

The bullet points listed below are to provide transparency and outline the expectations of an individual's knowledge when taking the safety inspector certification written examination. There is no particular order in which the information below is derived from and only serves as guidance for study preparation. Individuals taking the written examination shall not rely on the study guide during the examination and shall study every section of the Safety Inspection Manual to ensure a successful passing score.

19VAC30-70-1. Purpose and Authority.

- The program model is based on the National Highway Traffic Safety Administration Federal Motor Vehicle Safety Standards. Vehicles submitted for inspection must be compliant with Federal Motor Vehicle Safety Standards applicable on the date of manufacture.
- The goal of the Official Motor Vehicle Inspection Program is to assure all Virginia registered vehicles are mechanically safe to operate over the highways of the Commonwealth.

19VAC30-70-2. Corrective action procedures.

- Unacceptable work performance shall be divided into four (4) groups of offenses based on the seriousness as they pertain to vehicle safety.

19VAC30-70-7. General information.

- All suspension or revocation decisions may be appealed. The request must be made in writing to the safety officer within 15 calendar days of receiving the official notice of suspension or revocation.
- For suspension periods of less than six months, inspection stations and safety inspectors will not be required to file an application for reinstatement.
- For suspension periods of six months or more, or revocation periods of one to three years, inspection stations must complete the process as set forth for original appointment. Reapplications may be made 60 days prior to the expiration of suspension periods only, not revocations. An inspection station that has its privilege to perform inspections revoked must complete the application process as set forth for original appointments after the expiration of the period of revocation.
- Safety inspectors who are suspended for suspension periods of six months or more shall contact the appropriate Safety Division Area Office or supervising trooper to request reinstatement. Safety inspectors who have their privilege to perform inspections revoked must complete the application process for initial certification after the expiration of the period of revocation.
- If during the course of an official investigation, station management voluntarily surrenders the station's inspection supplies, particularly after being cautioned not to do so, the station shall not be eligible for reinstatement for a period of 90 days. This voluntary action shall not be the subject of an appeal.
- If during the course of an official investigation, an inspector voluntarily surrenders his inspector's license, particularly after being cautioned not to do so, the inspector shall not be eligible for reinstatement for a period of 90 days. This voluntary action shall not be the subject of an appeal.

19VAC30-70-9. Inspector requirements.

- Each certified inspector shall possess a valid Virginia driver's license with the following exceptions; an inspector who is a resident of an adjoining state holding a valid driver's license in that state and

who commutes regularly to work in Virginia; or a member of the armed forces of the United States on active duty, or a dependent thereof, who holds a driver's license from his home state.

- An inspector whose driver's license is suspended or revoked, including the seven-day administrative suspension for an arrest for driving under the influence (DUI), must immediately notify the station's supervising trooper or the local Safety Division Area Office of the suspension or revocation. The suspension or revocation of an inspector's driver's license shall automatically act as a suspension of his privilege to inspect motor vehicles until such suspension or revocation is terminated, and the reinstatement has been made by the Superintendent of State Police.
- Each licensed safety inspector must have a valid safety inspector's license in his possession at all times while conducting inspections.

19VAC30-70-9.1. Inspector certification.

- The Class A examination will consist of five sections: general information, brakes, suspension, lights, and glass. Each section will contain 20 questions. A minimum score of 75% must be attained for each section and for the practical examination. The Class B and C examinations will consist of 50 questions each. A minimum score of 74 must be attained on the written and practical examination.

19VAC30-70-9.2. Examinations for inspector's license.

- If the applicant desires to test again for the written or practical test, he may do so after 30 days. If the applicant is again unsuccessful in passing either examination, the trooper shall take the application forms and forward them to Safety Division Headquarters, Inspector Files Section. The applicant may contact his assigned Safety Division trooper or the local Safety Division Area Office after six months to reapply.
- Safety inspectors desiring to renew their inspector's license must participate in the recertification written examination.
- A safety inspector's license shall be valid for a period of three (3) years.

19VAC30-70-9.3. Reinstatement of safety inspector license; classification change; recertification.

- If the inspector is suspended for less than six months, the safety inspector's license will be held at the local Safety Division Area Office and returned upon the expiration of the suspension period. A check will be made by the supervising trooper with Department of Motor Vehicles (DMV) prior to reinstatement.
- Once a safety inspector's license has been suspended for a period of six months or more, regardless of the cause for suspension, no application Form SP-170B is required for reinstatement; however, Form SP-170D and Form SP-167 must be completed. The supervising trooper checks with DMV, all court jurisdictions, and the Central Criminal Records Exchange. The supervising trooper shall also review a credit report prior to reinstatement of the inspector.
- If the suspended inspector's license expires during the suspension period, the inspector may complete the process for inspector recertification as set forth in this section. The trooper administering the test will retain all documentation. The inspector's license will be returned at the end of the suspension period, if the suspended inspector's records indicate he is suitable for reinstatement, and the appropriate documents forwarded to the Safety Division.
- Inspectors whose safety inspector's licenses have been revoked must complete the application process for initial certification.

19VAC30-70-11. Automated Motor Vehicle Inspection Program (MVIP).

- Passwords or personal identification numbers (PINs) shall only be used by the person to whom they were assigned.
- Once a certified safety inspector completes an inspection, he will be required to immediately enter the inspection information via the MVIP system. In the event there is an MVIP or internet connection failure, inspectors will complete the corresponding receipt provided in the approval or rejection sticker book. A manual copy will be given to the customer or placed in the vehicle, while the original will remain in the book. Inspections performed during such outages shall be entered into MVIP by the inspector performing the inspections and done so by the close of business of the day MVIP connectivity is restored.
- One copy of the official safety inspection approval or rejection receipt shall be printed on 8-1/2 by 11 inch white paper and given to the customer or placed in the vehicle. The size of the print on the receipt shall not be reduced. In the event of MVIP or internet connection failure, the corresponding manual receipt from the book shall take the place of the MVIP generated receipt.
- The printed official inspection receipt number shall correspond with the issued decal.
- The complete vehicle identification number (VIN) shall be verified before submitting the inspection through the MVIP system and printing the official inspection receipt.
- When a station has a voided decal, it must be entered into MVIP by the inspector. Once entered, the receipt shall be printed, attached to the decal, and retained until the supervising trooper's next visit. The supervising trooper will be responsible for destroying the voided sticker and a Form SP-164 will not be required.
- Station management shall ensure that all stickers are accounted for and all information has been entered correctly into the MVIP system. Completed approval or rejection receipts shall be retained by the station for a period of six months. At the end of the six-month period, used receipts shall be destroyed by burning or shredding.

19VAC30-70-20. General inspection requirements.

- Out-of-state vehicles may be inspected, but shall not be approved unless they meet the requirements of the Official Motor Vehicle Safety Inspection Manual.
- When a vehicle is presented for inspection, the previous approval sticker, if any, on the vehicle shall be removed and destroyed before any inspection is conducted (except a rejection sticker). For purposes of the safety inspection program, "destroyed" shall mean that the previous inspection sticker will be disposed of in a manner so it cannot be reused or placed on another vehicle's windshield. After removing the inspection sticker, the safety inspector who is to perform the inspection must drive the vehicle into an approved inspection lane unless the safety inspector is not qualified to operate the vehicle. During the operation of the vehicle, the safety inspector must make application of the service and parking brakes and check for conditions as set forth in the Service Brake Section of the Official Motor Vehicle Safety Inspection Manual applicable to the vehicle being inspected.
- Inspections may be made when it is raining or snowing. Care must be exercised when making inspections in inclement weather. Vehicles covered with ice, snow, mud or other debris to the extent that required parts cannot be inspected, may be refused inspection until the operator removes such debris.

19VAC30-70-25. Exceptions

- Exceptions to motor vehicle inspection requirements can be found in § 46.2-1158.01 of the Code of Virginia.
- <https://law.lis.virginia.gov/vacode/title46.2/chapter10/section46.2-1158.01/>

19VAC30-70-50. Approval stickers and decals.

- If the vehicle meets all inspection requirements, the certified safety inspector performing the inspection shall immediately enter the receipt information via the MVIP system.
- The inspection sticker is not valid unless the rear portion is completed with the vehicle make, year built, license plate number (dealer name if a dealer tag is displayed), body type, and the complete vehicle identification number (VIN). The inspection sticker shall be completed using black indelible ink.
- Extreme care should be used by inspectors when applying inserts. The sticker shall be placed at the bottom left corner of the windshield when viewed from the inside of the vehicle. The left edge of the sticker is to be placed as close as practical, but no closer than one inch to the left edge of the windshield when viewed from the inside of the vehicle. The top edge of the sticker is to be approximately four inches from the bottom of the windshield when viewed from the inside of the vehicle
- Any sticker or decal required by the laws of any other state or the District of Columbia and displayed upon the windshield of a vehicle submitted for inspection in the Commonwealth is permitted by the superintendent, provided the vehicle is currently registered in that jurisdiction, and the sticker is displayed in a manner designated by the issuing authority and has not expired. In these cases, if the sticker or decal is located where the inspection sticker is to be placed, it will not be removed unless the owner or operator authorizes its removal. The inspection sticker will be placed 1/4 inch to the right of the sticker or decal when viewed from the inside of the vehicle without removing or overlapping the sticker or decal.
- The MVIP system approval or rejection printed receipt shall be given to the owner or operator of the vehicle. In the event of an MVIP or internet connection failure, manual receipts from the approval and rejection books shall be utilized.

19VAC30-70-60. Rejection stickers.

- Only one rejection sticker shall be issued to any one vehicle. A rejection sticker shall not be issued to any vehicle already bearing such a sticker or to one which bears evidence of previously being issued a rejection sticker. When a vehicle is bearing a valid or expired rejection sticker, it is not to be removed unless the vehicle meets all of the inspection requirements.
- Reinspection of a rejected vehicle by the same station during the 15-day validity of the rejection sticker need include only a check of the items previously found defective, unless there is an obvious equipment defect that would warrant further rejection of the vehicle. Such reinspection will not constitute a complete inspection and a \$1.00 fee may be charged. Furthermore, if a vehicle returns for reinspection within the 15-day period, the rejecting station will reinspect the vehicle without delay or at the reasonable conclusion of the current inspection being performed.
- If additional defects are detected during reinspection of a vehicle previously rejected, the vehicle will not be issued an approval sticker.

- A vehicle rejected by one station may be reinspected by another station if the owner desires to have this done; however, that station shall perform a complete inspection of the vehicle.
- If the vehicle does not meet all the requirements and the owner does not authorize immediate repairs, and if a rejection sticker has not already been issued, a rejection sticker shall be legibly filled out in its entirety with a black ball point pen. The certified safety inspector performing the inspection shall immediately enter the receipt information via the MVIP system. The complete vehicle identification number (VIN), tag number or car dealer name if a dealer tag is attached, mileage, year, make, and model shall be included. A circle to indicate which wheels were pulled to check the brakes and an individual mark shall be placed in each equipment block of the rejection sticker that was pertinent to the rejection. In addition, information may be written on any blank area as to the exact nature of the rejection (i.e., front brakes vs. rear brakes). The date of issue shall be punched, and the sticker affixed to the same location as indicated in subsections C, E, and G of 19VAC30-70-50. (When affixed to a trailer or motorcycle, the face of the rejection sticker shall be attached to the trailer or motorcycle in order to allow the rejection data on the back side to be read.)
- The operator of the rejected vehicle shall be informed of the following: (1) the rejection sticker is valid for 15 days in addition to the date of inspection; (2) The rejection sticker places no travel restriction on the operation of the vehicle and is issued in lieu of an approval sticker; (3) The vehicle operator is legally responsible for any defect if operated on the highway and may be subject to a traffic summons for any existing equipment violation.

19VAC30-70-80. Service brakes.

- The inspector, as a minimum, must drive all vehicles into the inspection lane and test both service and parking brakes.
- A minimum of two wheels, one front and one rear, must be inspected on each passenger and multipurpose vehicle with a gross vehicle weight rating of 10,000 pounds gross vehicle weight rating (GVWR) or less at the time of inspection, except those listed in subdivisions 1, 2, and 3 of this subsection.

NOTE: If the vehicle is equipped with wheels that do not allow visual access to the braking system, the inspected wheels shall be removed.

NOTE: If the vehicle is equipped with drum brakes, the wheel and drum shall be removed for inspection.

- Lug nuts must be torqued to the manufacturer's specifications to prevent damage to disc rotors. The use of an impact wrench may exceed the manufacturer's specifications and damage disc rotors.
- Inspectors are required to inspect for and reject if - vehicle is not equipped with brakes or any brake has been disconnected, rendered inoperative, or improperly installed. Trailers having an actual gross weight of less than 3,000 pounds are not required to be equipped with brakes; however, if brakes are installed, these vehicles must be inspected.
- Passenger vehicles manufactured after January 1, 1968, are not equipped with a red brake failure warning lamp or warning lamp does not light with parking brake applied when ignition key is turned to the start position, except for anti-lock system. The red brake failure warning lamp should light when the ignition key is turned to the start position; on some imports it may be checked when the emergency brake is applied or other factory installed test button. (DO NOT reject if only the amber ABS/anti-lock brake lamp is on.) With the engine running and parking brake released, the red brake failure warning lamp should go off, except for vehicles equipped with anti-lock system. If so, apply service brake for 10 seconds and if the red brake failure warning lamp lights again the system is defective. Also, if the warning lamp light does not come on when there is a leak or the warning lamp

light is not functioning properly, the system is defective and shall be rejected. NOTE: This subdivision does not apply to vehicles registered as street rods nor does it imply that the red brake failure warning lamp needs to light when the emergency brake is set. There are many vehicles that are not factory equipped with an emergency brake indicator light.

- The inspection of the ABS light is only for an integrated system that is an earlier system. The newer system that has the nonintegrated systems does not need to be checked. If the ABS system malfunctions on the newer system, the brake systems are still functional.
- Inspectors are required to inspect for and reject if - any hydraulic brake tubing has been repaired using a compression fitting.
- Inspectors are required to inspect for and reject if - there is less than 1/5 reserve in actuator travel of the service brake when fully applied on all hydraulic, mechanical, or power-assisted hydraulic braking systems.
- Inspectors are required to inspect for and reject if - riveted linings or disc pads are worn to less than 2/32 of an inch over the rivet head(s).
- Inspectors are required to inspect for and reject if - bonded or molded linings or disc pads are worn to less than 2/32 of an inch in thickness.
- Inspectors are required to inspect for and reject if - brake drums or discs have any external crack or cracks more than one half the width of the friction surface of the drum or disc.

NOTE: Do not confuse short hairline heat cracks with flexural cracks.

19VAC30-70-90. Brakes: emergency, parking, or holding.

- Inspectors are required to inspect for and reject if - on vehicles equipped with automatic transmissions, the vehicle will start in any gear other than (P) park and (N) neutral. If the gearshift indicator does not identify the park (P) and neutral (N) positions, then the vehicle shall be rejected.

19VAC30-70-100. Brakes: trailer (GVWR less than 10,000 pounds).

- Inspectors are required to inspect for and reject if - breakaway braking devices are missing or inoperative or cable is frayed or broken, or trailers, manufactured or assembled after January 1, 1964, having an actual gross weight of 3,000 pounds or more are not equipped with emergency breakaway brakes designed to: (a) apply automatically upon breakaway from towing vehicle; (b) remain fully applied for at least 15 minutes; (c) apply and release by operation of the manual emergency control.
- Wheels on trailers equipped with open brake mechanisms are not required to be removed.

19VAC30-70-110. Steering and suspension.

- Inspectors are required to inspect for and reject if - any modification has been made that affects normal functioning of the shock absorbers. The inspector should operate the vehicle when in doubt. (If there is no evidence of the convolutions (coils) of the spring hitting one another, one pair (two) of nonmetallic coil spring stabilizers may be present in each of a vehicle's front coil springs, provided the installation of the stabilizers does not cause the springs to be higher than their original height.)
- Inspectors are required to inspect for and reject if - when checked visually, the wheels appear to be out of line or an axle is bent.

- Inspectors are required to inspect for and reject if - any modification has been made to any part of the steering or suspension system that affects proper steering or suspension or any part of the original suspension system has been disconnected.
- "All thread rod material" shall not be used as U-bolts in the suspension system.
- King pin play - If vehicle is equipped with king pins, first eliminate all wheel bearing movement by applying service brake. With front end lifted as illustrated for inspecting wheel bearings, grasp the tire at the top and bottom and attempt to move it in and out to detect looseness. Measure the movement at the top or bottom of the tire at the outer circumference.
- Reject vehicle if play exceeds the manufacturer's specifications. Inspectors shall use a dial indicator or ball joint checking gauge when checking for play of a ball joint, when procedures and specifications are provided by the manufacturer.
- Steering lash/travel - Reject vehicle if inspection reveals excessive wear and/or looseness in any ball stud, end assembly, pivot point, mechanical linkage and/or if steering gear box has any loose or missing bolts, or excessive wear, and/or looseness is found at any other location in the steering that adversely affects the steering of the vehicle.
- Inspectors are required to inspect for and reject if - the front end suspension has been modified by the use of lift blocks. (A lift block is defined as any solid piece of wood, metal, or other material placed between and separating the vehicle's front axle and the springs.) This does not prohibit the use of shims that may be necessary to correct front end alignment.
- Inspectors are required to inspect for and reject if - power steering belt does not have sufficient tension, is frayed, or missing. The serpentine belt should only be rejected if a chunk of the ribbing is missing or a deep cut or crack exposes the inner fabric of the belt. (Do not reject for the many little surface cracks that appear in the ribs or back.)
- Reject vehicle if any wheel bearing is excessively worn or not properly adjusted; any cotter key or other locking device is missing or inoperative.
- Inspectors are required to inspect for and reject if - power steering is defective and affects adequate steering of the vehicle or power steering fluid in reservoir is below operating level, or if there is an obvious leak of power steering fluid. Do not reject for dampness.
- Inspectors are required to inspect for and reject if - rack and pinion steering bellows (boot) is defective or missing. Do not inspect CV boots, CV joints, or universal joints on rear wheel drive vehicles.

NOTE: CV boots on the vehicle shall not be rejected if the CV boots are defective or missing.

19VAC30-70-120. Frame, Engine Mounts, Coupling Devices and Emergency Chains.

- Inspectors are required to inspect for and reject if – frame or unitized (monocoque) body of any motor vehicle, trailer or semitrailer possesses one or more of the following defective characteristics: rust holes; any area of the frame or its components is broken, cracked, sagging, or bent; or damaged at any location to include any welded joint; the frame is corroded to the point where it is weakened; or any holes are drilled in the top or bottom rail flanges of the frame or the frame or cross-member (except as specified by the manufacturer).

NOTE: Any welded repair of the frame must be in accordance with the vehicle manufacturer's recommendations.

NOTE: All sections of a unitized frame are considered stress-bearing to include pinch and side rails, floors, and all support framework.

- Inspectors are required to inspect for and reject if – engine or transmission mounts and hardware is broken or missing. This includes all hardware bolts and bushings used for mounting to the vehicle's frame, engine, or transmission. Any engine or transmission mount shall be rejected if they allow the power train to come in contact with the firewall or other body parts. Any body, truck bed, or bumper mounts or mounting hardware shall be rejected if they do not properly secure these components to the frame as originally designed.
- Inspectors are required to inspect for and reject if – trailer hitch or pintle hook is not securely attached. Reject if the pintle eye or trailer drawbar has any cracks or if any welding repairs have been made to the pintle eye.
- Inspectors are required to inspect for and reject if – chains, cables, etc., used to attach a towed vehicle are not securely attached or are broken, worn or abraded.
- Inspectors are required to inspect for and reject if – fifth wheel does not lock in position or have a locking mechanism in proper working order.
- Inspectors are required to inspect for and reject if – fifth wheel assembly system has any leak of fluid or air.
- Inspectors are required to inspect for and reject if – fifth wheel has any broken, missing, or damaged parts; or is not securely attached to the frame.
- Inspectors are required to inspect for and reject if – trailer king pin is not secure, or is broken or worn so as to prevent secure fit in fifth wheel.
- Inspectors are required to inspect for and reject if – any movement is detected at any location where any device has been placed between the body and the chassis.

19VAC30-70-130. Tires; Wheels; Rims.

- Inspectors are required to inspect for and reject if – any tire is marked specifically for use other than on the highway such as "For Farm Use Only," "For Off-Highway Use Only," "For Mobile Home Use Only," or "For Trailer Use Only."

Exception: "For Trailer Use Only" tires are allowed when installed on trailers only.

- Inspectors are required to inspect for and reject if – a radial tire is mismatched on the same axle with a bias ply tire or a bias belted tire.
- Inspectors are required to inspect for and reject if – Bias ply or bias belted tires are used on the rear axle when radial ply tires are used on the front axle.

Exception: On a two-axle vehicle equipped with truck tires with 20-inch rim diameter and larger, bias or radial tires may be used on either axle if the vehicle has dual rear wheels or is equipped with wide-base single tires.

- Inspectors are required to inspect for and reject if – a vehicle has installed on any axle a space saver emergency spare tire that is intended for temporary use.
- Inspectors are required to inspect for and reject if – any tire has a cut or puncture into the fabric. This does not include a plug or patch that may be used as a manner of repair.

Note: Plugs or patches shall be in the tread area only. Plugs or patches are not permitted in the sidewall of the tire.

- Inspectors are required to inspect for and reject if – any tire is worn so that the fabric or steel cord is visible.
- Inspectors are required to inspect for and reject if – any tire has knots or bulges in its sidewalls or if there is evidence of a broken belt under the tread, or if the tread is separating from the fabric. Any cracks in the sidewall where separation in the rubber is detected or the fabric is exposed, not to include fine hairline cracks.
- Inspectors are required to inspect for and reject if – any tire that has been recut or regrooved except commercial tires so designed and constructed to provide for acceptable and safe recutting and regrooving. (Regrooved tires must be identified on each sidewall as a regrooved tire.)
- Inspectors are required to inspect for and reject if – any wheel studs, bolts, nuts, lugs, or other fasteners (both spoke and disc wheels) are loose, broken, cracked, stripped, missing, damaged, or otherwise ineffective.
- Inspectors are required to inspect for and reject if – wheels are installed on the vehicle in a reversed position, except the wheels on vehicles that are reversed to perform part of a dual wheel combination.
- Inspectors are required to inspect for and reject if – directional tires or wheels designed and manufactured to travel in one direction of rotation are not properly installed.
- Inspectors are required to inspect for and reject if – rims or wheels are bent, cracked, or damaged so as to affect safe operation of the vehicle. Reject if lug nut holes are elongated (out of round).

19VAC30-70-140. Headlamps; except motorcycles.

- Inspectors are required to inspect for and reject if – bulbs are not of an approved type and marked with all of the following: light source type, the manufacturer's name or trade mark, and DOT.
- Inspectors are required to inspect for and reject if – a headlamp visor is over two inches long unless part of the original body design.

19VAC30-70-150. Rear lamps: tail lamp; license plate lamps; and rear lamp combinations.

- Inspectors are required to inspect for and reject if – the vehicle is not equipped with a license plate lamp of an approved type (SAE-L) that emits a white light. The license plate lamp may be a separate lamp or part of a combination rear lamp.
- Inspectors are required to inspect for and reject if – lens on rear lamps, or lens area in combination rear lamps (tail lamps) are not red. LED (light-emitting diode) lights with a clear lens are acceptable. Vehicles equipped with multiple LED lights (not filament-burning bulbs) will pass a safety inspection if more than 50% of the diode lights are burning.

NOTE: Replacement tail lamps, commonly sold as "clear" tail lamps or "Euro-Tail" lamps will not pass inspection if the red lamps are replaced with clear ones.

- Inspectors are required to inspect for and reject if – lens has piece broken from it or does not fit properly. The lens may have one or more cracks provided an off-color light does not project through the crack or cracks. Taping or gluing cracks or pieces is not permitted.

19VAC30-70-160. Auxiliary lamps: backup; cornering; driving; fog; spot and warning.

- No more than four lamps, including two headlamps, may be lighted at any time to provide general illumination ahead of the vehicle.
- An auxiliary lighting device that is both covered and unlit shall not be considered for inspection. An auxiliary lighting device that has a clear lens, has clear reflectors, and is unlit shall not be considered for inspection. Fog and driving lamps mounted below the level of the regular headlamps must be checked for aim if not covered.
- Inspectors are required to inspect for and reject if – Backup Lamps - wiring or electrical connections are defective or filaments do not burn.
- Inspectors are required to inspect for and reject if – driving lamps are not wired so that they will burn only when the low beams of the regular headlamps are activated.
- Backup lamps are not required. However, if installed they must operate and be inspected.
- Motor vehicles may be equipped with more than two fog or auxiliary lights; however, only two of these types of lights can be illuminated at any time. Reject a vehicle equipped with a headlamp mounted or used as an auxiliary lamp.
- Fog lamps must burn through the tail light circuit even if on a separate switch. If installed on a vehicle with a four-headlamp system, or a vehicle equipped with driving lamps, they must be wired into the low beam circuit.

19VAC30-70-180. Clearance lamps, side marker lamps, and reflectors.

- Inspectors are required to inspect for and reject if – two amber lamps are not mounted on the front and two red lamps on the rear, so as to indicate the extreme width of the body, and as high on the permanent body as practical, except that approved 180 degree lamps with yellow or amber lens may be mounted on the side of the vehicle at or as near the front as possible, or if the front is not the widest portion, the lamps may be installed on the side and as near that point as possible.

19VAC30-70-190. Signal device (intention to stop or turn), hazard lights, stop lamp.

- Inspectors are required to inspect for and reject if – lens has a piece broken from it. The lens may have one or more cracks provided an off-color light does not project through the cracks. Taping or gluing cracks or pieces is not permitted.
- Inspectors are required to inspect for and reject if – any vehicle has wire, unapproved lens or plastic covers, any other materials that are not original equipment or any colored material placed on or in front of the signal device (intention to stop or turn), hazard lights or stop lamp.
- Inspectors are required to inspect for and reject if – vehicle is not equipped with a turn signal if such signal is not working properly or does not continue to function in the same manner as when it was originally manufactured. (The turn signal switch shall lock in place when positioned for a left turn or a right turn, and the turn signal indicators must function. Do not reject a vehicle if the self-canceling mechanism in the switch does not function when the steering wheel is rotated.).

19VAC30-70-200. Permissible lighting equipment.

- Inspectors are required to inspect for and reject if – lamps are not installed on the permanent structure of the vehicle with one as far to the rear and one as far forward as practicable and at a

location which is not less than 15 inches above the road surface when measured from the center of the lamp.

19VAC30-70-210. Glass and glazing.

- Motor vehicles may be inspected without windshields, side glasses, or any kind of glazing, except that any motor vehicle other than a motorcycle that was manufactured, assembled, or reconstructed after July 1, 1970, must be equipped with a windshield. If glass or other glazing is installed, it must be inspected.
- Inspectors are required to inspect for and reject if – any motor vehicle manufactured or assembled after January 1, 1936, or any bus, taxicab or school bus manufactured or assembled after January 1, 1935, is not equipped throughout with safety glass, or other safety glazing material. (This requirement includes slide-in campers used on pickups or trucks, caps, or covers used on pickup trucks, motor homes, and vans.)
- Inspectors are required to inspect for and reject if – any safety glass or glazing used in a motor vehicle is not of an approved type and properly identified (refer to approved equipment section). (Replacement safety glass installed in any part of a vehicle other than the windshield need not bear a trademark or name, provided the glass consists of two or more sheets of glass separated by a glazing material, and provided the glass is cut from a piece of approved safety glass, and provided the edge of the glass can be observed.)
- Inspectors are required to inspect for and reject if – windshield has any cloudiness more than three inches above the bottom, one inch inward from the outer borders, one inch down from the top, or one inch inward from the center strip. The bottom of the windshield shall be defined as the point where the top of the dash contacts the windshield.
- Inspectors are required to inspect for and reject if – any hood scoop installed on any motor vehicle manufactured for the year 1990 or earlier model year cannot exceed 2-1/4 inches high at its highest point measured from the junction of the dashboard and the windshield.
- Inspectors are required to inspect for and reject if - any hood scoop installed on any motor vehicle manufactured for the 1991 or subsequent model year cannot exceed 1-1/8 inches high at its highest point measured from the junction of the dashboard and the windshield.
- Any vehicle displaying an expired sticker or decal on its windshield at the time of inspection, excluding a rejection sticker, shall not be issued an approval sticker unless the owner or operator authorizes its removal. A rejection sticker will be issued versus an involuntary removal.
- Inspectors are required to inspect for and reject if - there is a pit, chip, or star crack larger than 1-1/2 inches in diameter at any location in the windshield above the three-inch line at the bottom.
- Inspectors are required to inspect for and reject if – sunshading material words, lettering, numbers or pictures on the windshield that extend below the AS-1 line or three inches downward from the top of the windshield in the absence of an AS-1 line. Sunshading is permitted on the windshield if authorized by the Virginia Department of Motor Vehicles and indicated on the vehicle registration.
- Inspectors are required to inspect for and reject if - at any location in the windshield above the three-inch line at the bottom (as measured from the junction of the dash board and the windshield) there is more than one crack from the same point if at least one of the cracks is more than 1-1/2 inches in length. There is any crack that weakens the windshield so that one piece may be moved in relation to the other. (If there is more than one crack running from a star crack that extends above the three-inch line, the windshield shall be rejected.)

- Inspectors are required to inspect for and reject if – rear window is clouded or distorted so that the driver does not have a view 200 feet to the rear.
- Inspectors are required to inspect for and reject if – front side windows have cloudiness above three inches from the bottom of the glass or other defects that affect the driver's vision or one or more cracks that permit one part of the glass to be moved in relation to another part. Wind silencers, breezes or other ventilator adaptors are not made of clear transparent material.

EXCEPTION: Colored or tinted vent visors that do not exceed more than two inches from the forward door post into the driver's viewing area are permitted.

- Inspectors are required to inspect for and reject if – glass in the left front door cannot be lowered so a hand signal can be given. (This does not apply to vehicles that were not designed or manufactured for the left front glass to be lowered, provided the vehicle is equipped with approved turn signals.) If either front door has the glass removed and material inserted in place of the glass that could obstruct the driver's vision.
- Inspectors are required to inspect for and reject if – windshield glass, on the driver's side, has any scratch more than 1/4 inch in width and six inches long within the area covered by the windshield wiper blade, excluding the three inches above the bottom of the windshield. A windshield wiper that remains parked within the driver's side windshield wiper area shall be rejected.

19VAC30-70-220. Mirrors.

- Inspectors are required to inspect for and reject if – any motor vehicle is not equipped with at least one mirror.
- Inspectors are required to inspect for and reject if - reflecting surface of mirror is cracked, broken, peeled, pitted, clouded, tarnished, has sharp edges, reflects more than one image or a distorted image, or is not mounted securely.

19VAC30-70-230. Windshield wiper; defroster.

- Inspect only wipers found on the front windshield. Rear or other wipers will not be considered for inspection.

19VAC30-70-240. Horns and Other Warning Devices.

- Inspectors are required to inspect for and reject if - vehicle is not equipped with a horn in good working order, capable of emitting a sound audible under normal conditions over a distance of not less than 200 feet and is not firmly mounted.
- Inspectors are required to inspect for and reject if - a horn operating mechanism installed at a location readily accessible to the vehicle operator is not provided. Electrically operated horn, wiring, or electrical connections are defective.

19VAC30-70-250. Doors.

- Inspectors are required to inspect for and reject if - each door located at the left and right side of the driver's seat is not equipped with an opening device similar to that installed by vehicle manufacturers that will permit the opening of the door from the outside and inside of the vehicle.

Note: A door opening device on customized vehicles may be converted to either a remote, push button or other similar opening switch.

- Inspectors are required to inspect for and reject if - each door located to the left and right side of the driver's seat is not equipped with a latching system similar to that installed by vehicle manufacturers which will hold the door in its proper closed position.

19VAC30-70-260. Hood latch system; batteries.

- Inspectors are required to inspect for and reject if - a battery is not securely attached to a fixed part of the motor vehicle or trailer. A battery is not protected by a removable cover or enclosure if the battery is installed in a location other than the engine compartment.

19VAC30-70-290. Seat Belts; Definitions.

- Inspectors are required to inspect for and reject if – any 1963 and subsequent model vehicle, designed and licensed primarily for private passenger use, is not equipped with adult safety lap belts for at least two front seats or a combination of lap belts and shoulder straps or harnesses.
- Inspectors are required to inspect for and reject if – any passenger car manufactured on or after January 1, 1968, is not equipped with lap/shoulder or harness seat belt assemblies located at the front outboard designated seating positions (except in convertibles) and lap seat belt assemblies located at all other designated seating positions.
- Inspectors are required to inspect for and reject if – any convertible passenger car manufactured on or after January 1, 1968, does not have a lap seat belt assembly for each designated seating position.
- Inspectors are required to inspect for and reject if – any seat belt buckle, webbing, or mounting is cut, torn, frayed or no longer operates properly.
- Inspectors are required to inspect for and reject if – any seat belt anchorage is loose, badly corroded, missing or not fastened to belt.
- Inspectors are required to inspect for and reject if – any defects in the air bag system are noted by the air bag readiness light or otherwise indicated.
- Inspectors are required to inspect for and reject if – any part of the air bag system has been disabled or removed from the vehicle
- Inspectors are required to inspect for and reject if – the air bag indicator fails to light or stays on continuously.

NOTE: Checking the air bag readiness light. Turn the ignition key to the on position; the air bag readiness light will indicate normal operation by lighting for six to eight seconds, then turning off. A system malfunction is indicated by the flashing or continuous illumination of the readiness light or failure of the light to turn on.

NOTE: Any vehicle not originally manufactured with an air bag readiness light shall not be rejected for not having this item.

19VAC30-70-300. Muffler, exhaust system and trailer venting.

- If a vehicle is inspected that does not have a muffler, the inspector should explain to the customer that although the vehicle will pass inspection without a muffler, it is a violation of state law for the vehicle to be operated on the highway without it.

- Inspectors are required to inspect for and reject if - the exhaust system fails to discharge the exhaust to the rear or sides of the passenger and trunk compartment of passenger vehicles unless such design is consistent with the original vehicle manufacturer exhaust system.

19VAC30-70-310. Air Pollution Control System or Device.

- No motor vehicle manufactured for the model year 1973 or for subsequent model years shall be operated on the highways of this Commonwealth unless it is equipped with an air pollution control system or device, or combination of such systems or devices installed in accordance with federal laws and regulations.

19VAC30-70-340. Motorcycle brakes.

- The inspector, if qualified to operate a motorcycle, must drive it into the inspection lane and test the service brakes. If not qualified to operate motorcycles, the inspector must observe the operator operate the brakes. The inspector is required to observe and inspect the braking system on both wheels if so equipped or required to be equipped.
- Inspectors are required to inspect for and reject if - any motorcycle is not equipped with a brake, or which has a disconnected brake.
- Inspectors are required to inspect for and reject if - levers (foot and hand) do not have at least 1/3 of their travel as reserve after brakes are fully applied.

19VAC30-70-350. Motorcycle airbag, seat, steering, and suspension.

- Inspectors are required to inspect for and reject if - handlebars are loose, bent, broken or damaged in such a manner as to affect proper steering.
- Inspectors are required to inspect for and reject if - shock absorbers are broken, worn, missing, defective, disconnected or do not function properly.
- If a motorcycle or autocyce is equipped or designed with steering or suspension components similar in design to a passenger vehicle, the steering or suspension will be inspected as if the motorcycle or autocyce were a passenger vehicle.

19VAC30-70-360. Motorcycle lights: auxiliary, headlamp, rear, signal, warning.

- Motorcycles may be equipped with means of modulating the high beam of their headlights between high and low beam at a rate of 200 to 280 flashes per minute, provided they are equipped with a switch or device that prevents flashing of headlights when headlights are required to be lighted.
- Inspectors are required to inspect for and reject if – the center of the hot spot is set more than four inches up or down from the horizontal centerline or more than four inches to the left or right from the vertical centerline. Inspectors shall rely on their education, training, and experience to determine if the headlamp is properly aimed. If improper alignment is observed, the headlamp shall be checked for proper aim by using an optical headlamp aimer.
- Inspectors are required to inspect for and reject if – motorcycle, except an antique vehicle not originally equipped with a stop lamp, is not equipped with at least one stop lamp of an approved type that automatically exhibits a red or amber light to the rear when the brake control foot pedal or hand grip brake control device is activated. (On motorcycles manufactured prior to January 1, 1972, the activation of the front wheel brake control device is not required to activate the stop lamp.)

NOTE: Motorcycles may be equipped with a means of varying the brightness of the vehicle's brake light upon application of the vehicle's brakes.

19VAC30-70-370. Motorcycle mirror.

- Inspectors are required to inspect for and reject if - motorcycle is not equipped with a mirror.
- Inspectors are required to inspect for and reject if - mirror is not mounted securely.

19VAC30-70-400. Motorcycle tires, wheels, rims.

- Inspectors are required to inspect for and reject if - any motorcycle is equipped with a tire that has a tread depth measuring less than 2/32.

19VAC30-70-410. Motorcycle windscreen and glazing.

- Inspectors are required to inspect for and reject if – any windscreen is not of an approved type.
- Inspectors are required to inspect for and reject if – any windscreen obstructs the driver's vision.
- Inspectors are required to inspect for and reject if – any decal, support, or installation component interferes with the driver's vision.

19VAC30-70-440. Service brakes.

- Inspectors are required to inspect for and reject if - Air Compressor – (a) compressor drive belts are in condition of impending or probable failure; (b) loose compressor mounting bolts or compressor leaks; (c) cracked, broken or loose pulley; (d) tractor protection valve(s) is defective or inoperative; (e) air safety relief valve is defective or inoperative.
- Inspectors are required to inspect for and reject if - brake hose and tubing. There is any leakage in any hydraulic, air or vacuum lines; hoses have any cracks, crimps, restrictions, or are abraded exposing fabric into second ply of fabric; tubing or connections leak, are crimped, restricted, cracked, or broken.
- Inspectors are required to inspect for and reject if - 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).
- Inspectors are required to inspect for and reject if - Electric Brakes – (a) trailers show an amperage value more than 20% above or 30% below the brake manufacturer's maximum current rating for each brake; (b) ammeter shows no reading or indicator is not steady on application and release of brake controller; (c) any terminal connections are loose or dirty; wires are broken, frayed or unsupported; any single conductor or nonstranded wire or wires below size recommended by brake manufacturers are installed; (d) electrical trailer brakes do not apply automatically when breakaway safety switch is operated; (e) absence of braking action on any wheel required to have brakes; (f) missing or inoperative breakaway braking device; cable is frayed or broken.

19VAC30-70-480. Suspension.

- Inspectors are required to inspect for and reject if - any leaf spring is broken, sagging, misaligned, or if spring hangers are worn or loose.

19VAC30-70-490. Frame, engine mounts, coupling devices and emergency chains.

- Fifth wheel assembly system does not require an emergency chain or cable. A fifth wheel is defined as a device which interfaces with and couples to the upper coupler assembly of a semitrailer. The upper coupler assembly is a structure consisting of an upper coupler plate, king pin and supporting framework which interfaces with and couples to a fifth wheel. Ball and socket connections also referred to as hitch and coupling connections are not fifth wheel assemblies and do require an emergency chain or steel cable.

19VAC30-70-550. Clearance lamps, side marker lamps, and reflectors (under 26,000 pounds GVWR).

- Inspectors are required to inspect for and reject if – any motor vehicle, trailer, semitrailer or other vehicle is not equipped with clearance lamps if the vehicle is over seven feet wide or if any portion extends four inches or more outside the front fender line.

19VAC30-70-580. Glass and glazing.

- Inspectors are required to inspect for and reject if – at any location above the topmost portion of the steering wheel excluding a two-inch border at the top and one-inch border at the sides there is:(a) any crack over 1/4 inch in width; (b) any crack 1/4 inch or less in width intersected by another crack; (c) any damage area 3/4 inch or less in diameter if within three inches of any other damage area.

19VAC30-70-690. Inspection requirements for specialty vehicles.

- Inspectors are required to inspect for and reject if - any high voltage cables or conduit containing high voltage cables are not completely covered with orange.