you will not be allowed to inspect vehicles at the new location, or as a new owner until you are properly licensed by the Department.

If you change the name of the station only, without any change of location, partners, ownership or corporation, you will be required to notify the Motor Vehicle Safety and Emission Control Division and any applicable state selected contractor in writing of the new, correct name and its effective date. There will be no additional charge or new license required for the change of name only. As an example, if you are operating under one particular oil company's name and then change to a subsequent oil company's name, this is a change of name only and does not require a new license.

1.3 INSPECTION FEES

Reference: 31-38-7

The inspection fees are fixed by law and any violation or overcharging for inspections beyond what the law provides, will be cause for suspension of the station's inspection privileges.

Current inspection fees have been established by law and are as follows:

2-year emission and safety inspections for vehicles less than 8,500 lbs. including diesel vehicles	\$ 39.00
1 year safety inspection for vehicles over 8,500 lbs.	\$ 15.00
1 year motorcycle safety inspection	\$ 11.00
1 year trailer over 1,000 lbs. safety inspection	\$ 11.00
1 year livestock trailer safety inspection	\$ 11.00
1 year electric vehicles safety inspection	\$ 11.00

The law provides the fee charged shall be for the inspection and the issuance of the sticker. If you collect the inspection fee during a part of the initial inspection and reject the vehicle, you are expected to issue the sticker without additional charge when the vehicle is repaired and returned to your inspection station for approval within 30 calendar days.

The vehicle rejected is entitled to one free re-inspection at the same station as part of the initial inspection within the 30 calendar day re-inspection period. If the rejected vehicle is not returned for re-inspection within the 30 calendar days, the inspection is considered complete. If the rejected vehicle is returned after 30 calendar days, you must treat it as a new inspection, perform a complete inspection, and are authorized to collect a full fee.

1.3.1 INSPECTION PERIOD

Reference: 31-38-4

The Director of the Department of Revenue has designated that every vehicle subject to inspection shall display upon such vehicle; or produce upon demand; the certificate of inspection and approval issued to such vehicle until the inspection and approval certificate expires.

The certificate of approval (sticker) issued during any inspection period will be invalid when any of the following events occur:

When the approval sticker issued to the vehicle has expired.

When the vehicle is considered as “unsafe” for highway use and the sticker seized by any authorized agent.

When the Director of the Division of Motor Vehicles designates a new inspection period.

1.3.2 INSPECTION HOURS

Every station shall declare reasonable inspection hours that must be acceptable to the Motor Vehicle Safety & Emission Control Division, during which hours that station must provide at least one (1) employed certified inspector who is qualified to operate all testing equipment to serve the inspection needs of the general public.

1.4 DUTIES OF EMPLOYEES AUTHORIZED TO PERFORM INSPECTIONS

It is the duty of the State Certified employee of an official inspection station to always properly and thoroughly conduct the official inspection of vehicles presented for that purpose. It is a grave responsibility and should not be taken lightly.

In affixing a sticker to an approved vehicle, the State certified employee is placing a “Certificate of Approval” on the vehicle, indicating that the vehicle has met all applicable inspection standards.

1.4.1 QUALIFICATIONS OF INSPECTOR

In order to qualify as a state certified inspector, a person must be at least eighteen (18) years of age with a valid driver’s license who has successfully completed a satisfactory training course in auto safety and emission inspection that has been approved by the Division of Motor Vehicles.

The person must be able to demonstrate to State authorized personnel that he/she is capable of operating and calibrating all required testing equipment.

The person may be required to pass a “HANDS-ON” or written test approved by the Division of Motor Vehicles.

1.5 INSPECTION PROCEDURES

Start all inspections by confirming the VIN with the vehicle registration.

Conduct a walk-around visual inspection of the vehicle that requires an emission inspection and identify any item that may impede the testing of the vehicle on a dynamometer.

The inspection stations' authorized inspector may refuse to conduct the inspection of any vehicle subject to the Rhode Island Inspection Program if the vehicle is determined to be in an unsafe condition so as to be a hazard to the inspection personnel. The vehicle is to be refused further inspection until the condition is corrected. If the vehicle is not a hazard, a full and complete inspection should be conducted. The station shall issue a report indicating why the vehicle was refused.

Enter the vehicle and continue to inspect the vehicle from the driver's position and turn on the vehicle ignition to be able to check the **CHECK ENGINE LIGHT, ABS AND BRAKE SYSTEM FAILURE INDICATOR LAMP**. Drive the vehicle backward and forward checking the service brake pedal while you drive the vehicle to the bay or lane checking the designated interior items of the vehicle.

With the vehicle raised, visually check **both front wheels** of the vehicle for leaks and defective parts. It will not be required to remove the front wheels of any vehicle, regardless of its size or weight, if the brake friction material can be examined and a reasonable judgment can be made as to its thickness. If there is any doubt as to the thickness of the brake friction material or the safety condition of the wheel(s), then the wheel must be pulled to make a complete examination of the brake and wheel components. While the vehicle is still raised check the front end and undercarriage items of the vehicle.

While the vehicle is in the inspection bay check the headlamps of the vehicle. You will not be required to check the exact aim of the headlamps but you will be expected to reject the headlamp aim if the aim is noticeably off center. With the assistance of some well placed mirrors (or assistant) check the other designated lights.

1.5 INSPECTION PROCEDURES (CONT.)

While you are checking the various inspection items, make written or mental notes of the defects found so you will not forget the items rejected. If you are not sure of a certain defect, check the Inspection Manual. The designated inspection items are listed in the index for easy reference. However, there are some vehicles that cannot be inspected in the usual manner, therefore, when inspecting these vehicles, you are authorized to follow the manufacturer's recommended inspection procedures and to reject any designated safety and/or emissions item that exceeds the manufacturer's tolerance for replacement.

After all items are checked, you must issue either an inspection approval sticker or file a rejection report according to the following:

When the vehicle DOES NOT PASS the inspection:

1. Do not remove the old sticker.
2. Advise customer of all the defects.
3. Make proper and complete entries on the rejection report.
4. Advise customer that approval sticker will be issued after the defects have been corrected and approved.
5. Submit all rejection reports within 30 calendar days to the Motor Vehicle Safety and Emission Control Division.
6. Give customer the rejection report for future compliance.

When the vehicle DOES PASS inspection:

1. Remove old inspection sticker.
2. Make proper and complete entries on all applicable reports.
3. Affix the new sticker properly to the vehicle.

1.5.1 ALTERNATE INSPECTION APPROVAL PROCEDURE

On occasion, vehicles for which the registration may have been suspended, cancelled, or denied may need to be inspected for safety. In order to issue a valid registration, proof is needed that the vehicle under consideration is safe for highway use.

The State will accept an "ALTERNATE INSPECTION APPROVAL REPORT" properly signed and stamped by a certified inspector of an official inspection station after the vehicle has been examined WITHIN THE CONFINES OF THE GARAGE PROPERTY and found to be safe to be operated on the public highways.

1.5.1 ALTERNATE INSPECTION APPROVAL PROCEDURE (CONT.)

The Motor Vehicle Safety and Emission Control Division will upon request make available the “ALTERNATE INSPECTION APPROVAL REPORT”, on an as needed basis to the customer to be presented to the inspection station for proper compliance.

1.6 STATION REPORTS

All station reports that are required of the official stations must be upon forms approved by the Department of Motor Vehicles. Be sure to follow all the instructions and requirements on the various forms. All inspection stickers, licenses, inspection reports and other records pertaining to motor vehicle inspections, that are not required to be turned in to the Motor Vehicle Safety and Emission Control Division, are subject to be reviewed and must be maintained in a reasonable order at your official inspection station for at least two (2) complete years prior to the current year.

Be sure to complete all inspection reports as to the required information that was corrected. These inspection reports must be filled out accurately as to name, address and date of inspection and must be signed by the certified inspector that inspected the vehicle. It is required that stickers be issued in numerical order starting with the lowest sticker number assigned to your station, or which has been issued under the direction of a state selected contractor. Any and all such records and/or stickers may be seized by any police officer or agent of the Division of Motor Vehicles.

Any station may be ‘called-in’ by the Inspection Office to answer complaints and/or for an audit of the inspection records and reports. Improper inspection records or reports could cause the suspension of the inspection permit.

1.7 REJECTION REPORTS

The Rejection reports must be used for each vehicle which does not pass inspection. This includes the emission inspection as well as safety inspection. If the vehicle fails, you are required to make out the rejection report and show the required exhaust emission numbers which were obtained along with any other safety defects.

1.7 REJECTION REPORTS (CONT.)

Rejection reports are an official part of the inspection program. All rejection reports must be completely filled out. Be sure to accurately measure all required inspection items that are worn to a point of rejection and record the measurement on the rejection report. Give one copy to the customer and send the other copy within thirty (30) days to the Inspection Division.

If the rejected vehicle is returned for re-inspection within the thirty-day (30) period, check the repaired items and mark the rejection report accordingly. The rejected vehicle is entitled to a free re-inspection as part of the approval within each 30 calendar day re-inspection period.

If an additional defect, or same defect, is found while re-checking the vehicle, do not approve the rejection report until the additional defect is also corrected.

When a second re-check is requested and is conducted within the 30 days and a fee is collected, be sure to conduct a complete inspection. After the 30 day re-inspection period, you must inspect the entire vehicle as a new inspection.

THE 30 DAYS ALLOWED ON THE REJECTION REPORT IS NOT TO BE CONSIDERED AS AN EXTENSION OF TIME TO HAVE THE VEHICLE INSPECTED.

If a motorist reports to an inspection station with a rejection report issued by a station with a similar class as yours, you must inspect the vehicle for repair of the particular equipment that is marked as defective and continue to inspect the complete vehicle. If the vehicle is over 8500 pounds and is approved, fill out the reverse side of the rejection report completely, using your station stamp and be sure to sign and date this notice. If an additional defect is found on the vehicle, do not approve the vehicle until the defect is corrected. You should issue another rejection notice in conjunction with your complete inspection as if the vehicle were being inspected for the first time.

If the vehicle is 8500 pounds or less, you must conduct a complete inspection and follow the contractors' procedures for the electronic approvals. Employees of the Department appointed by the Director, or his designee may approve or reject any vehicle or any part of any vehicle previously inspected after concluding that such approval or rejection is inconsistent with the Inspection Laws.

1.8.1 SUSPENSION OR REVOCATION OF OFFICIAL INSPECTION PERMIT.

References: 31-38-6, 31-38-8, 31-38-9, 31-38-10, 31-38-11

The Director of the Department of Revenue or his designee shall properly supervise and cause inspections to be made of such stations and shall suspend or revoke and require the surrender of the permit issued to a station which he finds is not properly equipped or has violated any of the conditions of his permit of inspection, or for any act which is in violation of any Federal, State, City or Town Law, rule regulation or ordinance.

Employees of the Department, appointed by the Director or his designee, may immediately suspend the inspection privileges of any station upon concluding that the emission analyzer or any other emission or safety testing equipment is not working properly or is missing from the inspection station or the station is not staffed with a State Certified inspector.

The Director may deny an application for a permit or suspend or revoke a permit after it has been granted for any of the following reasons:

1. On proof of unfitness of applicant to do business as a motor vehicle inspection station;
2. For any misstatement by applicant in application for permit;
3. For any failure to comply with the provisions of this section or with any rule or regulation promulgated by the Director;
4. For defrauding any customer;
5. For dismantling any vehicle for repair without the authorization of the owner thereof;
6. For refusal to surrender any vehicle to the owner thereof upon tender of payment of the proper charges for towing and/or work done on said vehicle;
7. For having indulged in any unconscionable practice relating to said business as a motor vehicle inspection station;
8. For willful failure to perform work as contracted for;
9. For failure to comply with the safety standards of the industry;
10. For failure to properly equip and/or conduct said inspection station;
11. For failure to pay the required fees as provided in this chapter;
12. For providing an inspection sticker to a vehicle in violation of the sun screening law.

All suspended, revoked or cancelled permits must be immediately surrendered to the Department of Revenue along with any and all inspection stickers and inspection reports that were issued to this station.

Any police officer or agent of the Department may seize any inspection license, permit, stickers, sticker records and/or any other such inspection records at any time after such station has been notified in writing that their inspection permit has been revoked, cancelled or suspended.

Any person violating any of the provisions of Sections 31-38-1 to 31-38-10 of this chapter, (both inclusive) or the rules and regulations established by the Director as herein provided shall upon conviction be punished by a fine of \$1,000 or imprisonment of not more than thirty (30) days or by both such fine and imprisonment. The Director may revoke the permit of any authorized inspection station which is convicted more than once for such violations.

1.8.2 SUSPENSION OF CERTIFICATION OF INDIVIDUAL INSPECTOR

No person other than a State-certified employee of an inspection station shall issue a certificate of inspection and approval.

The State certified inspector of an inspection station will be held responsible for his actions as an individual. As such, the State certification will be subject to all rules and regulations for vehicle inspections and may be suspended or revoked for improper conduct, attitude, or for any act which is in violation of any Federal, State, City or Town Law, rule, regulation or ordinance.

1.8.3 SUSPENSION OF NON-RESIDENT REGISTRATION RIGHT TO HAVE OPERATED.

Reference: 31-7-5

The Director of the Department of Revenue or his designee may suspend the non-resident right(s) to have operated in the State, any vehicle found in violation of any applicable inspection law, rule or regulation.

1.9 NOTICE AND DEMAND (Defective Equipment Tag)

Reference: 31-38-3 & 31-38-4

“Notice and Demand” is the regulation established by the Department to enforce and control the violations that have been reported as not complying with the Inspection Laws or regulations. These “Notice and Demand” cards may be issued by any proper officer who is empowered with the power of arrest, the Assistant Director of Motor Vehicles, Administrator of Motor Vehicles or any Investigator, Examiner or Inspector appointed by the Administrator of Motor Vehicles.

When a motorist reports to an inspection station with a notice and demand, you must check the vehicle for repair of the particular equipment that is marked as defective. If the vehicle is approved, fill out the reverse side of the notice and demand card completely, using your station stamp and be sure to sign and date this notice.

If a defect is found on the vehicle that is not marked on the notice and demand card, DO NOT approve the vehicle until the defect is corrected. If an inspection sticker is required, inspect the vehicle completely and issue a new sticker; be sure to write the sticker number on the notice and demand.

RETURN the notice to the customer and advise him/her that this notice must be returned to the Motor Vehicle Safety and Emission Control Division. Failure to have the notice returned within five (5) days to the Division could cause the owner’s registration to be suspended.

1.10 INSPECTION REFUSAL

No inspection station shall refuse to inspect a vehicle that is presented for inspection during its normal inspection hours.

It is permissible that stations may set up inspections by appointments providing they maintain a list in the form of inspection appointments showing the dates and times for the particular appointments.

If an inspection station is unable to properly inspect a foreign vehicle or certain large commercial type vehicles due to specialized equipment being needed, he may refuse this type of inspection and refer the owner to a more qualified station.

1.10 INSPECTION REFUSAL (CONT.)

However, this consideration is not to be construed as a means to refuse certain vehicles and not others. If a complaint is investigated and it is disclosed that inspections were conducted on certain foreign vehicles and others were refused, the station will be subject to suspension or revocation.

If the station cannot provide an official inspection due to sickness or absenteeism of the authorized inspector(s) during his normal inspection hours, he must make an agreeable appointment with the customer to provide for an official inspection within the next twenty-four (24) normal inspection hours of the station. This agreement is not to be construed as an extension of time to have the vehicle inspected.

1.10.1 INSPECTION APPROVAL STICKER SYSTEM

All vehicles under 8,500 pounds will be issued approval stickers which will be supplied by a computer generated printer for a two (2) year period.

Vehicles that are required to be safety inspected only will be issued the basic yearly approval sticker that will be purchased by the appropriate inspection station from the Inspection Office. The approval stickers must be issued in numerical order. The necessary monthly inserts will be provided at no cost to the station.

These monthly inserts are designed to be applied to the basic yearly sticker and must be issued in accordance with the month in which the vehicle is being inspected and approved.

When a vehicle has been approved and the sticker information has been properly recorded, you should proceed as follows:

1. Remove the sticker from the computer-controlled printer and affix it to the vehicle as directed.

OR:

2. Remove the protective covering and carefully remove one monthly insert number (1-12) one at a time as needed and place it in the space provided on the basic sticker in a manner so that the insert number does not appear backwards, when it is applied to the vehicle.

1.11 INSPECTION STICKERS

Reference: 31-38-4

A certificate of approval (inspection sticker) is to be issued only after a vehicle has passed every part of the inspection as required. Complete the required information on the inspection report and sticker with a ball-point pen for vehicles over 8,500 lbs. or as may be printed by a computer for vehicles under 8,500 lbs.

PLACE THE NEW STICKER ON THE INSIDE LOWER RIGHT HAND CORNER OF THE WINDSHIELD AS VIEWED WHEN SITTING IN THE VEHICLE IN THE DRIVER'S POSITION SO AS NOT TO OBSTRUCT THE OPERATOR'S VISION. (See exceptions)

On motorcycles, affix the motorcycle sticker on the rear fender so as to be visible from the rear of the vehicle.

On trailers and semi-trailers (including livestock trailers and semi-trailers) the sticker should be affixed to a permanent part of the rear side of the trailer near the right side so as to be visible from the rear of the vehicle.

Report all cases of missing or stolen stickers or sticker stock material in writing to the Motor Vehicle Safety and Emission Control Office, the State contractor (if applicable) and local police as soon as possible.

The inspection sticker is not transferable to another vehicle and; therefore, is void when it is removed from a windshield and placed on or used as proof of inspection for a different vehicle. The current inspection stickers are self-voiding, and the letters "V O I D" will appear on the face of the sticker if it is removed from a windshield. The letters "V O I D" do not invalidate the sticker if the sticker is being displayed on or produced for the same vehicle for which it was issued.

Loaning, borrowing or selling stickers or failure to have a supply of stickers on hand at the station at all times shall be cause for suspension of the inspection station permit.

All sticker requisitions and reports must be signed by an authorized person and stamped with the official stamp with the trade name that is displayed on the official inspection station permit. All stickers must be requisitioned on Department approved forms.

1.11 INSPECTION STICKERS (CONT.)

A copy of each sticker requisition order shall be retained for filing in the station and available for inspection at the station.

The proper fee must accompany each sticker requisition. Stickers will be sold in prepared books.

Any police officer, agent of the Motor Vehicle Safety and Emission Control Division, or authorized agent of the Division of Motor Vehicles, may remove any inspection sticker from any motor vehicle:

1. After proving that the vehicle has not been inspected properly.
2. Is displaying a stolen, expired, or fraudulent sticker.
3. Is displaying a sticker issued to another vehicle.
4. Is unfit and unsafe for highway use.

1.11.1 AFFIXING STICKER TO VEHICLES

In order to prevent stickers from being lost or affixed to defective vehicles, it is required that the inspector affix the sticker in an upright position to the particular vehicle so approved, and not hand it to the customer to be affixed to the vehicle, except that on occasion, persons may object to affixing the sticker to the plastic inner surface of the "inner shield windshield" that some vehicles were equipped with starting with some of the 1984 models. Under these conditions, you may issue the approved sticker to the customer in the following manner:

1. Fill in the required information on the sticker with a ball point pen for vehicles over 8,500 lbs. or as may be printed by a computer for vehicles under 8,500 lbs.
2. Remove plastic cover on sticker and apply monthly insert to the sticker or as directed by State contractor.
3. Replace the protective plastic cover over face of insert and sticker or as may be directed by the State contractor and issue to customer.

1.11.2 REMOVING STICKER FROM INNER SHIELD

Starting with some of the 1984 models, certain vehicles will be equipped with windshield glass with a transparent sheet of plastic (inner shield) on its inner surface facing the passenger compartment. Removing a sticker from this surface may cause damage to the windshield if you do not remove the sticker properly.

Some of the windshields can be identified with markings indicating that the vehicle is equipped with a plastic inner surface windshield. When removing items from this type of windshield, **DO NOT USE A METAL RAZOR OR OTHER METAL TOOL.**

It is recommended that a plastic scraper be used to lift up a corner of the decal. Pull on the decal with a slow, steady pull. Try to peel the decal off in one piece if possible. Traces of adhesive and/or decal material can be gently scraped up or rubbed off with your fingertips. **ABRASIVE CLEANERS SHOULD NOT BE USED.** Stubborn deposits can be removed by using a liquid household glass cleaner, rubbing alcohol, mineral spirits, or naphtha. Ask the owner for removal instructions that have been provided by the manufacturer.

1.12 EXEMPTIONS AND VARIANCES

References: 31-23-3, 31-38-4, 31-38-14

The Law exempts certain vehicles from compulsory inspection.

The Department or its designee(s) may authorize any inspection station to issue a certificate of inspection and approval to any vehicle after concluding that a reasonable effort to meet the emission standards has been made.

Persons seeking an emission variance from the emission standards will be required to apply to the main office of the Motor Vehicle Safety and Emission Control Division for an “APPLICATION FOR EXEMPTION OF EMISSION REQUIREMENTS” which will require that the vehicle be inspected by a certified inspector and/or a State-employed inspector who both have to confirm that the vehicle involved is equipped with all emission control devices required at the time of manufacture and that these emission control devices are in good working order.

A state-certified inspector may operate or move a vehicle upon the highways with proper registration plates attached without producing or displaying a certificate of inspection, only as may be necessary to transport the vehicle to and from the place

1.12 EXEMPTIONS AND VARIANCES (CONT.)

of inspection or to test and repair the vehicle in conjunction with the inspection of the vehicle, provided however, that the vehicle is not registered to him personally or is not in such unsafe condition as to brakes, steering or other equipment as would be hazardous for use on the public highways.

The exemptions and/or variances as interpreted do not excuse the owner from maintaining these vehicles in proper condition and this interpretation does not relieve the owner of such vehicle from the obligation of having a safe vehicle on the public highway.

Waivers will be considered individually and be identified as:

COST LIMIT WAIVERS (CL)
DIAGNOSTIC INSPECTION WAIVERS (DI)
REPAIR-TIME DELAY WAIVERS (RT)

The Department of Revenue has determined in accordance with the Inspection Laws that certain vehicles and vehicles that are "LIMITED IN THEIR SCOPE OF OPERATION" are exempt from compulsory safety and emissions inspection.

THE FOLLOWING VEHICLES ARE EXEMPT FROM SAFETY AND EMISSIONS INSPECTION ACCORDINGLY:

New motor vehicles with first title, until twenty-four (24) months after their first date of purchase or twenty-four thousand (24,000) miles, whichever occurs first.

Motorized wheelchairs. Motorized bicycles and/or motorized tricycles unless required by special laws or regulations.

Vehicles that are registered with plates identified as in-transit, racer-tow, bailee or transporter and other vehicles with properly issued loan agreements, and various temporary permits.

Competition and off-road vehicles that are not registered and used solely for off-highway activities.

Vehicles owned or controlled by a Rhode Island licensed dealer for the first five (5) Division of Motor Vehicles business days after the vehicle is owned or controlled by the dealer.

1.12 EXEMPTIONS AND VARIANCES (CONT.)

Other vehicles at the discretion of the Department for portions of an inspection cycle to advance or delay the inspection in order to match the registration and the inspection cycle.

Vehicles registered with Antique Plates are exempt, however, some antique registered vehicles also registered with passenger plates may be presented for inspection in order to comply with the state law that allows the unlimited use of such a vehicle if it passes a proper inspection.

Farm tractors effective January 1, 1985.

Trailers with a registered gross weight of 1,000 pounds or less, unless used for transportation of horses and other livestock.

Special mobile equipment as defined by law (31-1-9).

Any vehicle while it is stored off the public road.

THE FOLLOWING VEHICLES ARE EXEMPT FROM THE EMISSIONS INSPECTION ACCORDINGLY:

A motor vehicle twenty five (25) model years old or older will be given the required safety and emissions test for the same fees as other vehicles but will not be denied the approval if the owner fails to complete any emission repairs. The vehicle owner may choose either the TSI OR TRANSIENT emissions test.

Electric vehicles, motorcycles, and those vehicles which are registered for more than 8,500 pounds gross weight will be exempt from the emissions inspection.

A motor vehicle with an exchanged engine shall be inspected for emission compliance by applying the emission standards and criteria for motor vehicle emissions inspections based on the chassis model year of the vehicle. Except that if the engine installed in the vehicle at the time of inspection is newer than the chassis model year, the inspection standards and criteria for motor vehicle emissions inspections shall be based on the model year of the engine.

All reconstructed and homemade vehicles shall be inspected for emissions compliance using the standards and test procedures applicable for exhaust emission, functional emissions control devices and visual inspection for each individual vehicle based on the engine year of the engine installed in the vehicle at the time of the inspection.

1.12 EXEMPTIONS AND VARIANCES (CONT.)

A vehicle with an engine that has been changed from one fuel type to another fuel type (e.g. from a diesel engine to a gasoline engine) that is subject to these regulations shall be subject to the test procedures and standards for the current fuel type of the engine installed in the vehicle at the time of inspection.

All trucks and vans shall be tested in accordance with the emission standards for motor vehicles as determined by the manufacturers' gross vehicle weight rating (GVWR). If no manufacturer's GVWR is available, then the vehicle shall be tested according to the GVWR as determined by the Department.

Motor vehicles that present prohibitive emission inspection problems or are inappropriate for emission inspection, regardless of its age, are exempt from the dynamometer test. These vehicles must pass the safety inspection and are required to pass a BASIC (two-speed idle,) emissions test for the same fee as other vehicles.

These vehicles will be rejected and subject to suspension if they fail the inspection requirements. These exemptions include vehicles identified as, but not limited to, the following:

Vehicles that **CANNOT** normally maintain a constant speed of thirty miles per hour.

Vehicles that are insured as CLASSIC vehicles.

Vehicles manufactured as 'KIT CARS' or "RECONSTRUCTED VEHICLES".

Vehicles equipped with FULL TIME ALL WHEEL DRIVE, ALL WHEEL DRIVE OR TRACTION CONTROL SYSTEMS that cannot be disengaged.

COST LIMIT WAIVER (CL)

Repair cost limit waivers will be considered if the cost of the emission related repairs were completed within sixty (60) days prior to the rejection date of the inspection. The cost of the repairs must be confirmed with original receipts from recognized licensed retailers. These original receipts must be surrendered to the inspector considering the waiver. The cost of repairs may not include the cost covered under any Federal warranty program or for repairing any tampered emission items.

1.12 EXEMPTIONS AND VARIANCES (CONT.)

The repair cost limit will be adjusted each January according to the E.P.A. requirements and the consumer price index.

Repair cost limit waivers must qualify each inspection cycle.

DIAGNOSTIC INSPECTION WAIVERS (DI)

Diagnostic waivers will be considered for vehicles that fail the inspection. It must be demonstrated to the State that the required applicable emission devices are in place and are operating properly. It must be further demonstrated that the required parts needed for the repairs are not available and that no additional further repairs are reasonably possible.

Diagnostic waivers must qualify each inspection cycle.

REPAIR TIME DELAY WAIVERS (RT)

A repair time delay waiver will be issued to the registered owner of a vehicle in compliance with the low- income requirements of the RIPAE PROGRAM established by the Department of Elderly Affairs or the GOLD CARD program established by the Department of Human Services. The owner will have to pay the required inspection fee and apply to the Inspection Office with the rejected vehicle under consideration along with the rejection report and the low- income credentials within the thirty (30) day rejection period.

The Repair Time Delay waivers are a one time delay of emission repairs for the specific vehicle and may not qualify in future cycles, regardless of any change in the ownership of the vehicle.

1.13 OUT OF STATE INSPECTION

Reference: 31-38-4 (B)

On occasion, vehicles are not in the State of Rhode Island during the month that its current inspection approval expires and it is reasonable to understand that these vehicles should not be expected to be returned to Rhode Island solely for the purpose of inspection.

1.13 OUT OF STATE INSPECTION (CONT.)

The State will accept the certificate of inspection and approval issued to a vehicle that was not in the State of Rhode Island during the month that its inspection approval expired providing that the out of state authority has a safety and emissions inspection law similar to the one in Rhode Island.

These regulations are not to be interpreted to mean that a Rhode Island registered vehicle can be taken out of state to be inspected. This privilege is only granted to vehicles that are not in Rhode Island during the expiration month of the current approval.

This out-of-state inspection certificate will be honored for five (5) days when the vehicle is returned to Rhode Island.

In the event that a vehicle has not been inspected in another state, the vehicle will be allowed five (5) Division of Motor Vehicles business days upon its return to the State of Rhode Island in which to obtain an inspection approval.

The burden of proof that the vehicle was out of state at the time the existing approval on the vehicle expired is solely the responsibility of the registered owner.

1.13.1 INSPECTION OF VEHICLES PURCHASED OUTSIDE THE STATE.

Reference: 31-38-5

When a motor vehicle is purchased out of state by a resident of this state, the owner of said vehicle shall have five (5) business days from the date of registering said vehicle to obtain a certificate of inspection.

1.14 NEW VEHICLES

References: 31-38-4, 31-47.1-5.

Every new vehicle purchased after June 1, 1999 (except public conveyance type vehicles that are required to be inspected by the State) that is registered by a new owner shall be inspected before it is twenty four (24) months old from the first purchase date or before the vehicle has accumulated twenty-four-thousand (24,000) miles, whichever occurs first.

1.15 USED VEHICLES

Used vehicles, that are registered by a new owner that are operated on the public roads must be inspected and approved within five (5) Division of Motor Vehicles business days from the date of registering the used vehicle **REGARDLESS OF THE MODEL YEAR OR MILEAGE OF THE USED VEHICLE** except that a vehicle with a current Rhode Island valid inspection approval need not be inspected until the current approval expires.

1.16 RETAIL SELLER (DEALER)

References: 31-1-19 (a), 31-38-1, 31-38-4

No “Dealer” of new and/or used vehicles, shall sell at retail a used vehicle unless a new inspection of the used vehicle has been conducted and a new certificate of inspection and approval is affixed to the vehicle while the vehicle is owned or controlled by the dealer within ninety (90) days before the date of sale or 500 miles, whichever occurs first.

Used vehicles, owned, operated or controlled by a dealer that are operated on the public roads must be inspected and approved within five (5) Division of Motor Vehicles business days from the date of obtaining the vehicle **REGARDLESS OF THE MODEL YEAR OR MILEAGE OF THE USED VEHICLE** except that a vehicle with a current Rhode Island valid inspection approval sticker need not be inspected until date of sale.

Used vehicles sold or used by a dealer are expected to meet all safety and emission inspection requirements and will not be granted any repair time delay waivers or cost limit waivers.

Dealers with no dealer plate may produce a copy of their license showing their dealer number. This may be used in place of a plate number for the purpose of inspection.

1.17 TEMPORARY REGISTRATIONS

Any motor vehicle that is being operated with a temporary certificate of registration or a loan agreement is limited in its scope of operation and is not required to display a current inspection approval.

1.18 SUSPENDED VEHICLES

Vehicles that have been suspended for defective equipment and whose inspection approval sticker has been removed from the vehicle, have five (5) Division of Motor Vehicles business days from the date of reinstatement to obtain a new approval.

1.19 REPAIRS

The owner of a vehicle has the exclusive right to determine by whom any necessary repairs will be made. As an inspection station, you should not make repairs without authorization by the owner of the vehicle. If you take it upon yourself to repair a vehicle and the owner of the vehicle refuses to pay for the work done, the Department will not be able to support your position in collecting your fee.

1.20 GOING OUT OF BUSINESS

Reference: 31-38-12

Official inspection station operators, upon going out of business shall notify the Inspection Office in writing and shall immediately return to said office the license certificate, issued, with all used and unused stickers and other reports maintained during the past two inspection years plus the current year.

Unused inspection stickers purchased by inspection stations may be re-purchased by the State if returned in good condition within three (3) months of the inspection year for which the sticker was issued. Stickers returned to the Inspection Office in good condition will be processed for refund by Motor Vehicle Inspection personnel.

Stations under contract with a State selected contractor should notify the contractor and follow their requirements.

1.22 FOREIGN AND AMERICAN MADE VEHICLES

The inspection of vehicles applies to foreign made vehicles as well as American Made vehicles. However, there are some vehicles that cannot be inspected in the usual manner. Therefore, when inspecting these vehicles, you are authorized to follow the manufacturer's recommendations for inspection and to reject any vehicle for a safety and/or emission item identified in the manual that is worn, missing, broken or defective in any manner that exceeds the manufacturer's tolerance for replacement.

1.23 VOLUNTARY INSPECTIONS

Any Rhode Island registered vehicle may be inspected on a voluntary basis at any time before the expiration date of the inspection approval sticker which is affixed to the vehicle.

Vehicles may be presented for a voluntary inspection before the expiration of the manufacturer's safety and/or emission warranty.

Vehicles not registered in Rhode Island which are registered in another state and presented for inspection shall be inspected in accordance with all regulations for Rhode Island registered vehicles.

Vehicles that are owned and/or operated by a Federal Agency that operate in a State that has an inspection program may be presented for a voluntary inspection in order to meet Federal requirements that may require these vehicles be inspected.

Other voluntary inspections usually come about when people are visiting from out of state during their home state inspection period, as well as diplomat's vehicles, inspection challenges, or for institutions which may require an inspection approval before the vehicle is allowed on the premises.

Inspection approval stickers may be issued to these vehicles according to the month in which they are approved.

REQUIREMENTS FOR APPROVED INSPECTION STATIONS

In accepting the appointment as the owner and/or the responsible agent of an official inspection station, you are responsible for, and required to maintain: qualified personnel, space, tools, approved testing equipment, a bond or liability insurance, inspection reports, printing supplies and/or approval stickers, rejection reports and a copy of all the rules and regulations. Any violation of these requirements will be cause for immediate suspension of your inspection permit.

Application for permit shall be made upon an official form and shall be granted only when the Director of the Department of Revenue or his designee, is satisfied that the station is properly equipped and has competent personnel to make such inspections and adjustments. The Director of the Department of Revenue, or his designee, before issuing a permit will require the applicant to file a bond or a Garage Keeper's Legal Liability and Garage Liability Insurance Policy conditioned that it will make compensation for any damage to a vehicle during an inspection road test or adjustment due to negligence on the part of such station owner or its employees.

2.0 STATION CLASSIFICATIONS

Stations will be issued inspection permits for a 12-month period and classified according to the size and type of vehicles to be inspected and are required to maintain inspection tools of capable size and type to inspect all the vehicles designated according to the approved station classification as follows:

- CLASS EA:** All motor vehicles and all trailers registered with a gross weight of more than 1,000 pounds EXCEPT livestock trailers, livestock semi-trailers and motorcycles.
- CLASS EB:** All motor vehicles that are registered with a gross weight of 8,500 pounds or less, EXCEPT trailers, livestock trailers, livestock semi-trailers and motorcycles.
- CLASS C:** All motor vehicles registered with a gross weight of more than 8,500 pounds and all trailers registered with a gross weight of more than 1,000 pounds, EXCEPT livestock trailers, livestock semi-trailers and motorcycles.
- CLASS D:** May be added to any class for diesel inspections.
- CLASS F:** May be added to any class that is limited to Fleets only.

2.0 STATION CLASSIFICATIONS (CONT.)

CLASS L: Livestock trailers and livestock semi-trailers.

CLASS LD: Light duty vehicles only. Motor vehicles registered with a gross weight of 8,501 thru 15,000 pounds, EXCEPT: trailers, livestock trailers, livestock semi-trailers and motorcycles.

CLASS M: Motorcycles, motorized bicycles and motorized tricycles.

No inspection permit shall be assigned or transferred or used at any location other than therein designated.

No inspection permit shall be assigned to a location that is currently assigned a permit of a similar class.

REQUIREMENTS FOR APPROVED INSPECTION STATIONS

2.1 INSPECTION LANE OR BAY REQUIREMENTS

All inspection lanes or bays should be enclosed in a building with a smooth, flat substantial floor on which the vehicle will stand. It is to be available for the purpose of vehicle inspection during the entire calendar year.

The size requirements of every inspection lane or bay will be approved based on the type and the size of the vehicles required to be inspected. All required inspection equipment shall be located in the inspection lane or bay and kept reasonably clean.

Every appointed inspection station will be required to have at least one approved inspection lane or bay meeting the following requirements according to the station's classification.

CLASS EA: The inspection lane or bay shall be at least 55 feet long by 12 feet wide with an entrance door at least 11 feet in height and spaced so as to meet the class B requirements.

Large vehicles will be allowed to be inspected outside the inspection lane if the vehicle or combination of vehicles cannot fit into a Class A or C lane or bay. Additional space may be required according to the requirements of the State selected inspection contractor and for the type of dynamometer selected for the emissions inspections.

2.1 INSPECTION LANE OR BAY REQUIREMENTS (CONT.)

- CLASS EB:** The inspection lane or bay shall be at least 25 feet long by 12 feet wide. This is to allow for a 20 foot long vehicle plus an additional 5 feet for the inspector's work area. Additional space may be required according to the Requirements of the State selected inspection contractor And for the type of dynamometer selected for the emission inspection program.
- CLASS C:** Same as Class A (trailers and vehicles over 8,500 pounds)
- CLASS F:** The space and equipment requirements of these inspection lanes or bays will be determined according to the type of vehicles registered by the fleet owner.
- CLASS L:** Same as Class A (livestock vehicles of any weight).
- CLASS LD:** Light duty vehicles only. The inspection lane or bay shall be at least 40 feet long by 12 feet wide with an entrance door at least 11 feet in height. Limited to vehicles with a gross vehicle weight of 8,501 thru 15,000 pounds. The equipment requirements are the same as Class A.
- CLASS M:** The inspection lane or bay shall be at least 15 feet long by 6 feet wide. This is to allow 10 feet of space for the vehicle plus an additional 5 feet for the inspector's space. Additional motorcycle, motorized bicycles and motorized tricycle requirements may be found in Section 2.2.

2.1.1 CERTIFIED INSPECTOR

Each non-emission inspection station must employ at least one state-certified inspector to inspect vehicles during the normal inspection hours as listed on the license application.

Each emission inspection station must employ at least one state-certified inspector to inspect vehicles, who has been trained and certified by the state selected contractor (or their designee), as being capable of operating all the necessary equipment needed to properly inspect vehicles.

A person may be appointed as a certified inspector if he/she is at least eighteen (18) years of age with a valid driver's license who has successfully completed a

2.1.1 CERTIFIED INSPECTOR (CONT.)

satisfactory training course in vehicle safety and emission inspection that has been approved by the Division of Motor Vehicles.

The certified inspector must be able to demonstrate to the authorities that he/she is capable of operating and calibrating all required testing equipment and capable of inspecting vehicles.

The 'CERTIFIED VEHICLE INSPECTOR' certification or other certifications issued by the State must be posted in a conspicuous location visible to the public at the inspection station where the inspector is employed to inspect vehicles. The certified vehicle inspector may post or display additional training certifications or recognitions relative to safety and emission inspection and repairs that have been required or approved by the State.

2.1.2 INSPECTION STATION SIGN

Each inspection station must be suitably identified by a sign that is visible from the normal main entrance to the inspection station. The sign must be in letters and numbers at least 3" in height and ¼" in width and must bear the words "Rhode Island Official Inspection Station" along with the station number that has been assigned by the State.

The State will accept signs that contain the letters R.I. in place of the words "Rhode Island".

2.1.3 INSPECTION STATION HAND STAMP

A rubber stamp with the station number, name and address approximately 2-1/2" long by ¾" wide is required.

This stamp is to be used on state reports and sticker order purchase cards.

2.1.4 (RESERVED)

2.1.5 TIRE DEPTH GAUGE

The tire depth gauge must be graduated in 1/32nds of an inch.

2.1.6 BRAKE LINING GAUGE

A gauge suitable for measuring the thickness of drum and disc brake lining material when mounted (either bonded or riveted). The gauge must be graduated in 1/64ths of an inch.

2.1.7 BRAKE DRUM GAUGE

The brake drum inspection gauge or micrometer must be graduated in thousandths of an inch.

2.1.8 BRAKE DISC GAUGE

A micrometer type brake disc inspection gauge, capable of reading measurements in one-thousandths of an inch increments, to determine the thickness of the brake rotor disc.

2.1.9 BALL JOINT GAUGE

A ball joint gauge or similar device which is capable of measuring the vertical and horizontal movement of steering and suspension components including ball joints in order to determine the amount of play or movement. This unit must be a micrometer-type dial indicator instrument capable of reading measurements in one-thousandths of an inch increments.

2.1.10 WHEEL ALIGNMENT TESTING EQUIPMENT

Must include sideslip indicator, capable of measuring side slip or scuff at 30 feet per mile.

2.1.11 TAPE MEASURE

The tape measure must be at least 15 feet long and distinctively marked at 24" – 80" and 14 feet.

2.1.12 LIFTS AND JACKS

Stations authorized to inspect for safety and emissions must be equipped with at least one vehicle lift capable of lifting vehicles with a capacity weight of 8500 pounds. Stations authorized to inspect trailers must be equipped with a portable jack capable of lifting at least one axle of the trailer.

2.1.13 CLEAN AND FREE OF HAZARDS

Inspection areas must be free of hazards that could cause injury to persons or damage to vehicles, such as open fires, exposed gasoline, spraying equipment, pits and slippery floors.

2.1.14 GARAGE LIABILITY INSURANCE

Each inspection station will be required to file a bond with the State, or show evidence of an active GARAGE KEEPER'S LEGAL LIABILITY INSURANCE POLICY with a minimum of \$25,000 liability coverage as well as a GARAGE LIABILITY INSURANCE POLICY meeting the minimum state limits which will afford liability coverage for the customer's vehicle while it is being tested or used in connection with the inspection of the vehicle.

2.1.15 EMISSION TESTING EQUIPMENT AND CALIBRATION GASES

Emission inspection equipment must be capable of performing the emissions inspection for vehicles required to be inspected for emissions in accordance with the procedures established by the State selected contractor. Each analyzer shall be equipped with all necessary valves, hoses and other equipment to calibrate the analyzer along with a supply of calibration gases in concentrations that meet the manufacturer's specifications for calibration of the analyzer. The State reserves the right to examine any gas or equipment used to calibrate emission analyzers.

Each station will be required to gas check the calibration of each analyzer used for inspection at least once every 72 hours.

Any analyzer found out of calibration will be ordered out of service and the station subject to immediate suspension for not being properly equipped.

2.2 MOTORCYCLE STATIONS

The General Provisions, Station Requirements and Inspection Procedures for motorcycle inspection stations are the same as other inspection stations as provided in the Official Manual for Vehicle Inspection except as to those provisions which by their nature can have no application.

Each motorcycle inspection station is expected to have at least one (1) STATE CERTIFIED INSPECTOR who has been licensed as a motorcycle operator for at least one (1) year and is familiar with motorcycle repair problems. He shall have had at least one (1) years' experience as a motorcycle mechanic.

Each motorcycle inspection station will be held fully responsible for the approval of each and every motorcycle, motorized bicycle or motorized tricycle presented for inspection as to the compliance with all the inspection rules and regulations except as to the strength of the materials used or the quality of the workmanship of any cycle that is presented for inspection.

Each motorcycle inspection station is authorized to inspect motorcycles and any motorized bicycle or motorized tricycle that may be required to be inspected by any city or town ordinance.

Each motorcycle inspection station must meet all the requirements of regular stations except those requirements that by their nature have no application to the cycle, provided however, that every motorcycle inspection station have:

1. An inspection lane at least 15 feet long and 6 feet wide.
This is to allow 10 feet of space for the vehicle plus an additional 5 feet for the inspector's workspace.
2. A rigid tape measure marked at ¼", 15" and 18".
3. Measuring tools for rake and trail including:
 - a. An adjustable or collapsible straight-edge (such as a collapsible auto radio antenna or 6 foot folding ruler.)
 - b. A 6 inch protractor for measuring degrees of a circle.
 - c. A rigid carpenter's framing square marked off in inches with each side at least 16 inches in length.

2.3 FLEET STATIONS

The General Provisions, Station Requirements and Inspection Procedures for fleet inspection stations are the same as other inspection stations as provided in the Official Manual for Vehicle Inspection except as to those provisions which by their nature can have no application.

An establishment (including any town, city, state or federal agency) may be approved as a "Fleet Station" if it owns, services, uses or has registered in Rhode Island ten (10) or more vehicles that are required to be inspected. They may also inspect other vehicles that are leased to them.

Fleet stations for vehicles that are not required to be inspected for emissions will be sold inspection stickers in reasonable amounts (increments of 10's) according to the number of vehicles that they own or lease. They will not be allowed to inspect any other vehicles.

Fleet stations for vehicles that are required to be inspected for emissions will be required to obtain the inspection approval stickers in accordance with the requirements established by the State selected contractor responsible for the emissions inspection program. They will not be allowed to inspect any other vehicles.

The space and equipment requirements for fleet stations will be the same as required for non-fleet stations except for inspection station signs and liability insurance required by the State. Other insurance required by the State selected contractor will have to be met. Other requirements may be exempted upon written request on an individual basis depending upon the needs of the individual station.

Fleet stations will be expected to keep their own maintenance records and maintain all other records as required by public stations and such records and equipment shall be available for examination by the proper agent of the Department. Fleet stations must notify the Inspection Division in writing of any increase or decrease of vehicles registered or leased in their name.

Any violation of the inspection regulations by a fleet station operator will be sufficient cause for suspension of the permit.

2.4 LIVESTOCK TRAILER INSPECTION STATIONS

EFFECTIVE MARCH 1, 1997, all trailers and semi-trailers used to transport horses or other livestock, irrespective of the registered gross weight, shall be subject to the provisions of Chapter 31-38 of the General Laws entitled "Inspection of Motor Vehicles" and shall be inspected for vehicle safety items and other safety requirements needed for the transportation of horses and other livestock before the end of June of each year.

All inspection stations appointed to inspect trailers and semi-trailers used for the transportation of horses or other livestock will be identified as "LIVESTOCK TRAILER INSPECTION STATIONS".

The General Provisions, Station Requirements and Inspection Procedures for Livestock Trailer Inspection Stations are the same as other inspection stations as provided in the Official Manual for Vehicle Inspection except as to those provisions which by their nature can have no application.

Each station owner shall employ at least one state certified inspector, who must be at least eighteen (18) years of age with a valid driver's license who has successfully completed a satisfactory training course in auto safety that has been approved by the Division of Motor Vehicles.

Each livestock trailer inspection station must employ at least one certified inspector who is also knowledgeable in the safety requirements for the transportation of horses and other livestock and who is available during normal inspection hours as listed on the license application.

Each livestock trailer inspection station will be held fully responsible for the approval of each and every vehicle presented for inspection as to the compliance with all the applicable inspection rules and regulations.

Any violation of the Inspection Law or Regulations by a Livestock Trailer station operator or employee will be sufficient cause for the suspension of the inspection permit.

EQUIPMENT INSPECTION STANDARDS

PROCEDURES, REQUIREMENTS AND CAUSE FOR REJECTION

GENERAL REJECTIONS

The following procedures and rejections are listed so as to designate what to inspect and reject in a motor vehicle, however, because of the complex design of many motor vehicles both foreign and domestic, it is possible on occasion to discover a defective safety or emission item or assembly identified in this manual that does not have a listed cause for rejection.

In view of this situation, you are authorized to follow the manufacturer's recommendations for inspection and to reject any vehicle for a safety item that is identified in this manual that is worn, missing, broken or defective in any manner that exceeds the manufacturer's tolerance for replacement.

3.0 AIR BAGS

When a vehicle is equipped with air bag(s), they shall at all times be maintained in good working condition.

Cause for rejection:

1. Any air bag that is missing or deployed.
2. Air bag light is on all the time.

3.1 BACK-UP LAMPS

References: 31-24-20 and 31-24-38

Any motor vehicle may be equipped with back-up lamps either separately or in combination with other lamps but any such back-up lamp shall not be lighted when the motor vehicle is in a forward motion nor shall the back-up lamp emit any color other than white.

A back up lamp, as such, is not a mandatory requirement, therefore, vehicles with defective back-up lamps may be approved for inspection provided the back-up lamp does not light when the vehicle is operating in any of its forward gears.

3.1 BACK UP LAMPS (CONT.)

Cause for rejection:

1. Back-up lamp lights when the vehicle is operating in any forward gear.
2. Lamp shows a color other than white.

3.2 BODY ITEMS

Inspect the condition of the vehicle body for missing or dangerously damaged parts of the body that, if missing, broken or dangerously damaged, could cause injuries to any passenger or pedestrian or damage to other vehicles on the highway. Also check to see if the required lights are obstructed by parts of the body.

The front doors of vehicles should hold closed and open properly. Other doors and rear compartment covers may be passed if they are securely closed and are not apt to open by accident. Any passenger door or front hood that is tied down with rope, wire or similar material, should be rejected.

Body frames, chassis, running boards, floor boards including trunk bottoms and other parts of the vehicle that are rusted out should be rejected if they are considered dangerously damaged or if they allow excessive fumes to enter the passenger compartment.

The driver's side front door window must be capable of being opened to allow for a proper hand signal.

Cause for rejection:

1. Any body item that is dangerously damaged.
2. Any rotted section that is damaged or can cause fumes to enter the passenger compartment.
3. Any passenger door or hood that does not hold securely or is tied down.
4. Any body item or attachment that obstructs any required lighting device.
5. Any front door that does not hold closed or open properly.
6. Any cracked, broken, loose or sagging frame member.

3.2 BODY ITEMS (CONT.)

7. Any loose or missing locking pins or fasteners including fasteners attaching functional components such as engine, transmission steering gear, suspension, body parts, fifth wheel, adjustable axles.
8. Any body condition that causes the body or frame to contact any tire or moving part of a wheel assembly.

3.3 BRAKES

References: 31-23-4 thru 31-23-7

Every motor vehicle, trailer, or semi-trailer sold in this state and operated upon the highway SHALL BE EQUIPPED WITH SERVICE BRAKES UPON ALL WHEELS OF EVERY SUCH VEHICLE, (except any motorcycle or motor driven cycle, or as may be exempt by State Laws or Federal Regulations) and except that any trailer or semi-trailer of less than four thousand (4,000) pounds gross weight need not be equipped with brakes.

Rhode Island General Law § 31-23-5 requires that:

Any vehicle or combination of vehicles having brakes on all wheels are expected to stop within the statutory requirements of 30' at 20 mph. and the vehicles or combination of vehicles not having brakes on all wheels are expected to stop within 40' at 20 mph.

OR

The vehicle or combination of vehicles having brakes on all wheels should be capable of developing deceleration equal to or greater than 13' per second per second, when the vehicle is equipped with brakes on all of its wheels or 10.7' per second per second when the vehicle or combination of vehicles do not have brakes on all of its wheels.

The simple tests that follow are recommended for inspection stations. It is intended that these tests and inspections be performed by qualified inspection personnel. Test results will indicate whether or not a vehicle has reasonably safe brakes at the time of inspection.

3.3 BRAKES (CONT.)

Brake system failure indicator lamp -

Passenger vehicles manufactured after January 1, 1968 are equipped with a brake failure warning lamp, check the lamp by applying the parking brake and turn the ignition key to the "Start" position or by other means as may be indicated by the vehicle manufacturer. Under these conditions, the lamp should light which would indicate that the lamp is working properly. With the vehicle engine running and the parking brake released, the lamp should go off. Apply pressure to the service brake pedal for at least 10 seconds. If the brake failure warning lamp lights again, the system is defective and should be rejected.

Brake hydraulic system –

Test vehicle in a standing position. The driver should be able to maintain a brake pedal height under moderate foot force (40-60 lbs) for about one minute.

Foot pedals –

Every foot operated pedal such as foot brake pedal, accelerator (gas) pedal and emergency or parking brake pedal must be checked. Any foot pedal, or linkage that is missing, broken, misaligned or binding so that it does not operate properly should not be approved. Foot pedal pads that are missing or worn smooth, should be rejected.

Pedal reserve –

Test vehicle in a standing position. With brake pedal depressed under moderate foot force, (40-60 lbs. in non-powered systems and 15-20 lbs. in power assisted systems), there should be a minimum of approximately $\frac{1}{4}$ of the total available pedal travel remaining. The engine should be running when checking brake system having power-assisted system.

Cause for rejection:

1. Any condition that fails to meet the requirements of this inspection regulation.

3.3.1 RESERVED

3.3.2 (RESERVED)

3.3.3 ANTILOCK BRAKING SYSTEM

If a vehicle is equipped with **antilock brake system**, it must be maintained in good working condition.

Cause for rejection:

1. ABS light stays on.

3.3.4 HYDRAULIC SYSTEM

On any wheel that is pulled, visually inspect the hydraulic system. Specific items to be checked include wheel cylinder for leakage, binding pistons, hydraulic hoses and tubes for leaks, cracks, corrosion, chafed or flattened or restricted sections and improper support.

Master cylinder- Check master cylinder rod for proper adjustment and test system for brake fluid leakage by applying moderate foot pressure (40-60 lbs.) to the foot pedal and maintain this pressure for at least one minute.

Check fluid level in the master cylinder. Cylinder should be filled to the full mark. In the absence of a full mark, the reservoir should be approximately 75% full.

Cause for rejection:

1. Leaks or bypass in master cylinder.
2. Hydraulic hoses, tubes or connections that are plugged, leaking, restricted, crimped, cracked, broken, or severely corroded.
Connecting lines not properly attached or supported to prevent damage or abrasion by contact with the frame, axle, other lines or any part of the vehicle.
3. Service brake pedal moves slowly (indicating fluid leakage or bypass) while foot pressure is maintained on it for one minute.
4. Fluid level in master cylinder below full mark or not 75% full.

3.3.5 PARKING BRAKE PERFORMANCE

Parking brakes (emergency brakes) on most vehicles function through at least one (1) set of rear service brake shoes. Some vehicles have disc type service brakes on all four wheels which makes it necessary to have separate drums for the parking brakes. Certain other vehicles also have separate drums for the parking brakes. These drums and linings should be inspected in a similar manner to those for the regular service brakes. Any parking brake should hold a stopped vehicle firmly on all normal road levels.

In checking the parking brake, set the parking brake firmly and determine the amount of reserved travel remaining. Check further for missing handles or pedals on the various types of parking brake levers.

DO NOT CONFUSE THE PARKING BRAKE WITH THE PARKING POSITION OF VEHICLES WITH AUTOMATIC TRANSMISSIONS.

Cause for rejection:

1. Parking brake will not hold the vehicle.
2. No reserve travel remaining in lever or foot pedal.
3. Parking brake drums are cracked, broken, or damaged so as to affect the holding power of the brake.
4. Parking brake lining is loose, worn out or soaked with grease, oil or brake fluid.
5. Brake lever or pedal will not hold in its applied position.

3.3.6 VACUUM SYSTEM FOR POWER BRAKED VEHICLES

Visual Inspection Procedure:

Inspect system for leaks and restricted or collapsed hoses and tubes, loose hose clamps and clogged air cleaners.

Cause for rejection:

1. Hoses, tubes, vacuum chambers or connections leaks, restricted crimped, cracked or broken.
2. Air cleaners clogged, preventing proper intake of air.

3.3.7 MECHANICAL COMPONENTS

Visually inspect the condition of the mechanical components. Items to be checked specifically include worn pins, missing or defective cotter pins, broken or missing springs, worn rods, clevises or couplings, misaligned anchor pins, frozen, rusted or inoperative connections, missing spring clips, improper wheel bearing adjustments or defective grease retainers. Check pedal shaft and bearings for high friction, wear and misalignment. Also check freedom of movement of brake camshafts, miss-angularity and miss-alignment between camshaft and brake chamber, restriction of shoe movement at backing plate and bind between brake shoes and anchor pins.

Cause for rejection:

1. Mechanical parts misaligned, badly worn, broken or missing.
2. High friction in pedal arrangement or brake components.
3. Brake operating levers improperly positioned or misaligned.
4. Wheel bearings that require grease or are worn, broken or missing.

THE FOLLOWING BRAKE SYSTEMS ARE FOUND IN COMMERCIAL TYPE VEHICLES.

3.3.8 VACUUM SYSTEM

Inspect condition of the vacuum system visually. Inspect for collapsed, broken and improperly supported hoses and tubes, loose or broken hose clamps or clogged air cleaners.

Determine whether vacuum assisted system is operating (with trailer shutoff valves closed) by stopping engine and applying brakes several times to destroy all vacuum in the system. Then depress pedal with foot pressure required to make average stop and while maintaining this foot pressure, start engine, check tendency of foot pedal to fall away slightly under foot pressure.

Check trailer vacuum system by coupling to truck or truck-tractor and opening trailer shutoff valves. Then start engine and after allowing approximately one minute to build up vacuum, apply and release brake pedal a number of times. Observe action of trailer brake chamber rod movement.

In vacuum equipped vehicles and combinations, run engine long enough to evacuate system fully, then shut off engine and record the number of full brake applications that can be made after engine is shut off.

3.3.8 VACUUM SYSTEM (CONT.)

The vacuum assisted tractor should also be checked separately. (In certain systems it may be necessary to “pump” the pedal to build up reserve travel when the vacuum is depleted.)

Where vehicles are equipped with low-vacuum indicators, check operation.

Cause for rejection:

1. Hoses, tubes or connections leaking, restricted, crimped, cracked or broken. Connecting lines not properly attached or supported to prevent damage or abrasion by contact with frame, axle, other lines or any other part of the vehicle.
2. Air cleaners clogged sufficiently to prevent proper intake of air.
3. Piston packing, valves or diaphragms leaking.
4. In vacuum assisted systems, service brake pedal having no tendency for all away from the foot as the engine is started while foot pressure is maintained on the pedal.
5. Trailer vacuum brake chamber rods not following application of tractor brake pedal, or not reaching full release position.
6. In vacuum equipped vehicles or combinations, insufficient vacuum reserve to permit one full service brake application after engine is stopped.
7. Audible leaks in vacuum operated doors, stop arms or other devices or accessories, with such devices or accessories at rest in any cycle position.

3.3.9 AIR SYSTEM

With air system charged, open drain cocks in each reservoir carbon trap, or filter used in the air system, close drain cocks and with air system at zero gauge pressure, check pressure buildup running engine at fast idle and record time to raise air pressure from 50 to 90 p.s.i. (pounds per square inch) on the gauge.

Check pressures at which light or buzzer connected to the low-pressure indicator is no longer visible or audible. Continue running engine until the governor cuts out and observe pressure gauge reading. With engine idling, reduce pressure in system by making a series of brake applications and observe pressure at which governor cuts in. With system fully charged, stop engine and check for air leakage by recording the pressure drop in p.s.i. per minute both with brakes released and brakes fully applied.

3.3.9 AIR SYSTEM (CONT.)

Inspect for restricted, collapsed, improperly supported or broken hoses and tubes and audible leaks. Check safety valve for freedom of action. If the compressor is belt driven, check belt for tightness and observe belt condition. Check air compressor for air cleaner condition and restrictions.

Cause for rejection:

1. Time required to build up air pressure from 50 to 90 p.s.i. more than five minutes with engine running at fast idle.
2. Warning device (light buzzer) connected to the low pressure indicator of the air brake system not operating when air pressure is lowered to a range of 50 to 70 p.s.i.
3. Governor cut-in pressure lower than 80 p.s.i. or cut-out pressure higher than 125 p.s.i., unless other values are recommended by the vehicle manufacturer.
4. Compressed air reserve insufficient to permit one full service brake application after engine is stopped, and with system fully charged without lowering reservoir pressure more than 20% below initial reading.
5. Air brake pressure drop of more than two p.s.i. in one minute for single vehicles or more than three p.s.i. in one minute for vehicle combinations, with engine stopped and service brakes released.
6. Air pressure drop of more than three p.s.i. in one minute for single vehicles or more than four p.s.i. in one minute for vehicle combinations, with engine stopped and service brakes fully applied.
7. Hoses, tubes or connections leaking, restricted, crimped, cracked or broken. Connecting lines not properly attached or supported to prevent damage or abrasion by contact with frame, axle, other lines or any other part of the vehicle.
8. Valves, diaphragms or piston cups leaking audibly.
9. Air safety valve inoperative.
10. Compressor drive belt without sufficient tension or badly worn or frayed.
11. Compressor air intake cleaner clogged sufficiently to prevent proper intake of air.
12. Audible leaks in air-operated doors or other air operated devices or accessories, with such devices or accessories at rest in any cycle position.

3.3.10 ACTUATOR RESERVE

In air or vacuum mechanical brakes, check stroke of air or vacuum chambers for travel from fully released to fully applied position.

In air actuated hydraulic power clusters, check air chamber travel from fully released to fully applied position. (Some air hydraulic power clusters incorporate a rod gauge for visual checking.)

Cause for rejection:

1. Rod stroke of air or vacuum brake chambers, or air chamber travel of a hydraulic power cluster from fully released to fully applied position exceeding 75 % of the manufacturer's specified maximum stroke.

3.3.11 PARKING AND EMERGENCY BRAKE ACTUATING MECHANISM

By applying operating control fully or releasing air pressure from the spring brake actuators through manual operation of the control valve, check locking or holding feature of the actuating mechanism. Check to see that actuating mechanism fully releases when release control is operated. Inspect visually for worn pins, missing or defective cotter pins, loose parts, broken or missing springs, worn rods, yokes, or couplings, misaligned anchor pins, and pull cables for wear, stretch, free action or chafing. With operating control or spring brake control valve in released position, check for air leakage at the spring actuators and freedom or rotation of the braked wheels or drive shaft.

Cause for rejection:

1. Failure of the operating mechanisms, when fully applied, to hold the brakes in the applied position without manual effort.
2. Failure of the spring brakes to apply when control valve is manually operated.
3. Actuating mechanism not fully released when the release control is operated.
4. Mechanical parts missing, broken or badly worn.
5. Pull cable badly worn, stretched, frayed or not operating freely.

3.3.12 ELECTRIC BRAKE SYSTEM

Insert a low-range (0 to 25 amperes will be adequate for most two and four-brake systems, 0 to 40 amperes may be required for a six-brake system) dc ammeter into the brake circuit between the controller and the brakes. With controller in “off” position ammeter should read zero. Gradually apply controller to full “on” position, observe maximum ammeter reading and current modulations. Gradually return controller to full “off” position and observe return to zero amperes and current modulations.

Divide maximum ammeter reading by number of brakes.

Check for loose or dirty terminal connections and for broken, frayed or unsupported wires.

Cause for rejection:

1. Trailers showing a per-brake maximum amperage value of more than 20% above or less than 30 % below the brake manufacturer’s maximum current rating.
2. Ammeter showing no reading, or needle indication not steady on application and release of brake controller.
3. Loose or dirty terminal connections, broken, frayed or unsupported wires. Trailers using single conductor or non-stranded wires of a size below brake manufacturer’s minimum recommendations.

3.3.13 TRAILER BRAKE EMERGENCY

Run truck or truck-tractor engine to charge the trailer air system fully or to evacuate the trailer vacuum reservoir fully. Disconnect the trailer couplings and observe for automatic application of trailer brakes. With emergency application of trailer brakes, record length of time trailer brakes remain applied (a minimum of 15 minutes). In air or vacuum brake systems where manual control for trailer emergency actuation is installed, reconnect trailer couplings and build up system to governor cutout pressure. With engine stopped, operate manual control and observe emergency application and release of the trailer brakes. Make a series of foot brake applications and observe automatic trailer brake application.

3.3.13 TRAILER BRAKE EMERGENCY (CONT.)

Cause for rejection:

Service brakes of a trailer with trailer reservoir fully charged or evacuated, that will not:

1. Automatically apply and remain applied for 15 minutes after disconnection of the trailer couplings.
2. Apply and release by operation of the manual emergency control.
3. Apply automatically when the pressure in the tractor air reservoir is reduced to some point between 45 and 20 p.s.i. by a series of foot applications.

3.3.14 TRAILER ELECTRIC BRAKE EMERGENCY

With all electrical connections between tractor and trailer severed, operate breakaway safety switch and observe application of the trailer brakes by ammeter in emergency power supply lines. Reconnect electric cables, return safety switch to normal position and observe release of trailer brakes.

Cause for rejection:

1. Electric trailer brakes that do not apply automatically when breakaway safety switch is operated.
2. Electric brakes that do not receive at least 50% of brake manufacturer's maximum per brake current (amperes) rating.

3.4 BRAKE DRUMS AND DISCS

Reference: 31-38-4

On the wheel or wheels removed, inspect the general condition of the friction surface. Check for any substantial cracks that extend to the open end of the drum or periphery of the discs and for any cracks on the outside of the drum. Do not confuse short hairline heat check cracks with flexural cracks. It is possible for heat check cracks to propagate to the edge of the friction surface.

3.4 BRAKE DRUMS AND DISCS (CONT.)

If the drum is embossed with a maximum safe diameter dimension or the rotor is embossed with a minimum safe thickness dimension, the drum or disc shall be within the appropriate specifications. These dimensions will be found on motor vehicles manufactured since January 1, 1971, and may be found on vehicles manufactured for several years prior to that time. If the drums are not embossed, they should not exceed the following specifications:

Brake drums up to and including 14" in diameter should not exceed nine-thousandths (.090) from the original diameter.

Heavy duty brake drums over 14" in diameter should not exceed one-hundred-twenty thousandths (.120) from the original diameter.

If the rotors are not embossed, the disc shall be within the manufacturers' specifications for replacement.

NOTE: A few drum manufacturers make some 'EXTRA HEAVY DUTY' sizes which can be used safely beyond these limits. These drums are normally used on extra heavy duty vehicles. In order to qualify these extra heavy duty drums, the owner must satisfy the inspector that the drum was in fact manufactured so that it can be re-bored so as to use X, XX, or XXX oversize blocks.

Cause for rejection:

1. Brake drums or discs contaminated in such a manner as to change the frictional qualities of the surface.
2. Brake drums or discs with any external cracks or substantial cracks on the friction surface that extend to an open edge. Also, any mechanical damage to the friction surface other than wear.
3. Drums or discs scored more than the manufacturers' re-bore limit.

3.5 BRAKE LININGS OR PADS

It will not be required to remove the wheels on certain vehicles if the friction material and other components can be examined and a reasonable judgment made as to the components' safety and the lining thickness. If there is any doubt as to the thickness of the lining, then the wheels must be pulled to make a complete examination and measurement of the lining.

If there is any question as to the friction material thickness, be sure to measure the height of the friction material at its' thinnest point over any metal or rivet head. The friction material shall not be less than $1/32^{\text{nd}}$ of an inch thick at its' thinnest point over any metal except that American Motors vehicles disc pad must be at least $2/32^{\text{nd}}$ of an inch thick at its' thinnest point.

For any type of lining, inspect for broken lining and contamination of friction material that would impair efficiency of the brakes.

All friction material shall be securely attached to the shoes or shoe plates.

Cause for rejection:

1. Thickness of linings found to be less than $1/32^{\text{nd}}$ of an inch except American Motors vehicles disc brake pads shall be rejected if less than $2/32^{\text{nd}}$ of an inch.
2. If wire backing is visible on the brake surface.
3. Lining not securely fastened to shoe.
4. Lining broken or loose. Circumferential cracks in bonded linings shall not be cause for rejection, if the linings are not loose from the brake shoes.
5. Lining or pad friction surface obviously contaminated with foreign material to the extent it would make the brake operate in an unsafe manner.

3.6 BUMPERS – REAR END PROTECTION

Reference: Federal Motor Carrier Safety Regulation 393.86

Every non-passenger type vehicle except truck-tractors, pole trailers, and vehicles engaged in drive-away tow-away operations which is so constructed that the body or the chassis assembly if without a body, has a clearance at the rear end of more than 30 inches from the ground when empty, shall be equipped with bumpers or devices as rear-end protection substantially constructed and firmly attached and located that:

- A. The clearance between the effective bottom of the bumpers or devices and the ground shall not exceed 30 inches with the vehicle empty.
- B. The maximum distance between the closest points between bumpers or devices, if more than one is used, shall not exceed 24 inches.
- C. The maximum transverse distance from the widest part of the motor vehicle at the rear to the bumper or device shall not exceed 18 inches.
- D. The bumpers or devices shall be located not more than 24

Motor vehicles constructed so that the body, chassis, or other parts of the vehicle afford the rear end protection contemplated above may be approved.

Cause for rejection:

1. Any bumper extended dangerously outside the width of a vehicle that was originally manufactured with a bumper.
2. Any vehicle that fails to meet the above bumper or rear end protection requirements.
3. A bumper or rear end protection that fails to meet the Federal Motor Carrier Regulations 393.86.

3.6.1 BUMPERS - Passenger type vehicles

Inspect every passenger type vehicle for bumpers (front and rear) according to the original manufacturers' specifications.

3.7 CLEARANCE LAMPS

References: 31-24-38, 31-24-40, 31-24-42

Clearance lamps whenever required or equipped shall be mounted on the permanent structure of the vehicle as near the top thereof as practicable, in such a manner to indicate its extreme width.

Clearance lamps mounted on the front or on the side near the front of a vehicle shall display an amber color. Clearance lamps mounted on the rear or on the side near the rear of a vehicle shall display a red color.

Clearance lamps should be capable of being seen and distinguished under normal atmospheric conditions during the nighttime at a distance of 500 feet from the front and rear, respectively, of the vehicle.

Identification lamps mounted on the front of a vehicle shall display an amber color. Identification lamps mounted on the rear shall display a red color.

Cause for rejection:

1. Any lamp that fails to light.
2. Broken or missing lens.
3. Any lamp not securely attached to the vehicle.
4. Lamp color contrary to law or regulation.
5. Required lamp missing or vehicle not properly equipped.
6. Clearance lamps fail to indicate width of a vehicle.

3.8 DIRECTIONAL SIGNALS

References: 31-16-5, 31-16-8, 31-16-9, 31-24-13.(2), 31-24-12

Any motor vehicle may be equipped with directional signal lamps or other mechanical signal device to indicate the driver's intention to turn either left or right.

Directional signals are required by law when the distance from the center of the top of the steering post to the left outside limit of the body or load exceeds 2 feet or, when the distance from the same center of the top of the steering post to the rear limit of the body or load exceeds 14 feet. This law applies to any single vehicle and/or to any combination of vehicles. Therefore, if a normal passenger vehicle, when pulling a utility trailer or boat trailer exceeds 14 feet from the steering post to the rear of the vehicle, this combination of vehicles must be equipped with directional signals.

3.8 DIRECTIONAL SIGNALS (CONT.)

Every rear directional lamp shall emit a red or amber color.

Every front directional lamp shall emit a white or amber color.

When a vehicle is equipped with directional signal lamps, they shall at all times be maintained in good working condition. Such signal lamp shall be visible and understandable both from the front and the rear during nighttime and daytime from a distance of 100 feet both to the front and the rear of the vehicle.

Cause for rejection:

1. Signal not operating properly.
2. Signal control arm and operating units not functioning properly.
3. Signal lens missing.
4. Signal lamp not securely fastened to the vehicle.
5. Color of signal lamp contrary to regulation or law.
6. Any directional lamp not of an approved type.
7. Any directional circuit that does not light the proper filament from its respective switch position.

3.9 EXHAUST SYSTEM

References: 31-23-13, 31-23-14, 31-38-4

Every motor vehicle shall at all times be equipped with a muffler in good working order and in constant operation to prevent unusual noise. Every engine shall be so adjusted to prevent the escape of fumes or smoke.

No person shall use a muffler cutout, bypass or similar device upon a motor vehicle on a highway. All mufflers or tail pipes must extend to the outside edge of the passenger compartment or as originally equipped. Commercial and other type of vehicles may have abbreviated exhaust systems providing the ends of the systems extend beyond any passenger compartment of the vehicle. Any exhaust system shall be deemed defective if any **CHANGES, MODIFICATIONS, ALTERATIONS,**

3.9 EXHAUST SYSTEM (CONT.)

DELETIONS OR ADJUSTMENTS have been made which would thereby cause any exhaust system to generate a higher or louder sound level than would be generated by the exhaust system customarily installed by the manufacturer as original equipment.

NOTE: SOME MUFFLERS HAVE AN OBVIOUS SMALL HOLE THAT IS MADE BY THE MANUFACTURER TO PROVIDE DRAINAGE AND SHOULD NOT BE CAUSE FOR REJECTION.

Vehicles that are found with extensions attached to the exhaust system may be accepted ONLY if the attached ends of the extensions are tight so as to prevent any noise or exhaust from escaping.

Cause for rejection:

1. Holes or leaking joints in the exhaust system.
2. Any part of the exhaust system that is not fastened securely to the vehicle.
3. Any muffler cutout, bypass or unusual noise.
4. Any part of the exhaust system that passes through the the passenger compartment.
5. Any tail pipe that does not carry the exhaust fumes to the outside edge of the passenger vehicle body or passenger compartment of commercial type vehicles.
6. Presence of exhaust fumes within the passenger compartment.

3.9.1 EMISSION INSPECTION

The Law provides that on and after January 2, 2000, the Director shall cause inspections to be made and certificates obtained with respect to the emission of fumes.

The current State Law requires that the State of Rhode Island select a private contractor to implement the enhanced Motor Vehicle Emissions Inspection and Maintenance Program that has been developed by the Department of Environmental Management, and the Division of Motor Vehicles.

SYSTECH INTERNATIONAL is the contractor selected by the State of Rhode Island to implement and operate the program.

3.9.1 EMISSION INSPECTION (CONT.)

Inspection procedures and repairs recommended by different manufacturers will be acceptable provided, however, that retrofitting vehicles at the owner's expense will not be accepted unless approved by the Department of Revenue.

Inspection standards with respect to emission of fumes as established will be upgraded from time to time based on the vehicle year of manufacture and its engine design. The emission standards will be incorporated into the computer software and be used to pass or fail the vehicles inspected.

Cause for rejection:

1. Any vehicle which fails to pass the emission standards.
2. No emission test – defective exhaust system.
3. Any vehicle considered unsafe to operate on a dynamometer.

3.9.2 EMISSION INSPECTION EQUIPMENT

Emission inspection equipment must be capable of performing the emissions inspection of vehicles required to be inspected. Each analyzer shall be equipped with all necessary valves, hoses and other equipment to calibrate the analyzer along with a supply of calibration gases in concentrations that meet the manufacturers' specifications for calibration of the analyzer.

The calibration gases shall be certified by the gas blender to be within +/- 2% of the labeled concentrations attached to the gas container. The State reserves the right to examine any gas or equipment used to calibrate emission analyzers.

Each station will be required to gas check the calibration of each analyzer used for inspection at least once every 72 hours. Periodically, each certified inspector will be required to gas check the calibration of each analyzer used by actual demonstration before a State Inspector. This demonstration does not preclude any calibration check that the State may want to make.

The analyzer shall be capable of being kept in a "warmed-up" condition in the inspection lane or bay and be available for use throughout the normal inspection hours of the station.

3.10 FENDERS AND FLAPS

References: 31-10.1-4, 31-23-26, 31-23-27

All vehicles shall have their front and rear wheels sufficiently covered with fenders or flaps so as to prevent loose objects, rain, snow, etc., from being thrown about that may interfere with other persons using the highways.

On repaired or re-constructed fenders or flaps the rear part of the coverings shall be within six (6) inches of the circumference of the tire(s) and as low as the axle line.

Cause for rejection:

1. Any vehicle without suitable flaps or fenders.
2. Any flaps that are frayed, split, worn or torn causing a reduction in its effectiveness.
3. Any fender that is so damaged that it causes any headlamp to be out of focus.
4. Any fender that has a ragged edge exposed beyond the body of the vehicle.
5. Reconstructed fenders or flaps not within 6" of the tire(s) or as low as axle center.

3.11 FUEL CAP AND LEAKS

Check the vehicle's fuel cap and tank connections for any signs of vapor or fuel leaks. Check tank to see if it is properly secured.

Fuel caps of vehicles required to be emission inspected will be inspected to determine the fuel cap's ability to maintain pressure.

Cause for rejection:

1. Leaking fuel.
2. Fuel tanks not securely attached.
3. Any potential fire hazard.
4. Any missing, broken or loose fitting fuel cap, or other conditions which could allow fumes or fuel to escape from fuel tank.

3.12 FLOORS AND OTHER PANELS

Every floor, fire wall and any part of the under carriage and other panels including the rear sections in every motor vehicle except motorcycles, are expected to be free from holes, rusted out metal, openings and other separations that could cause exhaust and other fumes to enter any part of the passenger compartment.

Vehicles that have had modifications or repairs made should be checked for floors and other panels that have not been replaced or refitted properly.

When checking the vehicle, be mindful of any exhaust or other fumes that you may sense within the passenger compartment of the vehicle.

The flooring in all motor vehicles, trailers or semi-trailers shall be substantially constructed, free of unnecessary holes and openings and strong enough to support its intended load.

Cause for rejection:

1. Floor and firewalls with uncovered openings.
2. Parts of floorboards, firewalls and panels that are missing.
3. Any condition that exists that would allow fumes to enter from the engine or exhaust system.
4. Presence of exhaust fumes within the passenger compartment.
5. Floors not substantially constructed.

3.12.1 LIVESTOCK TRAILER FLOORS AND PANELS

Each horse trailer or semi-trailer designed to transport horses should be inspected for defective floors and panels.

Every floor, sidewall, or undercarriage of the horse trailer including the rear sections of the horse trailer, are expected to be free from holes, rusted out metal, rotted out openings and other separations that could allow excessive exhaust fumes to enter any part of the horse compartment.

Each horse trailer floor may be covered with wood, carpet, rubber or other material to prevent slipping. The floor shall have no metal or other material exposed so as to be slippery.

3.12.1 LIVESTOCK TRAILER FLOORS AND PANELS (CONT.)

Each horse trailer floor framing support should be strong enough to support at least 1500 lbs. for each horse to be carried.

Any horse trailer roof or top covering should be securely fastened to the vehicle and free from unnecessary openings or movements.

Any horse trailer panel or dividing partitions should be securely fastened to the vehicle.

Every floor, sidewall, or undercarriage of livestock trailer including the rear sections of the livestock trailer (other than horse trailer) are expected to be strong enough to support the load for which it was designed to carry.

Cause for rejection:

1. Any condition that fails to meet the requirements of this inspection regulation.

3.12.2 LIVESTOCK TRAILER SAFETY EQUIPMENT FOR HORSES

Each horse trailer or semi-trailer designed to transport horses should be inspected for safety equipment needed for the transportation of horses including but not limited to chest bars, head restraints and butt-bars.

Cause for rejection:

1. Any condition that is dangerous to the horse(s) during transportation.

3.13 GLASS

References: 31-23-16, 22, 23, 24, 25, 31-23.3, FMVSS 205.

All glass in any motor vehicle must be of approved safety glass approved by the Federal Standards and the State of Rhode Island. All glass currently being approved must meet the standards of the American National Standard Z.26.1. All such glass that has been approved will be edge marked with the symbols "AS-1", "AS-2", "AS-10", "AS-14", etc. Glass edge marked "AS-1" may be used anywhere in a motor vehicle. Glass edge marked "AS-2" may be used anywhere in a motor vehicle EXCEPT the windshield. Contact the Inspection Office for additional information.

3.13 GLASS (CONT.)

All motor vehicles must be equipped with a windshield. Minor cracks may be allowed if there are no separations. Check the crack by passing your fingertips over the cracked area. If the “inner” safety seal is damaged and it is a loose crack so that you can move the glass, the glass must be rejected. Do not approve any windshield glass that is damaged in the “AS-1” area in front of the driver that is wiped by the wiping action of the regular windshield wiper for the vehicle. Minor discolorations around the edge of any glass may be approved.

If the inspection approval sticker is removed because of a change in the windshield, the owner is allowed to produce the inspection report issued for the vehicle or the original sticker, as proof of the inspection. Some removed stickers may display the letters “V O I D”. THIS DOES NOT INVALIDATE THE APPROVAL FOR THE VEHICLE INDICATED ON THE REVERSE SIDE OF THE STICKER. The Division of Motor Vehicles may authorize the use of special stickers upon the windshield or any of the windows of a motor vehicle.

THE ONLY STICKERS SO AUTHORIZED ARE:

1. Current inspection approval sticker.
2. Emergency vehicle permit (flashing light).
3. Utility stickers used for identification with a maximum size of 3 x 3 ½.

A utility sticker is one which is used for the identification of the vehicle for a specific purpose such as those used by the Armed forces, private parking spaces, private beaches, etc. The utility sticker may be placed in the lower right or left corner of the windshield so as not to interfere with the driver’s vision.

The State will allow the use of sunscreen material which has a total visible light transmittance of seventy (70%) percent on all windows of passenger type vehicles.

THE STATE LAWS AND REGULATIONS, ALLOW MANY VEHICLES TO BE EQUIPPED WITH SUN SCREENING MATERIAL WITH NO LIGHT TRANSMITTANCE STANDARD FOR THE WINDOWS BEHIND THE DRIVER OR ROOF-MOUNTED WINDOWS OR WINDOWS WITH LESS THAN 150 SQUARE INCHES IN AREA, IF THE VEHICLE IS EQUIPPED WITH TWO (2) OUTSIDE MIRRORS, ONE (1) ON EACH SIDE, ADJUSTED SO THAT THE DRIVER HAS A CLEAR VIEW OF THE HIGHWAY BEHIND THE VEHICLE.

3.13 GLASS (CONT.)

THESE VEHICLES INCLUDE:

S.U.V.'s, -- trucks – buses – trailers – mobile homes – campers – charter buses – funeral service vehicles – limousines and multi-purpose vehicles which include all vans and other vehicles constructed on a truck chassis.

Any person, firm, corporation or other entity installing a sunscreen device or material on the windows or windshield of any vehicle shall provide and affix a label on the front windshield (near inspection sticker) not to exceed one and one-half (1-1/2) square inches in size, which contains the installer's name and the percentage of light transmittance.

The State Law provisions do not apply to the motor vehicles owned or leased by federal, state and local law enforcement agencies, farm vehicles, and motor vehicles not required to be registered in this state. The use of the windshield sun visors, sun screening devices, or sun tints are acceptable as long as the visor or tint is not affixed below the "AS-1" edge mark on the windshield or if the visor or tint does not exceed 6" from the top of the windshield if the vehicle does not have a "AS-1" edge mark.

If a vehicle is presented with a glass removed other than the windshield, you may approve the vehicle as long as the removed glass does not leave any exposed chips or edges that could injure any person.

Cause for rejection:

1. Any vehicle glass or sun screening material or device that fails to meet the requirements of this regulation.

3.14 CHECK ENGINE LIGHT

Cause for rejection:

1. The malfunction indicator light (MIL) does not illuminate at all when the vehicle is in the key-on/engine-off conditions, even if no diagnostic trouble codes are present and the MIL has not been commanded on.

3.16 HEADLAMPS

References: 31-24-1 thru 31-24-52

Every inspection station shall inspect headlamps according to the following requirements:

While the vehicle is in the inspection bay check the headlamps of the vehicle. You will not be required to check the exact aim of the headlamps but you will be expected to reject the headlamp aim if the aim is noticeably off center.

Headlamps shall be of a type approved by the Division of Motor Vehicles. No modifications are allowed that will change the original design or performance of any lamp.

Every headlamp shall be mounted at a height of not more than 54" nor less than 24" from the center of the headlamp above the level surface upon which the vehicle rests.

The headlamp or headlamps on every motor vehicle, motorcycle, or motor scooter shall be of a type which shall emit a clear white light. The use of colored or tinted lenses is prohibited. Headlamp shields, doors or other devices are allowed provided the light from the lamp is not obstructed or changed in any manner when in use.

Every motor vehicle other than a motorcycle shall be equipped with at least two (2) headlamps, with at least one (1) headlamp on each side of the front of the motor vehicle, they shall be of equal intensity, and controlled by a high/low beam switch.

Every motorcycle or motor-driven cycle shall be equipped with at least one (1) and not more than two (2) headlamps.

Cause for rejection:

1. Any headlamp beam of light that is noticeably off center.
2. Any vehicle headlamp or devices that fail to meet any of the requirements of this regulation.

3.17 HORN

Every motor vehicle, including motorcycles, is required to be equipped with at least one horn in good working order that is capable of emitting sound that is audible under normal conditions from a distance of not less than 200 feet.

A vehicle that has had its horn switch moved to the side of the steering post or to the dashboard is acceptable provided it can be operated by one hand and is within reach of the driver when he is seated in a normal driver's position.

Cause for rejection:

1. Horn not securely fastened.
2. Horn switch out of reach of driver position.
3. Not audible under normal conditions at 200 feet.

3.18 MIRRORS

References: 31-10-1.4, 31-23-15

Every motor vehicle which is so constructed or loaded as to obstruct the driver's view to the rear thereof from the driver's position, shall be equipped with a mirror(s) so located as to reflect to the driver a view of the highway for a distance of at least 200 feet to the rear of the vehicle.

Every passenger type vehicle shall be equipped with a rear-view mirror on the left front door or fender, so located as to reflect a view of the highway for at least 200 feet to the rear of the vehicle.

Some vehicles were manufactured with a third rear-view mirror to meet the Federal Motor Vehicle Safety Standards. Any vehicle originally manufactured with 3 or more rear view mirrors shall be maintained accordingly.

All required mirrors must be securely fastened to the vehicle so that they will not vibrate and cause distortions.

3.18 MIRRORS (CONT.)

Cause for rejection:

1. Mirrors that do not meet the Federal or State Laws.

3.19 MOTOR MOUNTS

Check for broken or missing motor mounts.

Cause for rejection:

1. Broken or missing motor mounts.

3.20 PLATES AND PLATE LIGHT

References: 31-3-18 & 31-24-9

The registration plate issued shall at all times be securely fastened in a horizontal position to the vehicle for which it is issued so as to prevent the plate from swinging. It shall be attached at a height not less than 12" from the ground when measured from the bottom of such plate. It shall be located in a place and position so as to be clearly visible and shall be maintained free from foreign materials. The rear registration plate shall be illuminated with a white light. The plate lamp shall be so wired as to be lighted whenever the headlamps or auxiliary lamps are lighted and in a condition to be clearly legible from a distance of 60' to the rear. Every vehicle inspected must be checked to see that the proper type and number of plate(s) is attached.

Cause for rejection:

1. Plates that are dirty.
2. Plates that cannot be read clearly from 60 feet.
3. Any home-made plates.
4. Plate numbers that do not agree with the registration card.
5. Trailer hitches that block the visibility of the plate.
6. Plates that have been altered or changed from their original design or color.
7. Plates that are not securely attached or which are tied to the vehicle with either wire, rope or some other material.
8. Plates that are located so that the plate lamp will not properly illuminate the plate during the nighttime.
9. Plates that are obstructed by various slogans, colored glass or plastic, decals or other implements that may interfere with the identification of the plate.
10. Any vehicle without the required number of plates.

3.21 PARKING LAMPS AND HAZARD SWITCH

References: 31-24-32, 31-24-33, 31-24-52

All vehicles, except motorcycles, shall be equipped with parking lamps located on the front and on the rear as near as practicable to the side of the vehicle.

Every parking lamp shall display a white or amber light to the front and a red light to the rear so as to be visible from 500 feet from the vehicle when the vehicle is parked during the nighttime or when there is insufficient light to reveal persons or objects within a 500 foot distance.

Lens separations or repaired lens are acceptable as long as the intended lawful color is not violated.

Cause for rejection:

1. Any parking lamp that fails to function properly.
2. Any parking lamp that does not emit a red color to the rear or a white or amber color to the front.
3. Any parking lamp that is broken or missing.
4. Any improper hazard switch.

3.22 REFLECTORS

References: 31-24-10, 31-24-11, 31-24-37, 31-24-38, 31-24-39
31-24-41

Every motorcycle shall be equipped with at least one reflector and every vehicle except truck tractors, shall be equipped with at least two reflectors on the rear, meeting the following requirements:

On every bus, truck, trailer and semi-trailer, the reflectors shall be mounted at a height of not less than 24 inches (or on the highest part of the vehicle if it is less than 24 inches), nor more than 60 inches from the ground and visible at night time from all distances within 500 feet from the vehicle when directly in front of lawful upper beams of headlamps.

ALL TRAILERS OR SEMI-TRAILERS WICH HAVE AN OVERALL WIDTH OF 80 INCHES OR MORE AND A GROSS VEHICLE WEIGHT RATING OF 10,001 POUNDS OR MORE ARE SUBJECT TO THE CONDITIONS OF THE FEDERAL MOTOR VEHICLE SAFETY STANDARD 108 (FMVSS-108) FOR THE USE OF RETROREFLECTIVE SHEETING AND REFLEX REFLECTORS.

3.22 REFLECTORS (CONT.)

On every vehicle, except buses, trucks, trailers and semi-trailers, the reflectors shall be mounted at a height of not less than 20 inches nor more than 60 inches from the ground and visible at night time from all distances within 300 feet to 50 feet from the vehicle when directly in front of lawful upper beams of headlamps.

Reflector repairs are acceptable as long as the lawful reflectability or color is not violated. Reflectors mounted on the front or on the side near the front of a vehicle shall display an amber color. Reflectors mounted on the rear or on the side near the rear of a vehicle shall display a red color.

Most passenger-type vehicles have their rear reflectors incorporated in their rear tail lamps.

Cause for rejection:

1. Any reflector that fails to reflect the required color or light.
2. Any reflector not securely or properly attached.
3. Reflector missing or not located properly.

3.23 REGISTRATION CERTIFICATE

Every vehicle must be registered or display the proper dealer plates at the time of inspection.

When a vehicle is presented for inspection, you must first check for evidence of a valid registration.

Compulsory Motor Vehicle inspections apply to vehicles which have no limitations placed on their scope of operation. Vehicles being operated with a temporary registration are normally limited to periods up to twenty days and are considered to be limited in their scope of operation and are not required to be inspected.

Look for vehicles that are not properly registered and check the plate number on the vehicle against the number on the registration; also check for make, type of vehicle, color, year and valid official stamp.

Cause for rejection:

1. No valid evidence of registration.
2. Plate number does not match registration card.
3. Vehicle description not same as vehicle being inspected.

3.24 SEAT BELTS

References: 31-23-39, 31-23-40, 31-23-41

All automobiles beginning with the 1964 models are required to have safety seat belts installed for use in the left front and right front seats upon purchase, sale, lease, trade or transfer to or from a Rhode Island resident.

Every jitney, bus, private bus, school bus, or trackless trolley coach and every authorized emergency vehicle shall be equipped with a safety seat belt for the driver's seat.

Cause for rejection:

1. Front seat belts missing from the vehicle.
2. Loose or inoperative buckles or mechanisms.
3. Frayed, split or torn belt webbing.

3.25 SEATS

Reference: 31-38-4

The driver's seat and backrest shall be firmly attached to the vehicle so that when the driver applies force to the service brake pedal, the seat or backrest will not move. Do not approve any vehicles that have the driver's seat supported by loose wedges or blocks.

Cause for rejection:

1. Driver's seat or backrest not securely attached to vehicle and moves when the driver applies brakes.
2. Seat and backrest supported by loose wedges or blocks.

3.26 SIDE MARKER LAMPS

References: 31-24-37, 31-24-38, 31-24-40, 31-24-43

Lens separations are acceptable as long as the lawful color or Intended use is not violated.

Side marker lamps, whenever required, should be mounted on the permanent structure of the vehicle in such a manner as to indicate its body length.

3.26 SIDE MARKER LAMPS (CONT.)

Side marker lamps mounted on the front or on the side near the front of a vehicle shall display an amber color.

Side marker lamps mounted on the rear or on the side near the rear of a vehicle shall display a red color.

Side marker lamps shall be capable of being seen and distinguished under normal atmospheric conditions during the night time at a distance of 500 feet from the side of the vehicle.

Side marker lamps and clearance lamps may be mounted in combination, provided the required illumination is given.

Cause for rejection:

1. Any lamp that is missing or fails to function properly.
2. Any lamp not securely attached to the vehicle.
3. Lamp color contrary to law or regulations.

3.27 STOP LAMPS

References: 31-24-12, 31-24-13, 31-24-14, 31-24-37 (f), 31-24-38

Every motor vehicle must be equipped with a stop lamp on the rear of the vehicle which shall emit a red or yellow (amber) light plainly visible from a distance of 100 feet to the rear of the vehicle during normal sunlight and at night time.

Any motor vehicle that is equipped with more than one stop lamp shall have all such stop lamps in good working order. Every stop lamp shall be actuated upon application of the service (foot) brake and may or may not be incorporated with the tail lamp.

Lens separations are acceptable as long as the intended lawful color is not violated.

3.27 STOP LAMPS (CONT.)

Cause for rejection:

1. Stop lamps do not light when foot brake is depressed.
2. Stop lamp does not get brighter when incorporated with a lighted taillight or directional signal.
3. If missing or broken lens cause a white light to show from the rear.
4. Stop lamp emits a color other than yellow (amber) or red.
5. Stop lamp not securely fastened to the vehicle.
6. Not visible from a distance of 100 feet.

3.28 STEERING ALIGNMENT & SUSPENSION

Reference: 31-38-4

This section deals with the overall “front end” of the vehicle. The Instructions and tolerances as given apply to most vehicles, however, there are some vehicles or assemblies that cannot be inspected in the exact manner as described in this manual. Therefore, you are authorized to follow the manufacturer’s recommendations for inspection and to reject any vehicle or assembly for any part of the steering system that is worn, missing, broken, or defective in any manner that exceeds the manufacturers’ tolerances for replacement or so as to be dangerous.

3.28.1 STEERING WHEEL LASH (FREE PLAY) OR BINDING

The steering system of the vehicle must be inspected to determine if excessive wear and/or maladjustment of the linkage and/or steering gear exists. Vehicle must be on a dry surface. On vehicles equipped with power steering, the engine must be running.

Turn steering wheel through a full right and left turn and feel for binding, or jamming conditions.

Lash is a condition where the steering control can be turned through some part of the revolution without front wheel motion. With road wheels in a straight-ahead position – turn steering wheel until the turning motion can be observed at the road wheels. Measure any lash in excess of three (3) inches.

Steering wheel rim diameters that have been altered from manufacturers’ specifications or rims that have been cut up so that part of the rim is missing or loosely covered, or that have knobs or other obstructions attached to them are not safe for use on the highway.

3.28.1 STEERING WHEEL LASH (CONT.)

Cause for rejection:

1. If more than three inches of total movement at the steering wheel rim is encountered before the front wheels move.
2. Any altered, cut up, loosely covered, obstructed steering wheel.
3. If binding or jamming occur.
4. Parts worn beyond the tolerances for replacement.

3.28.2 WHEEL BEARINGS

The steering system and related linkage and parts must be inspected to determine possible wear or damage at all points. Wheel bearings out of adjustment can cause wander, erratic front brake action, and noise due to interference of parts.

Wheel bearings and steering linkage should be checked for missing, worn or damaged parts when all play in the suspension ball joints is eliminated by putting them under load.

Vehicles having the front spring or torsion bar supported on the lower control arm must be hoisted from the cross member or frame. When the front spring or torsion bar is supported by the upper control arm, the vehicle must be hoisted at the lower control arm.

With the front end of the vehicle lifted properly, grasp the front tire top and bottom and rock it in and out. To verify that any looseness detected is in the wheel bearing, notice the relative movement between the brake drum or disc and the backing plate or splash shield. Any movement more than 1/8" (.125) measured at the outer circumference of the tire is excessive.

Cause for rejection:

1. Any excessive looseness or play in the wheel between the brake drum and the brake backing plate.
2. Any evidence of damaged wheel bearing.
3. Any part of the wheel bearing assembly that is missing, worn or damaged.

3.28.3 LINKAGE AND KINGPIN PLAY

Excessive free play causes wheel shimmy, erratic brake action and steering control problems. Make sure any looseness detected is not wheel bearing free play.

Follow procedures under wheel bearing for correct lifting.

Brakes should be applied during the inspection if necessary either by another person or by use of a portable brake depressor to eliminate wheel bearing play.

LINKAGE PLAY

With the front end lifted properly, inspect the steering linkage by grasping the **front** and **rear** of the tire and attempt to turn the assembly right and left. Record any movement at the extreme front and rear of the tire in excess of Table A.

KINGPIN PLAY

With the front end lifted properly, wear in the kingpin (if used) can be inspected by grasping the **top** and **bottom** of the tire and rocking the wheel assembly in and out. Record any movement at the extreme top and bottom in excess of Table A. Check also for worn, missing or damaged kingpin bearings.

TABLE A

MAXIMUM PERMISSIBLE PLAY

<u>Wheel size</u>	<u>Play in excess of:</u>
Up to and including 16 in.	¼ in. or .250
Over 16 and including 18 in.	3/8 in. or .375
More than 18 in.	½ in. or .500

3.28.2 LINKAGE AND KINGPIN PLAY (CONT.)

Cause for rejection:

1. Any linkage or kingpin play in excess of Table A.
2. Any kingpin bearing that is worn, missing or damaged.
3. Any linkage or connector or bushing that is excessively worn, broken or missing so as to be dangerous.

3.28.4 FRONT WHEEL ALIGNMENT

Overall front wheel alignment can be somewhat grossly indicated by the measurement of the front wheel sideslip. Measure the front wheel sideslip with an approved type of sideslip indicator and record the results in excess of 30 feet per mile.

Cause for rejection:

1. Indicator shows sideslip or scuff in excess of 30 feet per mile.

3.28.5 UNIVERSAL JOINTS

Constant velocity (CV) and other universal type joints that are packed with grease and covered should be checked for excessive shaft movement. Joint covers that are missing or badly damaged so as to expose the joint, should be rejected.

Cause for rejection:

1. Joint cover or boot missing or badly damaged.
2. Excessive shaft movement.

3.29 SPRINGS – TORSION BARS – SHOCKS – STRUTS

Reference: 31-23-13.1

Springs and Torsion Bars –

Visually inspect for broken leaves or bar damage. Springs, bushings, shackles, center bolts, or “U” bolts should be inspected to see that they are not proper, they can cause vehicle handling instability and/or brake pull as well as rear wheel tracking.

Shocks –

Visually inspect shock absorbers and shock struts for broken or missing mounting brackets and bolts. Shocks that show signs of leakage are not to be rejected unless the vehicle fails the following tests:

With the vehicle on the ground, apply body weight and depress the corner of the vehicle in question and observe the action of the corner of the vehicle depressed. If the action is such that the corner depressed raises up three or more times, the shocks are then to be considered defective and must be rejected.

Cause for rejection:

1. Springs, torsion bars, shackles, center bolts, or “U” bolts are worn, loose, broken or miss-located.
2. If the vehicle is modified so as to adversely affect proper steering or braking of the vehicle.
3. Shocks that fail prescribed shock absorber test.
4. Mounting bolts or mounts that are broken or loose.
5. If the shock absorber or cross stabilizer links or shock struts, are disconnected, broken, bent or loose.

3.30 ALTERED VEHICLES

References: 31-23-13.1

Vehicles with a manufacturer’s gross weight rating of 10,000 pounds or less that have been altered by raising or lowering the chassis or body height, by any means or device, more than four (4) inches from the manufacturers specified height or from the height of other originally manufactured vehicles of the same make, model and year of the vehicle being inspected, should be rejected.

3.30 ALTERED VEHICLES (CONT.)

Vehicles over 10,000 lbs. gross weight and vehicles used for farming or forestry are exempt from the four (4) inch altered limitations but should be rejected if any such alteration kit or device is broken, loose or not properly installed.

Vehicles that appear to be altered by elevating or lowering the chassis or body height by more than (4) inches from the original manufacturers specified height by use of lift kits, shackle lift kits, tires, spacers, blocks, tubes or any other means or device shall be rejected unless the owner of the vehicle shows written evidence as to the original height of the vehicle when equipped with the equipment customarily installed by the manufacturer.

When inspecting, be sure to check for broken, missing, loose or improperly installed kits or devices. Check for items that could cause improper steering or braking. The chassis or body should be equal in height on opposite sides and/or ends of the vehicle.

Cause for rejection:

1. Chassis or body appears to be raised or lowered by more than four inches.
2. Chassis or body appears to be altered without written evidence from manufacturer confirming original height.
3. Any alteration or modification of the vehicle that may cause improper steering or braking of the vehicle.
4. Any device used for modifying the vehicle that is loose, broken, or improperly or poorly installed.
5. Any chassis or body height that is not the same on opposite sides and/or ends.
6. Any alteration that violates a Federal Motor Vehicle Safety Standard.

3.33 TAIL LAMPS

References: 31-24-7, 31-24-8

Every motor vehicle, trailer, semi-trailer, pole trailer and motorcycle and any other vehicle which is being drawn at the end of a train of vehicles shall be equipped with at least one (1) tail lamp which emits a RED LIGHT plainly visible from a distance of 500 feet to the rear.

3.33 TAIL LAMPS (CONT.)

Every tail lamp shall be securely attached to the vehicle at a height of not more than 72" inches nor less than 20 inches when measured from a level flat ground surface.

Most vehicles have more than one tail lamp. It is expected that each and every tail lamp on the vehicle be working properly.

Lens separations are acceptable as long as the lamps' intended lawful color is not violated.

Cause for rejection:

1. Any tail lamp that fails to function properly.
2. Any tail lamp that does not emit a red color.
3. Any tail lamp with a missing lens.
4. Any tail lamp that is not securely fastened or properly located on the vehicle.

3.34 TIRES

References: 31-23-20, 31-23-45, 31-23-26

During the tire inspection, look for bald tires as well as tire tread grooves that are less than 2/32nds of an inch. Also look for signs of fabric, cord, ply, blowout patches, bumps, bulges or any separations or defects that could affect the safe operation of the vehicle. When measuring the depth of a tire tread, mark the length of the tread into four (4) equal parts and take measurements at these marks with a tire depth gauge.

If any three (3) of the four (4) measurements taken are less than 2/32nds of an inch deep, the individual tread is considered to be less than 2/32nds of an inch.

If any two (2) adjacent (next to each other) major treads (or grooves), are less than 2/32nds of an inch deep, the tire is to be rejected. When measuring tread depth, DO NOT measure on top of the "tread bar depth indicator".

A space saver spare tire is acceptable when used on a temporary basis, but should not be approved for use on a vehicle when the vehicle is being inspected.

3.34 TIRES (CONT.)

Vehicles with so-called “racing or cheater” slicks are not to be approved. These tires usually have no tread or two treads on the periphery of the tire and are considered unsafe for highway use. Wide tires are not to be approved if the outside edge of the tire extends beyond the outer edge of the wheel housing when the tires are in a straight-ahead position.

All vehicles should be equipped with tires on the SAME AXLE that are matched in nominal size or construction including dual wheels. (Example: radial tires and bias ply constructed tires should not be mixed on the same axle.)

Rhode Island Law is such that it shall be permissible to use tires with flat headed studs projecting 1/16” or less beyond the tread of the traction surface from the 15th day of November to the first day of April.

DO NOT approve any tire that is marked “Farm Use Only”, “Reject” or any other symbol to indicate that the tire DID NOT MEET the Federal Standards.

Cause for rejection:

1. Any tire that has any two adjacent treads with less than 2/32nd of an inch tread at 3 or more places measured.
2. Any tire that shows signs of cord, fabric, ply or separations.
3. Any tire that has a cut or snag in excess of 1” in any direction and deep enough to expose the cord or ply.
4. Any tire which has any visible bump, bulge or knot apparently related to tread or sidewall separation or partial failure of the tire structure including the bead area.
5. Any tire that extends beyond the outer edge of the wheel housing.
6. Any so-called “racing or cheater” slicks.
7. Any tire marked for “Farm Use Only” or “Rejected” or that did not meet Federal Standards.
8. Tires that are on the SAME AXLE that are not matched as to nominal size or construction.
9. Any studded tire if the vehicle is inspected between April 1st thru November 15.
10. Space saver tires only during inspection.

3.35 TRANSMISSIONS

When road testing any motor vehicle (except motorcycles) be sure to check the rearward movement of the vehicle. Every motor vehicle will be expected to have at least one (1) forward speed and one (1) rearward speed.

Cause for rejection:

1. Any motor vehicle that is not capable of being driven both forward and rearward.

3.36 WHEELS

Inspect the wheels of dangerous cracks and for loose, missing, or damaged wheel bolts, nuts, studs, or lugs that could affect the safe operation of the vehicle.

A space saver spare rim is acceptable when used on a temporary basis, but should not be approved for use on a vehicle when the vehicle is being inspected.

Cause for rejection:

1. Any wheel in a dangerous condition.
2. Space saver rim or wheel only during inspection.

3.38 WHEEL SAFETY CHOCK BLOCKS

References: 31-23-43, 31-23-44

These are portable wedge-shaped devices which are carried in the vehicle and used to prevent accidental rolling or movement of the vehicle from a parked position. There should be at least two (2) in the following types of vehicles:

- A. Buses that seat more than seven (7) passengers.
- B. Every truck with a (registered) gross weight of 7,000 pounds or more.
- C. Every tractor or trailer or such combination.

Whenever such motor vehicle is equipped with positive action spring-loaded, air parking brakes, such vehicle need not be equipped with said safety wheel chocks.

3.38 WHEEL SAFETY CHOCK BLOCKS (CONT.)

Chock blocks shall have one side that shall follow the contour of the tire and shall be of sufficient size and strength to hold the vehicle when the maximum allowable weight is carried thereon. The following table shall be used to determine the minimum size according to the radius of the outside circumference of the tire:

NOTE: DO NOT CONFUSE TIRE RADIUS WITH WHEEL RIM SIZE

MINIMUM CHOCK BLOCK SIZES

Tire Radius	Length of Base	Height from Base
Not more than 13"	6-1/2"	4"
Not more than 15"	12"	7"
Not more than 17"	16"	9"
Not more than 22"	20-1/2"	12"
More than 22"	22"	13"

WIDTH

Each chock block shall be at least $\frac{3}{4}$ of the tire-tread width.

Cause for rejection:

1. Chocks too small or are not of a wedge shape.
2. Chocks damaged or split so that they are ineffective.
3. Chocks not in vehicle.

3.39 WINDSHIELD WIPERS

Reference: 31-23-17

The windshield on every motor vehicle shall be equipped with a windshield wiper that shall be so constructed as to be controlled by the driver of the vehicle. Every windshield wiper on every motor vehicle shall be maintained in good working order. Vehicles that were manufactured in the past with one (1) windshield wiper may be approved as such. However, any vehicle that has or has had installations for more than one (1) windshield wiper, must have all such windshield wipers working properly.

3.39 WINDSHIELD WIPERS (CONT.)

Wiper blades should not be approved if parts of the blade or arm are missing, damaged, broken or shorter than the original equipment.

Cause for rejection:

1. Any windshield wiper operating switch not conveniently located for use by the driver while in his normal operating position.
2. Any windshield wiper that does not work or has any of its parts missing or faulty, such as switches and tension springs.
3. Any windshield wiper blade that is damaged, missing, broken or shorter than original equipment.
4. Any vehicle that has only one (1) wiper assembly operating when the vehicle was originally equipped with two (2) such assemblies.

4.0 WHAT TO INSPECT

Reference: 31-24-37

The equipment requirements on certain vehicles change according to the size, use, or the type of vehicle. This section provides a checklist of what to look for on certain vehicles.

Reconstructed vehicles

All vehicles used on the public highways are expected to meet all the state laws and regulations, therefore, reconstructed vehicles which are using the public highways are also expected to meet all the state laws and regulations. Reconstructed vehicles in many instances fail to meet the state requirements and, are not to be approved for use on the public highways. Be sure to check reconstructed vehicles for all required safety items.

4.1 INSPECT EVERY MOTOR VEHICLE (EXCEPT MOTORCYCLES) AND EVERY BUS OR TRUCK LESS THAN 80 INCHES WIDE FOR THE FOLLOWING:

- | | |
|----------------------------------|-----------------------------------|
| 1. ABS Light | 26. Height altered |
| 2. Air bag light | 27. Horn |
| 3. Back up lamps | 28. Master cylinder |
| 4. Ball joints | 29. Mirrors |
| 5. Body items | 30. Parking lamps |
| 6. Brakes (ABS) | 31. Parking brakes |
| 7. Brake drums and discs | 32. Plates and plate light |
| 8. Brake failure warning lamp | 33. Reflectors |
| 9. Brake lining or pads | 34. Registration certificate |
| 10. Brake performance | 35. Seat belts |
| 11. Brake pedal reserve | 36. Seats |
| 12. Bumper (rear end protection) | 37. Side market lamps |
| 13. Check engine light | 38. Springs, torsion bars, shocks |
| 14. Clearance lamps | 39. Steering, alignment and susp. |
| 15. Directional signals | 40. Stop lamps |
| 16. Door (front latches) | 41. Tail lamps |
| 17. Emergency brake | 42. Tires |
| 18. Emissions | 43. Transmission |
| 19. Exhaust system | 44. Universal joints |
| 20. Fenders and flaps | 45. Wheels |
| 21. Floor and other panels | 46. Wheel safety chock blocks |
| 22. Fuel tank – cap | 47. Windshield wipers |
| 23. Glass | 48. Windshield |
| 24. Hazard switch | |
| 25. Headlamps | |

4.2 INSPECT EVERY BUS OR TRUCK 80 INCHES OR MORE IN OVERALL WIDTH ACCORDING TO THE FOLLOWING:

1. All items as enumerated for vehicles less than 80 inches wide.
2. On the front of the vehicle two (2) clearance lamps (amber) one at each side of the vehicle.
3. On the rear of the vehicle two (2) clearance lamps (red) one at each side of the vehicle.
4. On each side of the vehicle two (2) side marker lamps, one at or near the front (amber) and one at or near the rear (red).
5. On each side of the vehicle two (2) reflectors, one at or near the front (amber), and one at or near the rear (red).
6. Measure the vehicle to ascertain if directional signals are required and inspect accordingly.

4.3 INSPECT EVERY TRAILER AND SEMI-TRAILER (EXCEPT TRAILERS AND SEMI TRAILERS USED TO TRANSPORT HORSES AND OTHER LIVESTOCK) OVER 1,000 POUNDS GROSS WEIGHT, ACCORDING TO THE FOLLOWING:

1. Brakes (required if over 4,000 pounds gross weight).
2. Directional signals (if equipped or required by size).
3. Fenders and/or flaps.
4. Floor panels.
5. Headlamp aim of motor vehicle that is pulling.
6. Parking lamps.
7. Plate lamp.
8. Plates.
9. Proper registration.
10. Reflectors.
11. Rear end protection.
12. Springs and shocks.
13. Stop lamp, if over 3,000 pounds gross.
14. Tail lamp.
15. Tires.
16. Safety chock blocks.
17. Wheels.
18. Clearance lamps and reflectors if over 3,000 pounds gross weight as follows:
 - a. On the front of the vehicle two (2) clearance lamps, one at each side (amber).
 - b. On each side of the vehicle two (2) side marker lamps, one at or near the front (amber), and one at or near the rear (red).
 - c. On each side of the vehicle two (2) reflectors, one at or near the front (amber) and one at or near the rear (red).
 - d. On the rear of the vehicle two (2) clearance lamps, one at each side (red).
 - e. On the rear of the vehicle two (2) reflectors, one at each side (red).
 - f. If the vehicle is a pole trailer, on each side of the vehicle one side marker lamp and one clearance lamp which may be in combination to show to the front, side and rear, providing the colors show amber to the front and red to the rear.
 - g. On the rear of the pole trailer or its load, two (2) reflectors (red) one at each side.

4.3.1 INSPECT EVERY TRAILER AND SEMI-TRAILER USED TO TRANSPORT HORSES AND OTHER LIVESTOCK IRRESPECTIVE OF THE GROSS WEIGHT, ACCORDING TO THE FOLLOWING:

1. Brakes (required if over 4,000 pounds gross weight).
2. Directional signals (if equipped or required by size).
3. Fenders and/or flaps.
4. Floor and panels for livestock.
5. Headlamp aim of motor vehicle that is pulling.
6. Parking lamp.
7. Plate lamp.
8. Plates.
9. Proper registration.
10. Rear end protection.
11. Reflectors.
12. Safety chock blocks.
13. Springs and shocks.
14. Stop lamp, if over 3,000 pounds gross.
15. Tail lamp.
16. Tires.
17. Wheels.
18. Clearance lamps and reflectors if over 3,000 pounds gross weight as follows:
 - a. On the front of the vehicle, two (2) clearance lamps one at each side (amber).
 - b. On each side of the vehicle two (2) side marker lamps, one at or near the front (amber) and one at or near the rear (red).
 - c. One each side of the vehicle, two (2) reflectors, one at or near the front (amber) and one at or near the rear (red).
 - d. On the rear of the vehicle two (2) clearance lamps, one at each side (red).
 - e. On the rear of the vehicle two (2) reflectors, one at each side (red).
19. Head restraints, chest bar, butt bars and other equipment needed for the safe transportation of horse(s) or other livestock.

4.4 INSPECT EVERY MOTORCYCLE, MOTOR SCOOTER, MOTOR-DRIVEN CYCLE AND MOTORIZED BICYCLES AND MOTORIZED TRICYCLES (IF REQUIRED BY LAW OR REGULATION) ACCORDING TO THE FOLLOWING:

CURRENTLY THE TOWN OF NEW SHOREHAM (BLOCK ISLAND) IS THE ONLY COMMUNITY REQUIRING RENTED MOTORIZED BICYCLES AND MOTORIZED TRICYCLES TO BE INSPECTED. THESE CYCLES ARE TO BE INSPECTED IN ACCORDANCE WITH THE REGULATIONS ESTABLISHED FOR THE INSPECTION OF MOTORCYCLES, MOTOR SCOOTERS OR MOTOR DRIVEN CYCLES CURRENTLY IN EFFECT, EXCEPT AS TO THOSE PROVISIONS WHICH BY THEIR NATURE CAN HAVE NO APPLICATION.

- | | |
|---|----------------------------|
| 1. Proper registration | 13. Horn or bell |
| 2. Alignment | 14. Mirror |
| 3. Brakes | 15. Plate |
| 4. Body items | 16. Rake and trail |
| 5. Chain guards | 17. Reflectors |
| 6. Directional signals
(if equipped) | 18. Seat(s) |
| 7. Exhaust system | 19. Speedometer |
| 8. Fuel system | 20. Steering & handlebars |
| 9. Fenders | 21. Stop lamps |
| 10. Foot rests | 22. Suspension |
| 11. Hand grip | 23. Tail lamp |
| 12. Headlamps | 24. Tires, wheels and rims |

RULES, REGULATIONS AND STANDARDS FOR THE INSPECTION OF MOTORCYCLES, MOTOR SCOOTERS, MOTOR DRIVEN CYCLES, MOTORIZED BICYCLES, MOTORIZED TRICYCLES, AND RELATED EQUIPMENT AS PROVIDED FOR IN THE RHODE ISLAND GENERAL LAWS OF 1956 AS AMENDED.

Motorcycle inspection stations have been authorized by Law and Regulation to inspect motorized bicycles and motorized tricycles.

Cycles that are required to be inspected, shall be inspected at motorcycle inspection stations.

4.4 INSPECT EVERY MOTORCYCLE, MOTOR SCOOTER, MOTOR-DRIVEN CYCLE AND MOTORIZED BICYCLES AND MOTORIZED TRICYCLES (IF REQUIRED BY LAW OR REGULATION) ACCORDING TO THE FOLLOWING: (CONT.)

DEFINITIONS

MOTORCYCLE: Only those motor vehicles having not more than three wheels in contact with the ground and a saddle on which the driver sits astride, except motorized bicycles and motorized tricycles.

MOTOR DRIVEN CYCLE: Every motorcycle, including every motor scooter, with a motor which produces not to exceed five (5) horsepower, except motorized bicycles and motorized tricycles.

MOTORIZED BICYCLES ; Two-wheel vehicles which may be propelled by human power and/or helper power, or by both with a motor rated not more than 1.5 brake horsepower or 2 (S.A.E.) horsepower which is capable of a maximum speed of not more than thirty (30) miles per hour.

MOTORIZED TRICYCLES: Tricycles which may be propelled by human power or helper motor, or by both, with a motor rated no more than 1.5 brake horsepower which is capable of a maximum speed of not more than thirty (30) miles per hour.

The General Provisions, Station Requirements and Inspection Procedures for motorcycle inspection stations are the same as public inspection stations as provided in the Official Manual for Vehicle Inspection except as to those provisions which by their nature can have no application.

MINIMUM REQUIREMENTS FOR APPOINTMENT AS A MOTORCYCLE INSPECTION STATION

Each inspection station is expected to employ at least one (1) State Certified inspector who has been licensed as a motorcycle operator for at least two (2) years and is familiar with motorcycle repair problems. He shall have had at least one years' experience as a motorcycle mechanic.

Each motorcycle inspection station will be held fully responsible for the approval of each and every cycle presented for inspection as to the compliance with all the motorcycle inspection rules and regulations except that the station will not be held responsible by the Department as to the strength of the materials or the quality of the workmanship of any cycle that is presented for inspection.

Each motorcycle inspection station must meet all the requirements of regular stations except those requirements that by their nature have no application to the motorcycle provided, however, that every motorcycle inspection station shall have:

1. An inspection lane at least 15 feet long and 6 feet wide.
2. A tape measure distinctively marked at ¼", 15" and 18".
3. Measuring tools for rake and trail such as:
 - a. An adjustable or collapsible straight-edge or 6 foot folding ruler.
 - b. A 6-inch protractor designed for measuring degrees of a circle.
 - c. A rigid carpenter's framing square marked off in inches with each side at least 16 inches in length.

A certificate of approval (inspection sticker) is to be issued only after the cycle has passed every part of the inspection as required.

Be sure to fill in the required information on the inspection report with a ball-point pen.

Affix the new sticker on the rear fender of the cycle so as to be visible from the rear of the cycle.

5.0 REGISTRATION AND VEHICLE IDENTIFICATION

Every cycle must be registered at the time of inspection. Examine this registration and be sure to compare the vehicle identification number with the cycle and the registration card. Be sure to check the cycle plate numbers to see that they agree with the registration card.

The registration plate issued shall at all times be securely fastened in a horizontal position to the vehicle for which it is issued so as to prevent the plate from swinging. It shall be attached at a height not less 12" from the ground when measuring from the bottom of such plate. It shall be located in a place and position to be clearly visible and shall be maintained free from foreign materials and in a condition to be clearly legible from a distance of 60' to the rear. The rear registration plate shall be illuminated with a white light.

Cause for rejection:

1. Cycle not registered.
2. Cycle plate and identification numbers do not agree with the registration.
3. Registration card or registration plate missing, mutilated or not validated.
4. Plates that are dirty or cannot be read clearly from 60 feet.
5. Cardboard or any other home-made type of plate.
6. Plates that are not securely attached or tied on to the cycle with wire, rope or some other material.
7. Plates that are obscured by various slogans, colored glass or plastic, decals or other implements that may interfere with the identification of the plate.
8. Plates that are located so that the plate lamp will not properly illuminate the plate during the nighttime.
9. Plate numbers that do not agree with the registration.
10. Plates that have been cut, altered or changed from their original design or color or shape.

5.1 BRAKES

Every cycle must be equipped with at least one (1) rear brake which may be operated by hand or foot and which is adequate to control and stop the vehicle.

All components of the braking system whose malfunction could reduce braking efficiency should be inspected. The cycle should be specifically checked for worn, missing or defective pins; broken or missing springs; rods, clevises or couplings; misaligned anchor pins; worn cables; frozen, rusted or inoperative connections; missing spring clips, improper wheel bearing adjustment; or defective grease retainers. Visually check brake pedal shaft and bearings for wear and misalignment. All brakes on the cycle must be in good working order. It is not mandatory to pull a wheel on a cycle; however, the wheel may be pulled to further examine the brakes and/or brake lining material. The brake lining material must be at least 1/64th of an inch above any metal.

Do not approve any cycle if the braking assembly is not sufficiently covered so as to protect the brake lining friction material from road debris and elements of weather that could cause the brake lining material to lose its effectiveness.

Every cycle manufactured with more than one brake must have all such brakes in good working order.

Cause for rejection:

1. Cycle not able to stop within minimum distances.
2. Braking assembly not sufficiently covered.
3. Worn, missing or defective parts.
4. Brake lining material broken or contaminated.
5. Brake lining material less than 1/64th of an inch above any metal.

5.2 BODY ITEMS

Check cycle for obvious defects in body items that are broken, inadequate, missing, bent or defective, so as to cause injury to the operator, passenger or other persons using the highways.

Body items may include, but are not limited to: kickstand, frame, rollover bars, chain, motor mounts and supports, flaps, saddle bags and any other extra equipment that may or may not be required that has been added to the cycle.

5.2 BODY ITEMS (CONT.)

Cause for rejection:

1. Any body item that is broken, bent, missing or defective so as to cause injury to person or property.

5.2.1 CHAIN GUARDS

Any drive chain or belt on a cycle shall be equipped with a chain guard or covering device to prevent any chain or chain sprocket from contacting any rider.

Cause for rejection:

1. Chain guard missing.
2. Chain guard not securely attached.
3. Chain guard too small to afford proper protection to rider.
4. Chain guard located improperly so as not to afford proper protection to rider.

5.2.2 CYCLE STAND

All cycles designed with two wheels shall be equipped with a retracting stand that shall fold rearward and upward. It must not contact the ground when the cycle is moving.

Cause for rejection:

1. Vehicle stand missing, bent, broken or defective so as not to hold cycle in stable position.
2. Cannot fold rearward and upward when cycle is moving.

5.3 EXHAUST SYSTEM

Start the cycle and check over the muffler and all the parts of the exhaust system, paying particular attention to rotted and corroded surfaces and mufflers that have been altered, modified, deleted or adjusted in any manner that would cause the exhaust system to generate a higher or louder sound level than would be generated by the exhaust system customarily installed by the manufacturer as original equipment. No part of the exhaust system shall be higher than the rear fender.

5.3 EXHAUST SYSTEM (CONT.)

Cause for rejection:

1. Any exhaust system that has been altered, modified, deleted or adjusted so as to cause a sound louder than was intended by the manufacturer of the cycle engine as intended for street use.
2. Any exhaust system that has any leaks, holes or leaking patches or seams.
3. Exhaust system or its elements not securely fastened to the cycle or higher than the rear fender.

5.3.1 FUEL SYSTEMS

Every cycle shall have its' fuel system components, including the tank, pump, tubing, hoses, clamps, etc., securely fastened so as not to interfere with vehicle operation and shall be designed to prevent leakage when the vehicle is in its normal operating mode. Fuel lines shall be positioned in a manner to prevent their contact with the engine cylinder head, manifold, exhaust system, or other high temperature surfaces, or moving components. The fuel system shall be adequately vented and provided with a fuel shut-off valve. Visually check the fuel system and its lines and piping for leaks and worn spots (chafing). Check the throttle linkage, including the cables, for worn, bent, broken, corroded or missing parts.

Cause for rejection:

1. Any part of the system that has any breaks, holes or leaking patches or seams.
2. Fuel leakage at any point along the fuel system.
3. Fuel tank and piping not securely attached to cycle.
4. Fuel tank not vented properly.
5. Any fuel throttle linkage that is not properly aligned or that is bent, broken or missing.

5.4 FENDERS

All cycles shall be equipped with front and rear fenders at least 12 inches in length. Every front and rear fender shall be of a construction and type so as to render protection to the operator or passenger of the cycle and other persons using the highways against flying objects thrown about by the cycle wheels.

Cause for rejection:

1. Fender missing.
2. Fender not securely attached.
3. Fender is too small to afford proper protection against flying objects.
4. Fender interferes with steering of cycle.

5.5 FOOT RESTS

Every cycle must have at least one foot rest on each side of the vehicle for each seat on the cycle. (Pedals are acceptable as foot rests on motorized bicycles or tricycles.)

Cause for rejection:

1. No foot rests for each seat.
2. Foot rests not adequate.

5.6 HAND GRIP (FOR PASSENGERS)

Every cycle with a passenger seat must have at least one appropriate hand bar or grip firmly attached to the cycle for the passenger's use.

Cause for rejection:

1. Hand bar or grip not adequate.
2. Hand bar or grip missing.

5.7 HEADLAMPS

Headlamps shall be of a type approved by the Administrator of the Division of Motor Vehicles. Every headlamp shall comply with the current SAE standards. Every headlamp shall be mounted at a height of not more than 54" or less than 24" from the center of the headlamp above the level surface upon which the vehicle rests. The color of the lens of any headlamp shall be clear or crystal.

The headlamp or headlamps on every cycle shall be of a type which shall emit a clear white light. The use of colored or tinted lenses is prohibited. Every cycle shall be equipped with at least one (2) and not more than two (2) headlamps.

Cycles may be equipped with single beam headlamp(s) of sufficient intensity to reveal a person or a vehicle at a distance of not less than 100 feet provided that the lamp be so aimed that when the cycle is loaded, none of the high intensity portion of the light shall project higher than the level of the center of the lamp from which it comes, or more than six (6) inches to the left or six (6) inches to the right of the vertical center of the lamp at a distance of 25 feet ahead of the lamp. You will not be required to check the exact aim of the headlamps but you will be expected to reject the headlamp aim if the aim is noticeably off center.

The law requires that cycles have sufficient lighting to reveal a person or a vehicle at:

- a. 100 feet when operated at less than 25 mph.
- b. 200 feet when operated at 25 or more mph.
- c. 300 feet when operated at 35 or more mph.

NOTE: high beam indicator not required.

Cause for rejection:

1. A lamp not aimed properly or securely mounted on vehicle.
2. An improperly connected circuit or switch position.
3. A cracked, tinted, broken or missing lens or reflector.
4. A lens that is rotated, upside-down, or incorrectly installed.
5. A headlamp with dirt or moisture inside the lens, or any discolorations, contamination, reflector deterioration or colored other than as originally manufactured.
6. A lamp showing a beam of color contrary to law or regulation.

5.8 HELMETS

All cycle helmets that are used on the public highways in the State of Rhode Island must be of a type approved by the Division of Motor Vehicles. The Division has authorized only helmets that have been tested and certified as meeting the Standards of the American National Standards Institute, Z-90.1.

5.9 HORN

Every cycle is required to be equipped with a horn in good working order and capable of emitting sound that is audible under normal conditions from a distance of not less than 100 feet, but no horn or other horn device shall emit an unreasonably loud or harsh sound or whistle.

The horn button must be located within easy reach of the operator.

Check the cycle (except for police cycles) for any bell or siren that is not authorized.

Cause for rejection:

1. A horn that is unreasonably loud.
2. Any unauthorized siren, bell or wolf whistle.
3. Horn not securely fastened.
4. Horn that requires the manual grounding of wire to be operative.
5. Horn out of reach of driver's normal operating position.
6. Horn not audible under normal conditions at 100 feet.

5.10 MIRROR

Every cycle shall be equipped with a rear view mirror which is located on the left side of the vehicle so as to reflect to the driver a view of the highway for a distance of two hundred feet (200) to the rear of such vehicle. Check the mirror to see that it is securely attached and that the mirror glass is not cracked, broken, fogged or missing.

Every mirror shall consist of a minimum reflective surface of 10 square inches and shall be circular, oval, rectangular or square in shape and shall not contain any sharp edges, projections or irregular indents.

5.10 MIRROR (CONT.)

Cause for rejection:

1. Mirror is missing, cracked, broken, fogged or loose.
2. Mirror is located so that the operator cannot see to 200 feet to the rear.
3. Mirror is not securely attached.

5.12 REFLECTORS

Every cycle shall be equipped with at least one reflector located on the rear of the cycle. This reflector may be incorporated in the rear tail lamp lens. The reflectors shall be mounted at a height of not less than 20 inches nor more than 60 inches from the ground and shall be visible at nighttime from all distances within 300 feet to 50 feet from the vehicle when directly in front of lawful upper beams of headlamps.

Cause for rejection:

1. Any reflector that fails to reflect the required color of light or is not located properly.
2. Broken or missing reflectors.
3. Any reflector not securely or properly attached.

5.13 SEATS OR SADDLE

Every cycle shall be equipped with a seat or saddle securely attached to the cycle.

The seat or saddle adjustment locking device shall prevent relative movement of the seat from its selected and secure position under all normal cycle operating conditions. The seat shall be located such that any part of the handlebar is not more than 15 inches above that portion of the seat occupied by the operator when the seat is fully depressed.

Passenger must be provided with a separate rear seat, a separate footrest, and an appropriate handlebar or grip for the passengers' use. Buddy or dual seats are acceptable in lieu of separate seats, providing separate foot rests and appropriate handlebar or grip is furnished for the passenger.

5.13 SEATS OR SADDLE (CONT.)

Cause for rejection:

1. Loosely mounted or missing seat.
2. Passenger seat not provided with separate footrest or handlebar grip.
3. Handlebar grip more than 15 inches above seat.

5.14 SPEEDOMETER

Every cycle manufactured or equipped with a speedometer must be checked to ascertain whether the speedometer is in proper working order. Start the cycle's engine and operate the cycle a short distance so as to observe the speed dial indicator to see if it is operating properly. The inspection station is not expected to be responsible for the calibration of the speedometer but you will be expected to reject a vehicle with an obvious defect.

Cause for rejection:

1. Missing or inoperative speedometer.
2. Broken or disconnected speedometer cables.
3. Dial indicator does not move or act properly.

5.15 STEERING AND WHEEL ALIGNMENT

The steering and alignment items should be checked for adjustment and broken or defective parts with particular attention being made to the frame and front fork, so that when the cycle is being turned there will be no interference with the steering. Visually inspect the wheel track to ascertain if the wheels are unreasonably out of line. Check the height of the highest part of the handle bar grips and ascertain if they are more than 15 inches in height above the uppermost portion of the seat. Handlebar grips that are lower than the seat are acceptable if they do not interfere with the steering of the cycle. The handlebars shall provide a minimum of 18 inches between the handlebar grips.

Cause for rejection:

1. Bent or damaged front fork or frame.
2. Broken or loose components in conjunction with the steering or alignment.
3. Loose, broken or defective handlebars.
4. Handlebar grips that measure more than 15 inches above the seat or more than 18 inches between the grips.

5.17 STOP LAMP

Every cycle must be equipped with a stop lamp on the rear of the vehicle which shall emit a red or yellow light plainly visible from a distance of 100 feet to the rear of the vehicle during normal sunlight and at night time.

Any cycle that is equipped with more than one stop lamp shall have all such stop lamps in good working order. Every stop lamp shall be actuated upon application of the service brake which may or may not be incorporated with a tail lamp.

Cause for rejection:

1. Stop lamps do not light when service brake is applied.
2. Stop lamp does not get brighter when incorporated with a lighted tail light or directional signal.
3. Missing or broken lens cause a white light to show from the rear.
4. Stop lamp emits a color other than yellow (amber) or red.
5. Stop lamp not securely fastened to vehicle.

5.17.1 SIGNAL LAMP (DIRECTIONAL SIGNALS)

References: 31-16-5, 31-16-8, 31-16-9, 31-24-13.(2), 31-24-14

Any cycle may be equipped with directional signal lamps or other mechanical signal device to indicate the driver's intention to turn either left or right.

Every rear directional lamp shall emit a red or amber color. Every front directional lamp shall emit a white or amber color.

When a cycle is equipped with directional signal lamps, they shall at all times be maintained in good working condition. Such signal lamp shall be visible and understandable both from the front and the rear during nighttime and daytime from a distance of 100 feet both to the front and the rear of the vehicle.

5.17.1 SIGNAL LAMP (DIRECTIONAL SIGNALS) (CONT.)

Cause for rejection:

1. Signal arm and operating units not functioning properly.
2. Signal lens missing.
3. Signal lamp not securely fastened to the vehicle.
4. Color of directional signal contrary to law.
5. Any directional circuit that does not light the proper filament from its respective switch position.
6. Any directional lamp that indicates by arrow which points in a direction contrary to the side of the location of the lamp.
7. Any defects in wiring or lighting equipment of lamp.

5.18 SUSPENSION

Visually examine the suspension system for broken or defective springs and/or shock absorbers. Check the front end geometry to determine the angle of rake of the cycle (degrees of steering kingpin in relationship to level ground) and to determine steering trail of the front wheel (distance between projected line of kingpin to level ground and the vertical line of the front axle to ground, measured in inches).

The angle of rake shall not be more than 45 degrees or less than 20 degrees; the trail shall not be more than 14 inches positive or less than 2 inches positive.

RAKE AND TRAIL MAY BE MEASURED AS FOLLOWS:

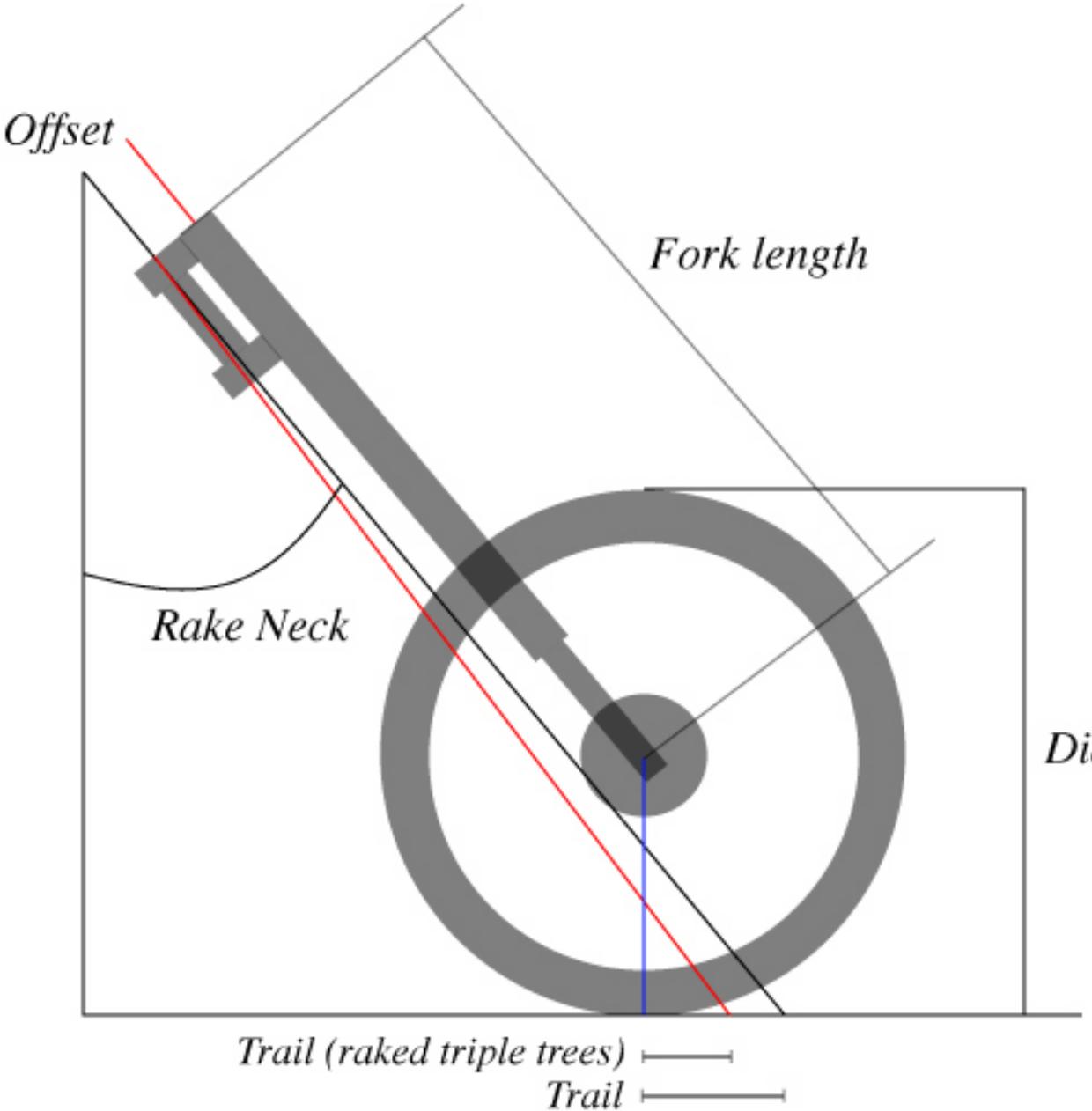
(See diagram of cycle Front End Geometry)

- A. Place the cycle in your inspection lane or flat, smooth level ground in a straight upright position with both wheels in contact with the ground.
- B. Place carpenter's square on floor with one outside edge against center of front wheel axle.
- C. Place a straight edge along the centerline of the steering head (kingpin) and extend it until it touches the ground. Be sure that the straight edge follows the centerline of the steering head.
- D. In order to measure the angle of rake, (shaded area in diagram) place the BASE CENTER of the protractor at the point where the carpenter's square intersects the straight edge and measure the angle formed in degrees.

CYCLE FRONT END GEOMETRY

RAKE: Shall not be more than 45 degrees, or less than 20 degrees.

TRAIL: Shall not be more than 14 inches, or less than 2 inches.



5.18 SUSPENSION (CONT.)

- E. The trail is the distance in inches between the axle vertical centerline and the point where the straight edge touches the ground, (distance between A and B in diagram). Keep the straight edge and the carpenter's square in the same position and measure the distance in inches between these two points at ground level.

Cause for rejection:

1. Rake more than 45 degrees or less than 20 degrees.
2. Trail more than 14 inches or less than 2 inches.
3. Broken, worn, missing, disconnected or any malfunctioning part of the suspension system.

5.19 TAIL LAMP

Every cycle shall be equipped with at least one (1) tail lamp which emits a RED light plainly visible from a distance of 500 feet to the rear.

Every tail lamp shall be securely attached to the vehicle at a height of not more than 72" nor less than 20" when measured from a flat level ground surface.

Cause for rejection:

1. Any tail lamp that does not emit a red color.
2. Any tail lamp with broken or missing lens.
3. Any tail lamp that is not securely fastened or properly located on the vehicle.
4. Any defect in the tail lamp wiring that could cause the light to blink, flutter or not light constantly when the headlamps are lighted.

5.20 TIRES, WHEELS AND RIMS

Tires, wheels and rims should be checked visually for loose wheel mountings and excessive wear or play in the wheel bearings. The tires should be measured with a tire depth gauge to determine if any of the major treads are less than $2/32$ nds of an inch. Check all parts of tires for broken beads, blowout patches, cuts over one inch long or deep enough to see the cord or ply. Check the tire rims for any serious cracks or separations or dents or misalignments.

Check for missing or loose spokes and for rim alignment or runout which should not exceed $1/4$ inch.

Cause for rejection:

1. Any tire that is cut so as to expose the tire cords, ply or fabric or which has a cut longer than 1 inch.
2. Any tire worn to a point where less than $2/32^{\text{nd}}$ of an inch of the major tread remains.
3. Any tire with a blowout patch, bubble, bump or blister.
4. Missing or broken wheel bolts, nuts or spokes or lugs.
5. Broken or badly worn wheel bearings.
6. Runout exceeds $1/4$ of an inch.

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**RHODE ISLAND Department of Revenue
Division of Motor Vehicles
OFFICIAL MANUAL FOR VEHICLE INSPECTION**

**Concise Summary of All Non-technical Amendments Pursuant to RIGL
§ 42-35-3(a)(1)**

These proposed rules seek to amend the Official Manual for Vehicle Inspections to comport with the applicable changes in the laws since the manual was filed with the Office of the Secretary of State in 1993.

First, in order for the manual to convey information in a more effective manner, the placement of some sections within the manual have been changed and many of the graphics have been removed as it was determined that they were unnecessary. In response to changes in the applicable laws over time, the weight of vehicles subject to emissions testing was increased from 8000 pounds to 8500 pounds and the time period during which a new vehicle must be inspected was lengthened from within twelve months of purchase to within 24 months of purchase.

In response to the recent change in vendors implementing the state emissions testing program, the inspection fees have been changed to reflect the new lower fees. In addition, emissions testing standards are listed including record keeping requirements for inspection stations and notice of possible penalties in the event of non-compliance.

Based on changes in laws, the section regarding inspection of windshields now sets forth standards to be applied in cases where sunscreening material has been added to a windshield. Similarly, based on implementation of new laws, sections have been added to the manual to address inspections of livestock trailers, motorcycles, motor driven cycles, motorized bicycles and motorized tricycles.

**RHODE ISLAND Department of Revenue
Division of Motor Vehicles
OFFICIAL MANUAL FOR VEHICLE INSPECTION**

Concise Explanatory Statement Pursuant to RIGL § 42-35-2.3

The Department of Revenue's Division of Motor Vehicles proposes to amend the administrative rules and regulations regarding standards for safety and emissions testing and regulation of stations authorized to perform such inspections. The current Official Manual for Vehicle Inspection was adopted by the Division of Motor Vehicles and filed with the Office of the Secretary of State in June of 1993. Since that time, the Rhode Island General Laws applicable to vehicle inspections and inspection stations have gone through a number of revisions and updates. Although many of the laws were changed and these changes have been routinely incorporated into the Official Manual distributed to inspection stations, the updated manual has not been filed with the Office of the Secretary of State and therefore the outdated manual filed in 1993 is still technically in effect. These proposed amendments are necessary to update the manual on file with the Office of the Secretary of State to conform to the actual manual currently distributed to inspection stations.