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Chapter Six - Federal Motor Carrier Safety Regulations Annual Inspection

Compulsory Inspection of Commercial Motor Vehicle

1. The term “commercial motor vehicle” means a self-propelled or towed vehicle, used to transport persons or property that is used on a public highway to transport passengers or cargo if:
 - a. The vehicle or combination of vehicles has a gross weight, registered weight, or gross weight rating of more than 26,000 pounds; or
 - b. The vehicle is a farm vehicle with a gross weight, a registered weight, or a gross weight rating of more than 48,000 pounds; or
 - c. The vehicle is designed to transport more than 15 passengers, including the driver; or
 - d. The vehicle is used to transport hazardous materials in a quantity requiring placarding by a regulation issued under the Hazardous Materials Transportation Act; or

e. The vehicle or combination of vehicles has a gross weight rating of more than 10,000 pounds and is operated in interstate commerce and registered in this state.

2. A commercial motor vehicle that is registered in this state shall be required to pass an annual inspection of all safety equipment required by the Federal Safety Regulations.

3. A commercial motor vehicle required to be inspected under the Federal Motor Carrier Safety Regulations is also subject to the regular state inspection requirements set forth in Chapter 4 of this Rules and Regulations Manual.

NOTE: For inspection requirements on house moving and converter dollies refer to Chapter 4.

NOTE: Issuance of VI-88, Annual Vehicle Inspection Report, refer to Records and Reports, Chapter 5.

Acceptance of out-of-state commercial vehicle inspection certificates:

1. A valid commercial vehicle inspection certificate issued outside of Texas is acceptable on a Texas registered commercial vehicle.

2. Valid out-of-state inspection certificates will not be honored on commercial vehicles required to be registered in this state.

Exceptions to the Federal Motor Carrier Safety Regulations inspection are as follows:

1. All school bus operations used to transport only children and/or school personnel from home to school and school to home - (contract school buses are not exempt if used for any purpose other than transporting children to and from school only).

2. Transportation performed by the Federal Government, state, or any political subdivision of a state or an agency established under a compact between states that has been approved by Congress of the United States.

3. The occasional transportation of personal property by individuals not for compensation or in the furtherance of a commercial enterprise.

4. The transportation of human corpses or sick or injured persons.

5. The operation of fire trucks and rescue vehicles while involved in emergency and related operations.

6. Farm vehicles with a gross weight, registered weight, or gross weight rating less than 48,000 pounds except interstate operation of more than 10,000 pounds.

The statutory fee may be charged for each Federal Motor Carrier inspection. A unique inspection certificate will be issued which will designate the vehicle has met the FMCSR and state inspection requirements.

(Refer to Chapters 1, 2, and 3.)

1. Procedure for appointment
2. Classes of Official Vehicle Inspection Stations
3. Periods of inspection
4. Responsibility of inspection station owner or operator
5. Minimum requirements for Official Vehicle Inspection Station:
 - a. Space
 - b. Equipment
 - c. Manpower
6. Operation of Vehicle Inspection Station:
 - a. Inspection fee
 - b. Refund of unused inspection certificates
 - c. Change of location, name, ownership
 - d. Going out of business

e. Inspection station cancellation

f. Certification of inspectors

(Refer to Chapter 2.)

(Refer to Chapter 2.)

The following is a list of items to be inspected in order to be in compliance with the FMCSR Annual Inspection.

20.01 Inspect items listed below which are applicable for the class of vehicle being inspected. Refer to Chapter 4 for types of vehicles.

*Check for evidence of Financial Responsibility

1. Horn

2. Windshield

3. Windshield wiper

4. Mirror

5. Steering

6. Seat belt

7. Brakes

8. Tires

9. Wheel assembly

10. Safety guards or flaps

11. Exhaust system
12. Exhaust emission system
13. Beam indicator
14. Tail lamps
15. Stop lamps
16. License plate lamp
17. Reflective sheeting tape, conspicuity
18. Turn signal lamps
19. Clearance lamps
20. Side marker lamps
21. Identification lamps
22. Head lamps
23. Coupling devices
24. Fuel systems
25. Suspension
26. Frame
27. Window tinting or coating

28. Motor, serial, or vehicle identification number

29. Hazard warning lights

30. Backup lamp

- **25.01 Backup Lamp**

1. Inspect for and reject if:

a. Lamp is not present

b. Not securely mounted and properly located

c. Lamp does not emit proper color; lamp or bulb painted

d. Lens cracked, broken, discolored, or missing

e. Wiring insulation is worn, rubbed bare, or evidence of burning, short circuiting, or poor connection

f. Visibility requirements not met g. Lamp is not activated properly when vehicle is in reverse

- **25.02 Beam Indicator**

1. Inspect for and reject if:

In accordance with Chapter 4

- **25.03 Brake System**

Every commercial motor vehicle shall be equipped with brakes acting on all wheels except trucks and truck-tractors having three or more axles manufactured before 1981.

House moving dollies that are required to be inspected under the Commercial Vehicle Inspection Program are exempt from braking requirements under the Motor Carrier Safety Standards and under special mobile equipment sections of state law. Therefore, to avoid conflict, it shall be Department policy to not inspect the brakes on house moving dollies. The inspection certificate for these vehicles should be placed on a plate next to the license plate. This will require the owner of the vehicle to install a special metal plate that allows the inspection station to affix the certificate.

Converter dollies are not exempt from the braking requirements under the Motor Carrier Safety Standards or under special mobile equipment sections of state law.

NOTE: Refer to Chapter 3, 20.05, for certificate mounting requirements.

Every vehicle inspection station must have designated brake test area where road tests are conducted unless a machine is used to brake tests. Any number of inspection stations may use the same area in a given town if authorized by the Department representative.

All road tests for braking efficiency shall be made only at a measured, marked, and approved brake test area. The area shall be substantially level (not to exceed plus or minus 1% grade), smooth, hard surface and free of loose material, oil, or grease. The area must be designated by painted lines, stakes, or other devices noting where the brakes are to be applied.

NOTE: See Chapter 1 for proper marking of brake test area.

Brake test area must be used on every inspection made. Brake tests are permitted when it is raining, snowing, or when the brake test area surface is wet; however, if the certified inspector feels they cannot safely and with due care accurately check the service brakes, they may refuse to make the inspection.

No inspections are permitted when the brake test areas are icy. Extreme care must be exercised and sudden stops must be avoided if other traffic is affected.

All vehicles so tested (brake test area) should be driven at a speed of 20 mph and the vehicle must stop as indicated by the Stopping Distance Chart. (See Reference Section.)

1. Inspect for and reject if:

- a. Absence of braking action on any axle required to have brakes upon application of the service brakes (such as missing brakes or brake shoe(s) failing to move upon application of a wedge, S-cam, cam, or disc brake).
- b. Missing or broken mechanical components including: shoes, lining, pads, springs, anchor pins, spiders, cam rollers, push rods, and air chamber mounting bolts.
- c. Loose brake components including air chambers, spiders, and cam shaft support brackets.
- d. Audible air leak at brake chamber (Example: ruptured diaphragm, loose chamber clamp, etc.)
- e. Any brake stroke is at the readjustment limit (See Annex #1).
- f. Brake linings or pads

1) Lining or pad is not firmly attached to the shoe;

2) Saturated with oil, grease, or brake fluid; or

3) Nonsteering axles: Lining with a thickness less than 1/4-inch at the shoe center for air drum brakes, 1/16-inch or less at the shoe center for hydraulic and electric drum brakes, and less than 1/8-inch for air disc brakes.

4) Steering axles: Lining with a thickness less than 1/4-inch at the shoe center for drum brakes, less than 1/8-inch for air disc brakes, and 1/16-inch or less for hydraulic disc and electric brakes.

g. Brake is missing on any axle required to have brakes.

h. Mismatch across any power unit steering axle of:

1) Air chamber sizes

2) Slack adjuster length

i. Parking Brake System - In accordance with Chapter 4

j. Brake Drums or Rotors

- 1) Any external crack or cracks that open upon brake application (do not confuse short hairline heat check cracks with flexural cracks).
- 2) Any portion of the drum or rotor is missing.

k. Brake Hose

- 1) Hose with any damage extending through the outer reinforcement ply
- 2) Bulge or swelling when air pressure is applied
- 3) Any audible leaks
- 4) Two hoses improperly joined (such as a splice made by sliding the hose ends over a piece of tubing and clamping the hose to the tube)
- 5) Air hose cracked, broken, or crimped

l. Brake Tubing

- 1) Any audible leak
- 2) Tubing cracked, broken, or crimped

m. Low Pressure Warning Device

Missing, inoperative, or does not operate at 55 psi and below, or 1/2 the governor cut-out pressure, whichever is less

NOTE: 1974 and earlier model vehicles may have either an audible or visible warning device. 1975 and later model vehicles must have a visible device and may have an audible warning driver in addition. Gauges alone are not acceptable as warning devices.

n. Tractor Protection Valve

Inoperable or missing tractor protection valve(s) on power unit

o. Air Compressor

- 1) Compressor drive belts cracked or frayed
- 2) Loose compressor mounting bolts
- 3) Cracked, broken, or loose pulley
- 4) Cracked or broken mounting brackets, braces, or adaptors

p. Electric Brakes

- 1) Absences of braking action on any wheel required to have brakes
- 2) Missing or inoperable breakaway braking device

q. Hydraulic Brakes. (including Power Assist Over Hydraylic and Engine Drive Hydraulic Booster)

- 1) Master cylinder fluid level is 1 inch or more below the top of the reservoir or below manufacturer's recommended level.
- 2) No pedal reserve with engine running except by pumping pedal.
- 3) Power assist unit fails to operate.
- 4) Seeping or swelling brake hose(s) under application of pressure.

- 5) Missing or inoperative check valve.
- 6) Has any visual observed leaking hydraulic fluid in the brake system.
- 7) Has hydraulic hose(s) abraded (chafed) through outer cover-to-fabric layer.
- 8) Fluid lines or connections leaking, restricted, crimped, cracked, or broken.
- 9) Brake failure or low fluid warning light on and/or inoperative.

r. Vacuum Systems

- 1) Has insufficient vacuum reserve to permit one full brake application after engine is shut off.
- 2) Has vacuum hose(s) or line(s) restricted, abraded (chafed), through outer cover to cord ply, crimped, cracked, broken, or has collapsed vacuum hose(s) when vacuum is applied.
- 3) Lacks an operative low-vacuum warning device as required.

- **25.04 Clearance Lamps**

1. Inspect for and reject if:

In accordance with Chapter 4

- **25.05 Coupling Devices**

1. Inspect fifth wheel for and reject if:

- a. Any fasteners missing or ineffective
- b. Any movement between mounting components

- c. Any mounting angle iron cracked or broken
- d. Any fasteners missing or ineffective on mounting plates and pivot brackets
- e. Any cracked welds, including repair weld cracks or parent metal cracked
- f. More than 3/8-inch horizontal movement between pivot bracket pin and bracket
- g. Pivot bracket pin missing or not secured
- h. Any latching fasteners missing or ineffective on sliders
- i. Any fore or aft stop missing or not securely attached
- j. Movement more than 3/8-inch between slider bracket and slider base
- k. Any slider component cracked in parent metal or weld
- l. Horizontal movement between the upper and lower fifth wheel halves exceeds 1/2-inch on lower coupler
- m. Operating handle not in closed or locked position
- n. Kingpin not properly engaged
- o. Separation between upper and lower coupler allowing light to show through from side to side
- p. Cracks in the fifth wheel plate. (Exceptions: Cracks in fifth wheel approach ramps and casting shrinkage cracks in the ribs of the body of a cast fifth wheel.)
- q. Locking mechanism parts missing, broken, or deformed to the extent the kingpin is not securely held

2. Inspect Pintle Hooks for and reject if:

- a. Any missing or ineffective fasteners (a fastener is not considered missing if there is an empty hole in the device but no corresponding hole in the frame or vice versa).
- b. Mounting surface cracks extending from point of attachment (e.g., cracks in the frame at mounting bolt holes).
- c. Loose mounting
- d. Frame cross member providing pintle hook attachment cracked
- e. Cracks anywhere in pintle hook assembly
- f. Any welded repairs to the pintle hook
- g. Any part of the horn section reduced by more than 20%
- h. Latch insecure

3. Inspect Drawbar/Towbar Eye for and reject if:

- a. Any cracks in attachment welds
- b. Any missing or ineffective fasteners
- c. Any part of the eye reduced by more than 20%

4. Inspect Drawbar/Towbar Tongue for and reject if:

- a. Ineffective latching mechanism
- b. Missing or ineffective stop
- c. Movement of more than 1/4-inch between slider and housing

d. Any leaking, air or hydraulic cylinders, hoses, or chambers (other than slight oil weeping normal with hydraulic seals)

e. Any cracks

f. Movement of 1/4-inch between subframe and drawbar at point of attachment

5. Inspect Safety Devices for and reject if:

a. Safety devices missing

b. Unattached or incapable of secure attachment

c. Chains and hooks

1) Worn to the extent of a measurable reduction in link cross section

2) Improper repairs including welding, wire, small bolts, rope, and tape

d. Cable

1) Kinked or broken cable strands

2) Improper clamps or clamping

6. Inspect Saddle Mounts for and reject if:

a. Any missing or ineffective fasteners

b. Loose mountings

c. Any cracks or breaks in a stress or load-bearing member

d. Horizontal movement between upper and lower saddle mount halves exceeds 1/4-inch

- **25.06 Exhaust Emission System**

1. Inspect for and reject if:

In accordance with Chapter 4

- **25.07 Exhaust System**

1. Inspect for and reject if:

In accordance with Chapter 4

- **25.08 Frame**

1. Inspect for and reject if:

a. Any part of frame member is cracked, broken, loose, or sagging

b. Fasteners attaching the engine, transmission, steering gear, suspension, body parts, and fifth wheel loose or missing

c. Any condition that causes the body or frame to be in contact with a tire or wheel assembly

d. Locking pins missing or not engaged on adjustable axle assemblies

- **25.09 Fuel System**

1. Inspect for and reject if:

a. Visible leaks

b. Filler cap missing

c. Fuel tank not securely mounted

d. No valid Liquefied Petroleum Gas Tax Decal issued by the State Comptroller for LPG powered vehicles

- **25.10 Hazard Warning Lights**

Every bus, truck, and truck-tractor is not equipped with a signaling system that, in addition to signaling turning movements, shall have a switch or combination of switches that will cause the two front turn signals and the two rear signals to flash simultaneously as a vehicular traffic warning. The system shall be capable of flashing simultaneously with the ignition of the vehicle on or off.

1. Inspect for and reject if:

a. Lamps are not present

b. Not securely mounted and properly located

c. Lamp does not emit proper color; lamp or bulb painted

d. Lens cracked, broken, discolored, or missing

e. Wiring insulation is worn, rubbed bare, or evidence of burning, short circuiting, or poor connection

f. Visibility requirements not met

- **25.11 Head Lamps**

1. Inspect for and reject if:

In accordance with Chapter 4

- **25.12 Horn**

1. Inspect for and reject if:

In accordance with Chapter 4

- **25.13 Identification Lamps**

All buses, trucks, and truck-tractors 80 inches wide or wider must be equipped with three (3) identification lamps of amber color mounted on the cab of the vehicle, one (1) as close to the vertical center line of the vehicle as practicable and one (1) on each side of the center line, not less than 6 inches or more than 12 inches.

All buses, trucks, and trailers 80 inches wide or wider must be equipped with three (3) identification lamps of red color mounted on the rear of the vehicle as high as practicable. One (1) mounted as close as possible to the center line of the vehicle and one on each side of the center line of not less than 6 inches or more than 12 inches.

1. Inspect for and reject if:

- a. Lamps are not present
- b. Not securely mounted and properly located
- c. Lamp does not emit proper color; lamp or bulb painted
- d. Lens cracked, broken, discolored, or missing
- e. Wiring insulation is worn, rubbed bare, or evidence of burning, short circuiting, or poor connection
- f. Visibility requirements not met

- **25.14 License Plate Light**

1. Inspect for and reject if:

In accordance with Chapter 4

- **25.15 Mirrors**

Every bus, truck, and truck-tractor shall be equipped with two rear-vision mirrors, one at each side, firmly attached to the outside of the motor vehicle, and so located as to reflect to the driver a view of 200 feet to the rear, along both sides of the vehicle.

Only one outside mirror shall be required, which shall be on the driver's side, on trucks which are so constructed that the driver has a view to the rear by means of an interior mirror.

In driveaway-towaway operations, the driven vehicle shall have at least one mirror furnishing a clear view to the rear.

1. Inspect for and reject if:

- a. Proper number of mirrors
- b. Clear view of 200 feet to rear
- c. Interference of driver's forward vision
- d. Reflective surface of mirrors is cracked, broken, peeled, or tarnished
- e. Not mounted securely or prevent swing or excessive vibration

- **25.16 Motor Serial Number**

1. Inspect for and reject if:

In accordance with Chapter 4

- **25.17 Reflective Sheeting, Conspicuity Tape**

1. Inspect for and reject if:

- a. Any trailer or semi-trailer regulated by Federal Motor Carrier Safety Regulations (FMCSR) that is over 80 inches wide and 10,001 pounds GVWR except pole trailers and mobile office/housing trailers.

NOTE: If GVWR plate is not present than actual or registered weight of 10,001 pounds or more will apply.

b. Inspection Procedure. Inspect for proper placement, coverage, and color.

1) Color combinations of red and white shall be used, may begin with red or white, and alternate color combination must be uniform along the sides and lower rear of the trailer. NOTE: Reflective strips in color combinations other than red and white may be used on the sides and lower rear until June 1, 2009.

2) The centerline for each reflective strip shall be between 15 inches and 60 inches above the road surface or as close as practicable with the trailer empty.

3) Must be an approved type. The manufacturer certification will consist of one of the following markings:

a) DOT – C

b) DOT – C2, 2 inch (50mm)

c) DOT – C3, 3 inch (75mm)

d) DOT – C4, 4 inch (100mm)

c. Inspect for and reject if:

1) Trailer is not equipped with reflective sheeting, tape, or reflex reflectors.

2) Not properly placed or secured to the trailer or proper colors used

a) on each side placed horizontally:

(1) the total length of the sections do not equal to at least one half of the total length of the trailer

(2) the placement is not reasonably evenly distributed down the full length of the trailer and as near the front and rear as practicable.

b) on the lower rear, placed horizontally:

- (1) the total length does not extend as near as practicable across the full rear of the trailer.
- (2) the placement is not as low as practicable.

c) on the underride protection device, if equipped:

- (1) placed horizontally across the full width of the device

d) on the upper rear:

- (1) the placement is not as close as practicable to the extreme outer and upper dimensions of the trailer.
- (2) two pairs of white reflective strips, each section at least 12 inches long, must be positioned horizontally and vertically on the right and left upper corners of the rear of the body.
- (3) the reflective material is not white in color.
- 3) Reflective material is excessively discolored, deteriorated, or painted, to the extent the ability to reflect is substantially affected.

NOTE: Reflector strips can be used in lieu of the “normal” reflex reflectors when they are mounted on the rear and over the full width of the trailer or on the side over at least one-half of the length of the trailer, distributed evenly from the front to the rear of the trailer.

NOTE: Reflex Reflector requirements in accordance with Chapter 4.

NOTE: Refer to Annex 3 for reflective sheeting, tape, conspicuity requirement, diagrams for trailer types.

- **25.18 Safety Guards or Flaps**

1. Inspect for and reject if:

In accordance with Chapter 4

- **25.19 Seat Belts**

1. Inspect for and reject if:

In accordance with Chapter 4

- **25.20 Side Marker Lamps**

1. Inspect for and reject if:

In accordance with Chapter 4

- **25.21 Steering Mechanism**

The steering system of the vehicle must be inspected to determine if excessive wear and/or maladjustment of the steering wheel linkage and/or steering gear exists. Wear and adjustment of the steering system will be checked by measuring lash. Vehicle must be on a dry surface.

Lash Defined: Lash is the condition in which the steering control can be turned through some part of a revolution without front wheel motion. The wheels should be loaded and positioned straight ahead.

Jamming Defined: Jamming is any obstruction to the turning of the steering control caused by interference between some components of the steering system.

1. Inspect for and reject if:

a. Steering Lash (see chart)

b. Steering Column

1) Any absence or looseness of U-bolt(s) or positioning part(s)

2) Worn, faulty, or obviously welded universal joint(s)

3) Steering wheel not properly secured

c. Front Axle Beam and All Steering Components Other Than Steering Column

1) Any crack(s)

2) Any obvious welded repair(s)

d. Steering Gear Box

1) Any mounting bolt(s) loose or missing

2) Any crack(s) in gear box or mounting brackets

e. Pitman Arm

Any looseness of the pitman arm on the steering gear output shaft

f. Power Steering

Auxillary power assist cylinder loose g. Ball and Socket Joints

1) Any movement under steering load of a stud nut

2) Any motion other than rotational, between any linkage member and its attachment point of more than 1/4-inch

h. tie Rods and Drag Links

1) Loose clamp(s) or clamp bolt(s) on tie rods or drag links

2) Any looseness in any threaded joint

i. Nuts

Nut(s) loose or missing on tie rods, pitman arm, drag link, steering arm or tie rod arm

j. Steering System

Any modification or other condition that interferes with free movement of any steering component

NOTE: For leaks and fluid levels, inspect in accordance with Chapter 4.

- **25.22 Stop Lamps**

1. Inspect for and reject if:

In accordance with Chapter 4

- **25.23 Suspension**

1. Inspect for and reject if:

a. U-bolt, spring hanger, or other axle parts are cracked, broken, loose, or missing

b. Any leaf spring assembly leaves broken or missing

c. Coil spring broken

d. Rubber spring missing

e. Any leaves displaced that could cause contact with a tire, rim, brake drum, or frame

f. Broken torsion bar spring

g. Deflated air suspension

h. Torque, radius, or tracking component cracked, loose, broken, or missing

- **25.24 Tail Lamps**

1. Inspect for and reject if:

In accordance with Chapter 4

- **25.25 Tires**

1. Inspect any tire on Steering Axle for and reject if:

a. With less than 4/32-inch tread when measured at any point on a major tread groove.

b. Has body ply or belt material exposed through the tread or sidewall

c. Has any tread or sidewall separation.

d. Has a cut where the ply or belt material is exposed.

e. Labeled “Not for Highway Use” or displaying other marking which would exclude use of steering axle.

f. A bus operated with regrooved, recapped, or retreaded tires on the front wheels.

g. A truck or truck-tractor with regrooved tires on the front wheels.

h. A tube-type radial tire without radial tube stem markings. These markings include a red band around the tube stem, the word “radial” embossed in metal stems, or the word “radial” molded in rubber stems.

i. Mixing bias and radial tires on the same axle.

j. The flap protrudes through valve slot in rim and touches stem.

- k. regrooved tire except motor vehicles used solely in urban or suburban areas.
- l. Boot, blowout patch, or other ply repair.
- m. Weight carried exceeds tire load limit. This includes overloaded tire resulting from low air pressure.
- n. Tire is flat or has noticeable (i.e., can be heard or felt) leak.
- o. Any bus equipped with recapped or retreaded tire(s).
- p. So mounted or inflated that it comes in contact with any part of the vehicle.

2. Inspect all other tires and reject if:

- a. Weight carried exceeds tire load limit. This includes overloaded tire resulting from low air pressure.
- b. Tire is flat or has noticeable (i.e., can be heard or felt) leak.
- c. Has body ply or belt material exposed through the tread or sidewall.
- d. Has any tread or sidewall separation.
- e. Has a cut where ply or belt material is exposed.
- f. So mounted or inflated that it comes in contact with any part of the vehicle. (This includes a tire that contacts its mate).
- g. Is marked "Not for Highway Use" or otherwise marked and having like meaning.
- h. With less than 2/32-inch tread when measured at any point on a major tread groove.

- **25.26 Turn Signals**

1. Inspect for and reject if:

In accordance with Chapter 4

- **25.27 Wheel Assembly**

1. Inspect for and reject if:

In accordance with Chapter 4

- **25.28 Window Tinting or Coating**

1. Inspect for and reject if: (All year models)

- a. Tint or coating is extending more than 2 inches below the top of the windshield
- b. Tint or coating has more than 1 inch border at each side of windshield
- c. Tinting or coating and any vision restricting materials are above the topmost portion of the steering wheel
- d. Windows, immediately to the right and left of the driver, which open, have less than 70% light transmittance
- e. Check calibration before rejecting vehicle

- **25.29 Windshield**

1. Inspect for and reject if:

- a. Any crack over 1/4-inch wide
- b. Any damaged area of more than 3/4 inch in diameter.
- c. Damaged area is closer than 3 inches to any other damaged area.

d. Any crack less than 1/4 inch wide intersecting with any other crack.

- 25.30 Windshield Wiper

1. Inspect for and reject if:

In accordance with Chapter 4

Annex #1 Brake Chamber Data

Annex #2 Required Commercial Vehicle Lighting Equipment

Annex #3 Picity, Reflective Sheeting Diagrams

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