

SECTION I

Definitions

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

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

“Advertising,” means any printed or published materials including, but not limited to, direct mail, circulars, leaflets, pamphlets, newspapers, magazines, billboards, yellow pages of any telephone directory, radio and/or television broadcasts, and any other advertising medium of communication used to induce the public to seek the services of the private inspection facility and/or the services of a motor vehicle emission repair facility. The term “advertising” shall not include printed or published materials appearing in the white pages of any telephone directory.

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

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

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

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

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

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

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

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

1. EPA for model year 1968 or for a more recent model year; or
2. California Air Resources Board for model year 1966 or for a more recent model year.

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

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

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

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

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

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

“Diesel Emission Inspection Center or DIEC” means any person, partnership or corporation licensed by the New Jersey Motor Vehicle Commission pursuant to N.J.A.C. 13:20-47 to perform the diesel vehicle inspections permitted by that subchapter.

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

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

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

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

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

1. Any person performing emission or OBD II repair(s) on a motor vehicle that has failed an emission or OBD II inspection required by the New Jersey Motor Vehicle Commission;
2. Any person who subcontracts or has any type of business arrangement with a motor vehicle emission repair facility or other person to perform emission or OBD II inspection required by the New Jersey Motor Vehicle Commission; or

3. Any person who prepares an estimate to be used by a motor vehicle emission repair facility or other person to perform emission or OBD II repairs on motor vehicles that failed an emission or OBD II inspection required by the New Jersey Motor Vehicle Commission; or
4. Any person who negotiates in any manner with any customer to perform emission or OBD II repairs on motor vehicles that have failed an emission or OBD II inspection required by the New Jersey Motor Vehicle Commission: or
5. Any person who inspects, re-inspects and certifies motor vehicles, including motor vehicle emission control systems; or
6. Any person who for compensation negotiates, in any manner, with any customer to inspect, re-inspect and certify motor vehicles, including emission control systems.

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

“EPA” means the United States Environmental Protection Agency.

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

“Federal test procedure” means a chassis dynamometer test which employs varying speeds and loads, developed by the Federal Environmental Protection Agency for the purpose of measuring motor vehicle exhaust emissions.

“Fleet” means 10 or more motor vehicles.

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

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

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

“Heavy-duty diesel truck” means any diesel powered motor vehicle, whether registered in this State or elsewhere, with a GVWR of 18,000 or more pounds that is designed or

used for the transportation of property on any road, street or highway or any public or quasi-public property in this State. For the purposes of these rules, heavy-duty diesel truck shall not mean a heavy-duty diesel truck owned and operated by a county, municipality, fire district, or duly incorporated nonprofit organization and used for first aid, emergency, ambulance, rescue, or fire-fighting purposes.

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

“Inspector” means an individual who is licensed by the New Jersey Motor Vehicle Commission to perform motor vehicle emission and OBD inspections.

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

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

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

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

1. Designed primarily for the transportation of property or more than 12 passengers:
or
2. Available with special features enabling off-street or off-highway operation and use.

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

“Loaded-mode (dynamometer-based) emission test” means the ASM 5015 emission test.

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

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

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

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

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

1. Any employee of a motor vehicle emission repair facility who engages in the business of repairing motor vehicles that have failed an emission or OBD II inspection solely by reason of his or her employment:
2. Any person who is solely engaged in the business of repairing motor vehicles that have failed an emission or OBD II inspection and who is employed by a single commercial or industrial establishment that is the owner or lessee of such vehicles; or
3. Any person whose activities consist of fueling, changing oil, water, batteries or tires, replacing fan belts, light bulbs, communication equipment, or such other repair and servicing functions that are not related to motor vehicle emission or OBD II inspection failures.

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

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

“NJDEP” means the New Jersey Department of Environmental Protection.

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

“On-board diagnostics or OBD” means an automotive diagnostic system complying with California OBD regulations or EPA OBD II regulations effective for model year 1996 and newer motor vehicles.

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

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

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

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

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

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

“Place of business” means the address or location where services of a private inspection facility, motor vehicle emission repair facility, or a Sun-screen material installation facility are offered or ordinarily performed.

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

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

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

“PSI” means pressure in pounds per square inch.

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

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

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

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

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

“School bus or bus” means every motor vehicle operated by, or under contract with, a public or governmental agency, or religious or other charitable organization or corporation, or privately operated for compensation for the transportation of children to and from school for secular, or religious education, school-connected activity, day camp,

summer day camp, nursery school, child-care center, pre-school center or similar places of education, including “Type S” school bus as defined in N.J.A.C. 13:20-51.2.

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

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

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

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

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

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

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

“**Tinted film**” means a material of any color that is applied over factory-installed glazing.

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

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

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

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

“VIN” means vehicle identification number.

“VIR” means vehicle inspection report.

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

SECTION II

Licensing Standards & Penalties Emission Repair Facility (ERF) Requirements

Licensing Standards & Penalties

This section contains licensing standards for use by Class I and Class II New Jersey licensed Inspection Facilities and penalties for non-compliance.

General Information

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

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

Private inspection facilities shall be licensed to engage in the inspection, re-inspection and certification of light-duty gasoline-fueled vehicles, light-duty gasoline-fueled trucks, heavy-duty gasoline-fueled vehicles, bi-fueled motor vehicles, diesel-fueled automobiles, diesel-fueled trucks having a GVWR of less than 10,000 pounds, ambulances, buses (including modified buses regardless of passenger capacity which have been issued passenger, governmental, no fee, or commercial vehicle license plates by the Commission, retired school bus, summer camp vehicle), motor homes regardless of weight class, migrant farm vehicles, and jitneys; provided, however, private inspection facilities shall not inspect school buses, buses which are subject to inspection by the Commission's Commercial Bus Inspection and Investigation Unit, or motor vehicles with elevated chassis height which are subject to inspection in accordance with N.J.A.C. 13:20-37.

Class I and Class II licensed private inspection facilities shall provide inspection, re-inspection, and certification services in all motor vehicle inspection categories, other than motorcycle inspection categories, established by the Commission, including the following inspection categories:

1. Credentials;
2. Engine emission;
3. On-board diagnostics;
4. Brake system;
5. Exhaust system;
6. Steering suspension, tires and wheels;
7. Glass (windshield, windows);
8. Electrical (all switches, signals, wipers, lenses and lights, including headlights);
and
9. Miscellaneous (any inspection item not in any other category)

Class III licensed private inspection facilities shall provide inspection, re-inspection and certification services in all motorcycle inspection categories established by the Commission, including the following inspection categories:

1. Credentials;
2. Brake system;
3. Exhaust system;
4. Steering, suspension, tires, and wheels;
5. Glazing (windscreen);
6. Electrical (all switches, signals, wipers, lenses, and lights, including headlights); and
7. Miscellaneous (any inspection item not in any other category)

Each motor vehicle inspection conducted by a private inspection facility pursuant to this subchapter shall include an examination of the driver's license, motor vehicle registration certificate and insurance identification card; provided, however, that this subsection shall not apply to Federal motor vehicles inspected in accordance with N.J.A.C. 13:20-43.4, or to motor vehicles registered in other states inspected in accordance with N.J.A.C. 13:20-43.5.

Private inspection facilities shall be licensed in the following classes:

1. Class I licenses (PIF) shall be issued to private inspection facilities to engage in the inspection and certification of light-duty gasoline-fueled vehicles, light-duty gasoline-fueled trucks, heavy-duty gasoline-fueled vehicles, bi-fueled motor vehicles, diesel-fueled automobiles, diesel-fueled trucks having a GVWR of less than 10,000 pounds, modified buses, retired school bus, diesel fueled motor homes regardless of weight (safety only; over 18,000 require a diesel emissions inspection), and jitneys.
2. Class II licenses (PFF) shall be issued to owners or lessees of fleets of 10 or more light-duty gasoline-fueled vehicles, light-duty gasoline-fueled trucks, heavy-duty gasoline-fueled vehicles, bi-fueled motor vehicles, diesel-fueled automobiles, diesel-fueled trucks having a GVWR of less than 10,000 pounds, buses and jitneys.
3. Class III licenses (PIM) shall be issued to private inspection facilities to engage in the inspection and certification of motorcycles.

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

Responsibility of licensees

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Emission Inspector Licensee Penalties

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

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

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

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

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

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

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

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

- Three year license denial or suspension

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

- First violation - i. Immediate two-year license suspension; plus \$500 civil penalty;
- Second violation - ii. Immediate four-year license suspension; plus \$1,000 civil penalty;
- Third violation - iii. Lifetime license revocation; plus \$2,200 civil penalty;

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

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

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

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

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

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

9. For fraudulent recordkeeping:

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

10. For failing to produce inspection records:

- Immediate license suspension until compliance

11. For improper recordkeeping:

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

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

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

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

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

14. For overcharging on inspection/reinspection:

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

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

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

16. For criminal conviction which is disqualifying:

- Indefinite denial/suspension

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

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

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

18. For failing to produce an emission inspector license:

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

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

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

Surrender of an emission inspector license

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

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

Emission Inspector; Mechanic Qualifications

Emission Inspector

A Class I or Class II licensed private inspection facility shall employ an emission inspector licensed in accordance with N.J.S.A. 39.8-1 et seq. and N.J.A.C. 13:20-43.17.

Mechanic Qualifications

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

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

Mechanic Qualifications continued

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

Additional Penalties; Schedule of Penalties

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

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

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

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

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

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

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

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

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

- Three year license denial

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

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

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

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

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

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

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

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

9. For failing to produce inspection records:

- First violation - i. Immediate license suspension until compliance

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

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

11. For fraudulent recordkeeping:

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

12. For improper recordkeeping:

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

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

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

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

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

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

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

16. For overcharging on inspection/re-inspection:

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

17. For failing to maintain insurance coverage:

- Minimum 15-day license suspension and until compliance

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

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

19. For failure to post license:

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

20. For failure to post outdoor sign:

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

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

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

22. For failure to pay fee(s):

- License suspension until compliance

23. For criminal conviction which is disqualifying:

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

Fingerprint Requirements For All Motor Vehicle Private Inspection Facilities

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

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

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

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

After supplying this information you will be scheduled for an appointment at one of the electronic scan sites. When fingerprinted, you will be required to pay a one-time fee in the amount of \$49.00 incorporating all required background checks. Payment must be made by certified check or money order made out to the name of the State contractor:
SAGEM MORPHO INC.

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

**New Jersey Motor Vehicle Commission
Business License Compliance
Private Inspection Facility Unit
609 777-1684**

FACILITIES AND EQUIPMENT

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

A vehicle lift or heavy-duty floor jack shall be available on the business premises of a Class I or Class II licensed private inspection facility.

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

A tire tread depth gauge calibrated in 32nds of an inch shall be available on the business premise-s of the facility.

Motor vehicle emission testing equipment, approved by the New Jersey Department of Environmental Protection, shall be owned or leased by a Class I or Class II licensed private inspection facility and shall be located on the business premises of the facility.

Electronic medium for retrieval of motor vehicle inspection information from and transmission of motor vehicle inspection information to, the Commission's data base shall be available on the business premises of a Class I or Class II licensed private inspection facility.

The following manufacturers have NJDEP approved emission analyzers.

- **Environmental Systems Products (ESP) Model - System 1**
800-695-4377
- **Maxwell Emission Test Systems Model – NJ4503A**
Dynotech 973-769-7152
- **Snap-On Diagnostics (Sun/John Bean) Model - EEEA123A (SIS-913)**
800-879-3322 EEEA523A
- **SPX Corporation (Allen/Bear) Model – S54-311x**
800-869-3422 S54-371
- **Worldwide Environmental Products Model – EIS 5000**
800-832-SMOG

**THIS SECTION CONTAINS GUIDELINES ON HOW TO PERFORM
A DATA FILE REFRESH ON YOUR ANALZER.**

Whenever an inspector’s license is added or deleted from your facility, or renewed, you must do a data file refresh on your analyzer to download the appropriate inspector files for your facilities analyzer. To perform a data file refresh, follow the steps below for the station’s analyzer. The analyzer will then dial the Vehicle Information Database (VID) and download the appropriate files.

<u>Manufacturer</u>	<u>Default Password</u>	<u>1st Screen</u>	<u>Then</u>	<u>2nd Screen</u>	<u>Then</u>	<u>3rd Screen</u>
ESP	STATE	Inspection Menu	Enter	Facility Manager Menu	Enter	Data File Refresh or Refresh Analyzer Data
MAXWELL	123456	#4 Station Manager Menu	Enter	Data File Refresh or Refresh Analyzer Data		
SUN SNAP-ON	STATION	Main Menu	Enter	#3 Station Manager Menu	Enter	Data File Refresh or Refresh Analyzer Data
SPX	STATE or STATION	F12 – Utilities	Enter	Station Menu	Enter	Data File Refresh or Refresh Analyzer Data
WORLD-WIDE	ENTER No Password	Station Menu	Enter	Data File Refresh or Refresh Analyzer Data		

Motor Vehicle Emission Repair Facility (ERF)

1. P.L. 1995, c.112 provides for the registration of motor vehicle emission repair facilities by the Commission. The purpose of this subchapter is to establish a system for the registration of motor vehicle emission repair facilities that perform emission and OBD II repairs for compensation on “gasoline-fueled” or “bi-fueled” motor vehicles as defined in N.J.A.C. 13:20-43.1 that have failed an emission or OBD II inspection so that the Commission may track emission and OBD II repairs for monitoring purposes and document emission and OBD II repair costs for the purpose of issuance of certificates of waiver pursuant to N.J.A.C. 13:20-43.13.
2. This subchapter shall apply to every person engaged in the business of a motor vehicle emission repair facility.
3. No person shall, on or after June 29, 1995, engage in the business of a motor vehicle emission repair facility unless registered by the Commission in accordance with the provisions of this subchapter.
4. Any person seeking to engage in the business of a motor vehicle emission repair facility shall apply, in accordance with the provisions of this subchapter, to the Commission for a registration authorizing him or her to engage in such business. An application for a motor vehicle emission repair facility may be obtained from the Motor Vehicle Emission Repair Facility Registration Unit of the Commission. The address of the motor Vehicle Emission repair facility Registration Unit is:

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

Motor Vehicle Emission Repair Facility

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

The stamp should measure 1 1/8 inch by 2 1/8 inch with 1/4 inch high alpha/numeric characters. All ERF Registration numbers contain six (6) digits. There will be from two (2) to five (5) zeros in front of the registration numbers. Make sure you include the zeros when ordering the stamp. The New Jersey Emission Repair Facility registration number shall be imprinted on the stamp. The following is an example of how the stamp shall appear.

**NEW JERSEY
MOTOR VEHICLE COMMISSION
EMISSION REPAIR FACILITY**

**REGISTRATION NO.
DATE:**

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

The stamp shall be imprinted on the lower left hand corner of the emission repair form. Also, be advised that all information must still be completely filled out on the emission repair form. The stamp does not supersede any areas of information that the form requires.

New Jersey Emission Repair Technician (ERT) Requirements

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

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

To qualify as an Emission Repair Technician you must complete **one** of two tracks:

Track 1 – the test option:

- Current and valid Automotive Service Excellence (ASE) certification in A6 Electrical/Electronic Systems, A8 Engine Performance, and L1 Advance Engine Performance Specialist, is required.
- Successful completion of the New Jersey Specific Information Course, or a NJ-approved Inspector Training Course, is required.

Track 2 – the education option

- Successful completion of a State-approved Emission Technician Education Program (ETEP) training curriculum is required.
- Successful completion of the New Jersey Specific Information Course, or a NJ-approved Inspector Training Course, is required.

Once you have completed track 1 or 2 training and upon application approval by the New Jersey Department of Environmental Protection for an emission repair technician license, you will be issued an ERT identification number. Emission Repair Technician certifications are valid for five years.

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

The Goldstar Program

The ETEP plan includes an optional curriculum for advanced enhanced Inspection and Maintenance (I/M) failure diagnosis known as the Goldstar curriculum. The Goldstar curriculum is intended for in-service technicians who have already obtained their State certification and wish to expand their knowledge beyond that required to be certified as a New Jersey ERT. This coursework is not required and is not necessary to adequately repair enhanced I/M failures. Therefore, any technician wishing to participate in this course will receive the State's Goldstar recognition for advanced emissions training above and beyond what is required. This course will be regularly updated as automotive technology continues to advance.

Goldstar Performance Standard Curriculum

- OBD I and OBD II
- Oscilloscopes
- Waveform Applications and Computer Pin Charts
- Non-Scan Tool Diagnostics
- Import Applications
- Diagnostic Charts
- Case Studies
- Increasing Repair Effectiveness (Repair Grade Equipment)

If you have any questions regarding the ETEP plan in general, please call the Department of Environmental Protection's Bureau of Transportation Control at (609) 530-4035.

SECTION III

Inspection Standards and Procedures

Inspection Standards and Procedures

THIS SECTION CONTAINS INFORMATION CONCERNING THE STANDARDS AND INSPECTION PROCEDURES TO BE USED BY CLASS I AND CLASS II LICENSED PRIVATE INSPECTION FACILITIES WHEN PERFORMING INITIAL INSPECTION OF PASSENGER CARS AND TRUCKS OR REINSPECTION OF VEHICLES WHICH HAVE BEEN REPAIRED AFTER BEING REJECTED AT AN OFFICIAL INSPECTION FACILITY OR PRIVATE INSPECTION FACILITY. A SEPARATE MANUAL IS AVAILABLE FOR USE BY CLASS III LICENSED INSPECTION CENTERS WHEN CERTIFYING MOTORCYCLES (ANY TWO OR THREE WHEEL MOTOR VEHICLES).

Initial Inspection

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

You may set your own fee for performing initial inspections. Any changes in your fee must be posted on a new table "A" rate chart, and a copy must be filed with the Commission. If you wish to charge a fee to your customer to cover the MCI charge, it must be included in your inspection fee. You may charge up to your maximum inspection rate as posted on the table "A" rate chart as filed with the Commission for the complete inspection of the vehicle. You may not make any other charges except for parts and labor related to actual repair jobs.

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

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

Initial Inspection continued

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

1. Private inspection facilities are not to inspect or put certificates of approval on school buses, vehicles with school bus plates, raised vehicles that are four (4) inches above the stock configuration.
2. An up-to-date PIF license, Table "A" Rate chart, and the official inspection sign must be conspicuously displayed for the public at all times.
3. Do not charge a tax on the initial inspection, certificate of approval or any Table "A" rate chart inspection fee.
4. Under no circumstances can a certificate of approval be "swapped" between Private Inspection Facilities.
5. Certificates of approval, invoices and/or work orders MUST be used in numerical order.
6. Use only approved inserts as issued, no substitutions.
7. Upon approval of any vehicle, the station approval stamp must appear on all copies of the invoice and/or work order and all Vehicle Inspection Reports shall be stamped and signed. The certificate of approval issued must be recorded (with pen only) on the appropriate line of the station approval stamp on the invoice and/or work order. Do not include any non-related items (items not pertaining to the inspection) on the invoice. A copy of the invoice and/or work order and a signed Vehicle Inspection Report will be given to the customer.
8. All copies of invoices and/or work orders must have customer's name, address, plate number and vehicle description, customer's insurance policy number, customer's telephone number, and must be numbered. In lieu of writing the insurance # on the work order/invoice, an attached photocopy of the insurance card is acceptable proof.
9. A copy of the invoice and/or work order and a signed Vehicle Inspection Report will be given to the customer showing rejected item(s). If the rejection is emission related an emission repair form will also be given to the customer. Diagonally cut the upper right-hand corner of sticker off.
10. Only certified Motor Vehicle Emission Inspectors can certify a vehicle.

Initial Inspection continued

11. Do not issue any certificates of approval until all repairs are made.
12. Charges for inspections, certificates of approval, and repairs must be separately stated.
13. Record all the inspections in the analyzer and on the station ledger sheet.
14. Any Vehicle Inspection Report presented over the forty five (45) day limit, from the last inspection on the Vehicle Inspection Report, or 30 days beyond the expiration date of the current certificate of approval, whichever is greater, is required to have a complete (full) inspection. The customer must agree in order for the PIF center to perform the inspection.
15. Record the inspection on the station ledger sheet.
16. If a very dangerous rejection is detected, and the owner of the vehicle does not want the rejection repaired, procedures for issuing the 48-hour rejection sticker appear in the Private Inspection Facility Manual Class I and II.
17. Initial inspections may be done up to sixty (60) days before the expiration of the certificate of approval that is present on the windshield.

Re-inspection

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

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

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

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

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

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

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

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

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

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

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

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

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

Re-inspection continued

A separately stated and identified charge for a motor vehicle re-inspection and a certificate of approval by a private inspection facility to obtain a certificate of approval as provided under N.J.S.A. 39:8-1, et seq., is exempt from tax.

1. Up-to-date PIF wall license, Table "A" Rate Chart and the Official Inspection Sign must be conspicuously displayed for the public at all times.
2. Do not charge tax on any table "A" rate chart re-inspection fee or certificate of approval.
3. Certificates of approval and work orders/invoices MUST be used in numerical order.
4. Use only approved inserts as issued, no substitutions.
5. Any Vehicle Inspection Report presented over the forty five (45) day limit, from the last inspection on the Vehicle Inspection Report, (or 30 days beyond the expiration date of the current certificate of approval whichever is greater, providing, a software update corrects this problem), is required to have a complete (full) inspection. The customer must agree in order for the PIF center to perform the inspection.
6. If a vehicle is presented for re-inspection with no initial Vehicle Inspection Report, have the inspector print a duplicate Vehicle Inspection Report. If unable to print a duplicate VIR, then the customer will be advised to either return to the facility which performed the initial inspection to obtain a copy of the Vehicle Inspection Report (VIR) or given the option to have a complete initial inspection performed, providing they are advised that a charge for a full inspection is required.
7. The certificate of approval number, date, and repair order number must be on the Vehicle Inspection Report and invoice. All information must be written with a ballpoint pen only.
8. Upon approval of any vehicle, the station approval stamp must appear on all copies of the invoice and/or work order and all Vehicle Inspection Reports shall be stamped and signed. The certificate of approval issued must be recorded (with pen only) on the appropriate line of the station approval stamp on the invoice and/or work order. Do not include any non-related items (items not pertaining to the inspection) on the invoice. A copy of the invoice and/or work order and a signed Vehicle Inspection Report will be given to the customer.
9. All invoices must have customer's name, address, plate number and vehicle description, customer's insurance policy number, customer's telephone number, and all invoices must be numbered. In lieu of writing the insurance # on the work order/invoice, an attached photocopy of the insurance card is acceptable proof.

Re-inspection continued

10. All re-inspection invoices and/or work orders must show the work done to repair all rejected item(s). All repairs must be written on invoice. In the case of an emission repair, the emission repair form must be properly filled out and attached. All emission repairs must be certified by a registered New Jersey Emissions Repair Technician, unless repaired by the customer/owner.
11. Mechanic must initial all items on the invoices and/or work orders and Vehicle Inspection Report he has repaired. Re-inspection of items not repaired here will be noted on the reverse side of the Vehicle Inspection Report and initialed by a Certified Motor Vehicle Emission Inspector.
12. Only New Jersey Certified Motor Vehicle Emission Inspectors can certify a vehicle.
13. A re-inspection charge can only be made when a vehicle is repaired by someone other than the PIF center, including the owner of the vehicle, and must be based on a portion of your hourly rate as posted on your Table "A" Rate Chart. Any changes in your hourly rate must be posted on a new Table "A" Rate Chart and a copy filed with the Commission.
14. Do not issue any certificates of approval until all repairs are made.
15. Charges for re-inspections, certificates of approval, and repairs must be separately stated.
16. Record all the inspections in the analyzer and on the station ledger sheet.

Certification and Rejection Procedures

A. Vehicle Inspected, NO defects:

1. Certify that the vehicle meets the inspection standards.
2. Record on the analyzer and station ledger sheet all required information necessary to complete the certification.
3. Make out a bill in sufficient copies to provide one for the customer, one for your file and one for the Commission audit. Attach copies of the signed Vehicle Inspection Report from the analyzer to each part of the bill.

Certification and Rejection Procedures continued

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

1. An explanation of the rejected items shall be made to the customer to determine if the customer wishes to have the repairs made at this facility. The customer acknowledgement stamp shall be utilized on the work order/invoice to indicate that the customer was informed that they have the right to have repairs made at other facilities.
2. If the repairs are authorized and the acknowledgement stamp signed by the customer, make the repairs of the rejected items.
3. Certify that the vehicle meets the inspection standards.
4. Record on the analyzer and the station ledger sheet all required information necessary to complete the certification.
5. Rejected information is recorded on the analyzer and the station ledger sheet. Repaired items are initialed on the printout (except for emissions).
6. Vehicles initially rejected that are properly repaired for emissions are entered as re-exams and a new printout is made showing approval readings and a properly completed emissions repair form should be attached.

NOTE: Vehicles rejected for emissions must be repaired at a registered New Jersey Emission Repair Facility (ERF) or by the customer. A properly completed emissions repair form and appropriate work order/repair invoice must be presented at time of re-inspection. If the customer repaired the vehicle, invoices for parts used in the repair, if any, should also accompany the emission repair form. The Private Inspection Facility is to retain the original emission repair form for audit purposes along with a copy of the Vehicle Inspection Report.

7. Complete a work order (invoice/bill) in triplicate, for the inspection service fee, certification fee. Make out a bill in sufficient copies to provide one for the customer, one for your file and one for the Commission audit. Attach a copy of a signed Vehicle Inspection Report to each work order (invoice/bill).
8. List the repairs to correct the rejection(s) from the initial inspection on the work order/invoice.

Certification and Rejection Procedures continued

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

1. If the vehicle has a certificate of approval, deface the existing certificate of approval by removing diagonally one corner to the other corner.

(Exception - plastic windshield).
2. Record in the analyzer and on the station ledger sheet all required information to complete the inspection.
3. Complete a work order (invoice/bill) in triplicate, for the inspection service fee. Attach copies of a signed Vehicle Inspection Report to all invoices and/or work orders.
4. A copy of the work order/invoice, the signed Vehicle Inspection Report and the ERF form, in the event of an emissions failure, will be given to the vehicle customer/owner in order that he may have his vehicle repaired and re-inspected at another facility.

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

1. Obtain from the vehicle owner the Vehicle Inspection Report issued by the Centralized Inspection Facility or another Private Inspection Facility who performed the initial inspection and which indicates the rejection(s).
2. Upon authorization from the vehicle owner, have the Certified Mechanic repair safety rejected item(s) only. If the repairs are emission related, then, the repairs must be certified by a New Jersey Motor Vehicle Emission Repair Technician at a registered New Jersey Emission Repair Facility. The technician must properly complete an Emission Repair Form.
3. You are required to re-inspect repairs made by a Certified Mechanic (safety items), or an Emissions Repair Technician (emission items), or by the customer (self-repaired).
4. Certify the vehicle if it meets inspection standards.
5. All work orders/invoices must have customer's name, address, plate number and vehicle description, customer's insurance policy number, customer's telephone number, and all invoices must be numbered. In lieu of writing the insurance # on the work order/invoice, an attached photocopy of the insurance card is acceptable proof.

6. Make a copy of the original Vehicle Inspection Report you obtained from the vehicle owner for the Commission audit and attach the original to the work order/invoice and give the copy back to the customer.
7. Complete a work order (invoice/bill) in triplicate for the repair service fee and certification fee and do not include any non-related items; one for the owner, one for your file, and one for the Commission audit. Attach all signed Vehicle Inspection Reports from the analyzer, to all copies of the work order/invoice. Such copies of records shall be kept on premises until such are picked up by a representative of the Commission and shall be made available for inspection by the Commission, the Attorney General, the Commissioner of the Department of Environmental Protection, the Director of the Division of Consumer Affairs, the Superintendent of the Division of State Police, or any person designated by them, during normal business hours.

Public Law 1983, Chapter 236-6D states:

"No service or adjustments shall be performed on the vehicle at the Private Inspection Facility where the vehicle was initially inspected, unless the customer signs a written acknowledgement and waiver that he understands his rights to have service and adjustment done elsewhere and expressly waives his rights"

You are required to purchase a stamp from a commercial sources with the imprint as shown in the sample below, or have the wording pre-printed on your work order, or on your computer generated invoice/work order:

ACKNOWLEDGEMENT
I UNDERSTAND MY RIGHT TO HAVE
INSPECTION REPAIRS AND ADJUSTMENTS
DONE ELSEWHERE, AND HEREBY CHOOSE
TO HAVE SUCH REPAIRS PERFORMED AT
THIS FACILITY

CUSTOMER'S SIGNATURE - DATE

We recommend that you stamp your copy of the work order/invoice, preferably the reverse side, have the customer sign the acknowledgement where indicated if they choose to have you make the repairs, and retain for your files.

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

You may obtain stickers by mail order from:

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

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

- a. Your PIF I.D. card.
- b. Order form (signed by owner/manager).
- c. Driver's license of person picking up stickers.
- d. Check or money order payable to the New Jersey Motor Vehicle Commission (no cash will be accepted)

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

Certificate of Approval Issuance

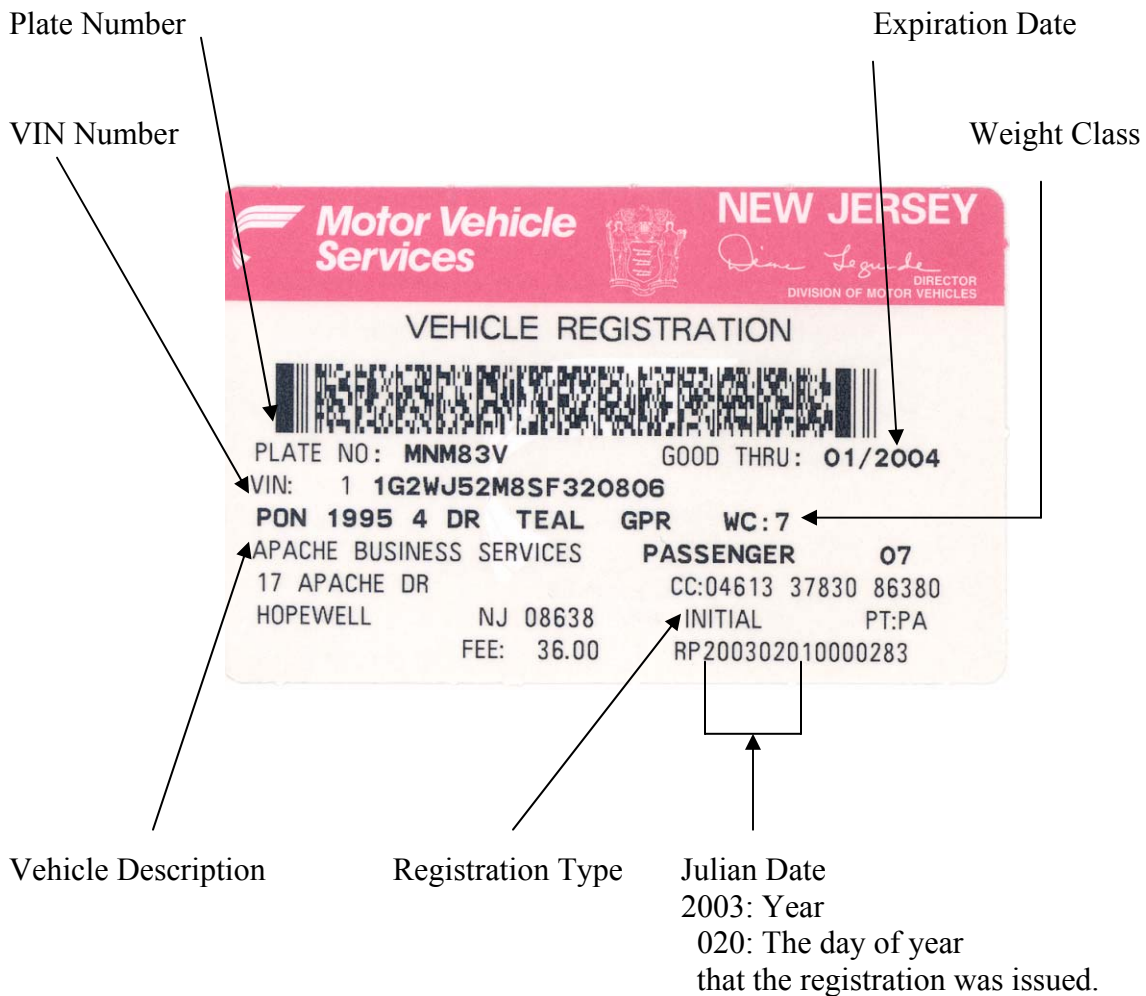
The rules concerning the issuance of certificates of approval can be found in Title 39:8-2 (New Jersey Motor Vehicle and Traffic Laws).

- The rule simply states that all motor vehicles must be inspected every two years from the month in which they are first titled and registered. If a vehicle is inspected late, it still needs to be inspected two years from the previous certificate of approval sticker.
- In addition, vehicle model year 2001, 2002, 2003, and model year 2000 that was purchased brand new in 2001 will have their inspections extended for two years. The vehicle must be currently owned by the original purchaser or still in the possession of the original lessee, and have a new car dealer sticker on it. After four years, these vehicles will be inspected every two years. New motor vehicles purchased after January 1, 2003 will receive a four-year dealer sticker.
- The only time the month of inspection can be changed is at the change of ownership. After changing ownership, the motorist has fourteen days to have the

vehicle inspected with a new inspection expiration date two years from the change of ownership date. After the fourteenth day, the motorist would receive the same certificate of approval that was on the vehicle. If the certificate of approval is expired, after being inspected, a new certificate of approval must be issued for two years from the expiration date of the previous certificate of approval.

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

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





Initial Registration Description

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

Initial Registration Certificate of Approval Protocol

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

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

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

Example: If a vehicle inspected in February 2003 has a pink card dated February 1, 2003 and is inspected within fourteen actual days, the inspector must issue a certificate of approval for February 2005. If a vehicle inspected in February 2003 has a pink card dated January 31, 2003 and is inspected

Initial Registration Certificate of Approval Protocol continued

within fourteen actual days, the inspector must issue a certificate of approval for January 2005.

- If a motorist chooses to have his vehicle inspected within fourteen days including the fourteenth day of a transfer or change of ownership, and does not have his pink card, the date on the new certificate of approval must be two years from the month of the transfer or change of ownership. Use the Julian Date Chart to determine the transfer or title date (See Use of Julian Date Chart Procedure). After determining the title date, use the Pink Card Date Chart (Pink Card Date Chart Procedure) to determine the last day the motorist is eligible for a new inspection date.
- If a vehicle is inspected fifteen days after a transfer or change of ownership and displays a certificate of approval that expires within two months, the date on the new certificate of approval will be the same month as old approval sticker plus two years.
- If a vehicle is inspected fifteen days after a transfer or change of ownership and displays a certificate of approval with more than two months to its next inspection, the date on the new certificate of approval will be the same as the old one. Inspector is not to give the motorist two additional years.
- The inspector must tell the motorist that the vehicle will have to be inspected when the certificate of approval expires. Under no circumstance should a CIF or PIF override or change the inspection date to match the vehicle registration.

Example: The vehicle is inspected in February 2003 but the current certificate of approval expires in May 2003, then the inspector is to issue a new certificate of approval for the same date (month and year) of May 2003. The vehicle will have to be inspected in May 2003.

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



Transfer Registration Description

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





Transfer Registration Certificate of Approval Protocol

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

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

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

Example: If a vehicle inspected in February 2003 has a pink card dated February 1, 2003 and is inspected within fourteen days, the inspector must issue a certificate of approval for February 2005. If a vehicle inspected in February 2003 has a pink card dated January 31, 2003 and is inspected within fourteen days, the inspector must issue a certificate of approval for January 2005.

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

Transfer Registration Certificate of Approval Protocol continued

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

Example: *A vehicle is inspected in February 2003, but current certificate of approval expires in May 2003, the inspector is to issue a new certificate of approval for the same date (month and year) of May 2003. The vehicle will have to be inspected in May 2003.*

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



Renewal Registration Description

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

Renewal Registration Certificate of Approval Protocol

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

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

Example: a vehicle inspected in February 2003, but the date of the previous certificate of approval reads December 2002. In this case, the date on the new certificate of approval should read December 2004. If the previous certificate of approval displayed was current, such as February 2003 and inspected in the same month, a new certificate of approval should read February 2005.

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



Duplicate Registration Description

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

Duplicate Registration Certificate of Approval Protocol

- Listed below are the various different scenarios, which could happen:
 - When inspecting a vehicle with a duplicate registration, you must check the date on the previous certificate of approval on the windshield of the motor vehicle. The date on the new certificate of approval issued must be the same month as the old certificate of approval date plus two years.

Example: *A vehicle is inspected in February 2003 but the date of the previous certificate of approval reads December 2002. In this case, the date on the new certificate of approval should read December 2004. If the previous certificate of approval displayed was current, such as February 2003 and inspected in the same month, a new certificate of approval should read February 2005.*

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



Family Duplicate Description

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

Family Duplicate Certificate of Approval Protocol

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

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

Example: a vehicle inspected in February 2003 but the date of the previous certificate of approval reads December 2002. In this case, the date on the new certificate of approval should read December 2004. If the previous certificate of approval displayed was current, such as February 2003 and inspected in the same month, a new certificate of approval should read February 2005.

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

Use of the Julian Date Calendar

- Inspector must look at the vehicle registration and find the nine-digit transaction number on the bottom right hand corner.
- The first four digits of the transaction number is the year the registration was created. The next three digits are the Julian Date, which tells the inspector the date that the vehicle was transferred.
- By using the Julian Date Calendar Chart (attached) the inspector can take the Julian Date from the registration and find the corresponding number.
- Follow the lines on the chart vertically and horizontally to the appropriate month and day.

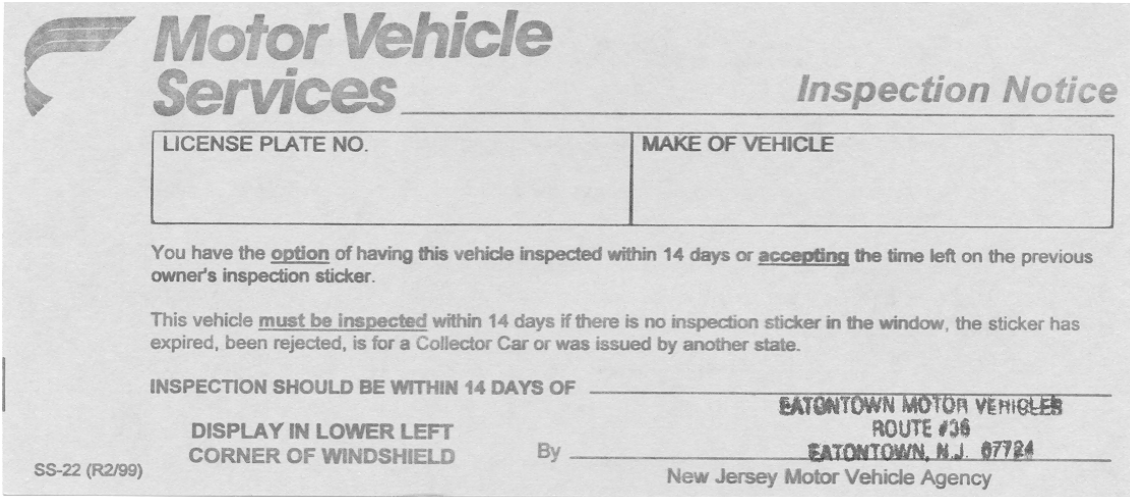
See following pages for Julian calendars.

JULIAN DATE CALENDAR

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

**JULIAN DATE CALENDAR
(FOR LEAP YEARS ONLY)**

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



Motor Vehicle Services *Inspection Notice*

LICENSE PLATE NO.	MAKE OF VEHICLE
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You have the option of having this vehicle inspected within 14 days or accepting the time left on the previous owner's inspection sticker.

This vehicle must be inspected within 14 days if there is no inspection sticker in the window, the sticker has expired, been rejected, is for a Collector Car or was issued by another state.

INSPECTION SHOULD BE WITHIN 14 DAYS OF _____

EATONTOWN MOTOR VEHICLES
ROUTE #36
EATONTOWN, N.J. 07724

By _____

New Jersey Motor Vehicle Agency

SS-22 (R2/99) DISPLAY IN LOWER LEFT CORNER OF WINDSHIELD

SS-22 Pink Card Example

Use of Pink Card Date Chart Procedure

- Find the corresponding card date on the Pink Card Date Chart.
- Read the last day eligible for a new inspection cycle in the column next to the card date.

January		February		March		April	
*Card Date	Last Day Eligible	*Card Date	Last Day Eligible	*Card Date	Last Day Eligible	*Card Date	Last Day Eligible
1/1	1/14	2/1	2/14	3/1	3/14	4/1	4/14
1/2	1/15	2/2	2/15	3/2	3/15	4/2	4/15
1/3	1/16	2/3	2/16	3/3	3/16	4/3	4/16
1/4	1/17	2/4	2/17	3/4	3/17	4/4	4/17
1/5	1/18	2/5	2/18	3/5	3/18	4/5	4/18
1/6	1/19	2/6	2/19	3/6	3/19	4/6	4/19
1/7	1/20	2/7	2/20	3/7	3/20	4/7	4/20
1/8	1/21	2/8	2/21	3/8	3/21	4/8	4/21
1/9	1/22	2/9	2/22	3/9	3/22	4/9	4/22

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

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

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

To figure out the fourteenth day, select the card date and read the date in the next column.

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

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

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

LEAP

YEAR

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

To figure out the fourteenth day, select the card date and read the date in the next column.

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

Scenario	Renewal Registration	Initial Registration	Transfer Registration Including Trans/Repl & Ren/Trans	Duplicate Registration	Family Duplicate Registration
Previous Certificate of Approval	Issue 2 years from month of previous certificate of approval	Not Applicable	Not Applicable	Issue 2 years from month of previous certificate of approval	Issue 2 years from month of previous certificate of approval
No Certificate of Approval	Issue 2 years from month of registration renewal	Not Applicable	Not Applicable	Issue 2 years from month of registration renewal	Issue 2 years from month of registration renewal
Pink Card with or without Certificate of Approval within 14 Days	Not Applicable	Issue 2 years from date on Pink Card	Issue 2 years from date on Pink Card	Not Applicable	Not Applicable
No Pink Card with Certificate of Approval within 14 Days	Not Applicable	Issue 2 years from the month of transfer date – use Julian Calendar & Pink Chart	Issue 2 years from the month of transfer date – use Julian Calendar & Pink Chart	Not Applicable	Not Applicable
Scenario	Renewal Registration	Initial Registration	Transfer Registration Including Trans/Repl & Ren/Trans	Duplicate Registration	Family Duplicate Registration

With or Without Pink Card, Previous Certificate of Approval after 14 days and more than 2 months from next inspection	Not Applicable	Issue same date on certificate of approval Treat as courtesy inspection	Issue same date on certificate of approval Treat as courtesy inspection	Not Applicable	Not Applicable
With or Without Pink Card, Previous Certificate of Approval after 14 days and less than 2 months from next inspection	Not Applicable	If the vehicle is 2 months or less from its next inspection then issue 2 years from month on previous certificate of approval	If the vehicle is 2 months or less from its next inspection then issue 2 years from month on previous certificate of approval	Not Applicable	Not Applicable
With or Without Pink Card, No Previous Certificate of Approval after 14 days and less than 2 months from next inspection	Not Applicable	Issue 2 years from the month of registration renewal	Issue 2 years from the month of registration renewal	Not Applicable	Not Applicable

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

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

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

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

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

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

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

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

1. There is a permanent message in black letters on the inside center of the windshield. The wording is "Glass Plastic Material. See Owner' Manual For Care

Instructions." This lettering is on the glass surface so it cannot be removed or scrapped off without damaging the inner plastic layer.

2. The windshield monogram, on the outside lower passenger corner, has the words "Inner Shield" added.
3. The vehicle is delivered to the public from the manufacturer with a notice decal on the inside passenger lower corner. This is a requirement of Federal Motor Vehicle Standards No. 205.

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

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

If the defective items on a Vehicle Inspection Report have not been corrected, return the Vehicle Inspection Report to the motorist but do not remove the rejection sticker from the windshield.

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

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

If a vehicle is presented at a Private Inspection Facility after the 30 day period has expired, the Private Inspection Facility may re-inspect the vehicle and certify it if the rejected items have been corrected provide that a period of not more than 45 days has elapsed since the vehicle was inspected and rejected by the Official Inspection Facility or Private Inspection Facility.

If more than 45 days have elapsed, the vehicle must be completely inspected by an Official Inspection Facility or Private Inspection Facility. The motorist may obtain a letter from the Motor Vehicle Commission granting the motorist an extended period in which the vehicle may be legally operated before being subject to inspection. The 45 day period in which a Licensed Inspection Center can certify a vehicle is not extended by the letter of extension given to the motorist.

In order to obtain a letter of extension please call (609) 633-9474. The motorist may also write to "New Jersey Motor Vehicle Commission, Operations Unit, P.O. Box 177, 225 E. State Street, Trenton, New Jersey 08666." A letter of extension cannot be obtained for a vehicle with a 48 hour rejection sticker or a vehicle not currently insured.

A Private Inspection Facility cannot certify any of the following vehicles:

1. Historic motor vehicles.
2. Collector motor vehicle.
3. Omnibus 10 or more passengers.
4. School vehicles used for pupil transportation.
5. Vehicles with letters showing reinspection required due to issuance of a warning citation.
6. Vehicles with a letter showing reinspection required due to issuance of a summons.
7. Vehicles with a letter showing reinspection required due to vehicle being involved in an accident.
8. Any vehicle with a Vehicle Inspection Report stamped "Must Return to Centralized Inspection Facility," or "Must Return to Specialty Site."
9. Raised vehicles.
 1. Vehicles that have been equipped with tires which have a diameter exceeding the maximum specified by the vehicle manufacturer.
 2. Vehicles raised by the use of non-stock or modified springs, shackles, blocks, body lift kits, etc.
 3. Raised vehicles that are over four (4) inches above the stock configuration.

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

1. Retired school bus (requires an annual inspection).
2. Summer camp vehicle, providing that the vehicle does not have school bus plates.
3. Migrant farm worker vehicle.
4. Jitney.
5. Vehicle over 15 passengers, which has been issued passenger, governmental, no fee or commercial plates.
6. Handicap vehicle.

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

7. All gasoline powered vehicles.
8. Bi-fuel motor vehicles.
9. Diesel fueled automobiles.
10. Diesel fueled trucks having a GVWR less than 10,000 lbs.
11. Diesel fueled passenger plated (not code 15) vehicles having a GVWR of 10,000 to 17,999 lbs - SAFETY INSPECTION ONLY. Those having a GVWR of 18,000 lbs and over will also require a smoke opacity test at a licensed Diesel Emission Inspection Center (DEIC).
12. Ambulances, regardless of fuel type or weight.
13. Motor homes, diesel regardless of weight will receive a safety only inspection. Diesel motor homes over 18,000 pounds required a smoke opacity test at a licensed Diesel Emission Inspection Center (DEIC).
14. LUMP – low utilization modified performance.
15. Vehicles that have been lowered by the use of non-stock or modified springs, shackles, blocks, body-lift kits, etc.

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

16. Federal Vehicles

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

17. Out-of-State Vehicles

A Private Inspection Facility can inspect out-of-state registered vehicles. An out-of-state vehicle will be tested for exhaust and emissions only. The same test that would apply to a New Jersey registered vehicle for that model year will apply to out-of-state vehicles. There is no sticker issued to an out-of-state vehicle. When asked for the state of jurisdiction, the inspector will enter the abbreviation for that state.

18. Courtesy Inspection

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

A motor vehicle that passes a courtesy inspection **is not** entitled to more added time to the existing certificate of approval. Upon passing the courtesy inspection, a new certificate of approval will be issued, but will not receive additional time beyond the original certificate of approval. Make out a bill in sufficient copies to provide one for the customer, one for your file and one for the Commission audit. Attach copies of the signed Vehicle Inspection Report from the analyzer to each part of the bill. A photocopy of the registration shall be made and attached to the station copy of the Vehicle Inspection Report along with the removed certificate of approval.

If the motor vehicle fails the courtesy inspection, diagonally cut the certificate of approval to indicate that the motor vehicle has failed inspection. Make out a bill in sufficient copies to provide one for the customer, one for your file and one for

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

the Commission audit. Attach copies of the signed Vehicle Inspection Report from the analyzer to each part of the bill. Make a photocopy of the registration and attach it to the station copy of the Vehicle Inspection Report along with the removed certificate of approval. Upon passing re-inspection, the vehicle will receive a new certificate of approval expiring on the same month and year as the original expired certificate of approval (which will be on the original Vehicle Inspection Report).

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

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

21. Motor vehicles with Farmer plates.

Any questions regarding the foregoing should be referred to the Motor Vehicle Commission, Office of Operations Unit, at 609 633-9484.

Diesel Self-Inspection Requirements

Diesel vehicles 10,000 lbs and up to 17,999 lbs require a self-inspection and should not be inspected by a Private Inspection Facility. Diesel vehicles with a GVWR of 18,000 pounds or more must have a periodic emissions test performed at a Licensed Diesel Emission Inspection Center (DEIC). For DEIC locations, call 1-888-486-3339. Owners and Lessees shall maintain records that include at a minimum, the following:

1. An identification of the vehicle including New Jersey registration number, make, model, serial number, number of tires and their size and ply.
2. A record of inspection and repairs indicating date and nature.
3. A lubrication record.
4. A systematic means for indicating each vehicle, the nature and due date of various inspection and maintenance operations to be performed.
5. If leased or otherwise contracted for, such records shall also include an identification of the lessor or contractor furnishing the vehicle.

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

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

1. All brake lines and linings
2. Drive lines
3. Coupling devices
4. Tires, wheels and flaps
5. Springs
6. Emergency equipment
7. Fuel system
8. Cooling system
9. Lighting devices, horns and mirrors
10. Transmission system
11. Steering equipment
12. Axles and tie-rod assemblies
13. Clutch
14. Exhaust system and exhaust emissions
15. Glazing and wipers

48 Hour Certification-Rejection Procedures

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

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

1. Dangerously excessive looseness in wheels, tie rods, pitman arms or other steering components.
2. Any frame or wheel collapse.
3. Broken ball joints.
4. Any rupture in the brake system.
5. Missing or inoperative parking brake (except 1967 and newer vehicles with automatic transmission).
6. Service brake pedal goes all the way to floorboard and does not stop vehicle.
7. Leaks in any part of the air brake system or inoperative air gauge leaks or low warning signal.
8. Leaks in muffler combined with a hole in firewall or floor in a location that would allow exhaust gases to enter the driver's or passenger compartment.
9. Any part of the exhaust system passing through the passenger compartment.
10. Fuel leakage at any point in the system.
11. Fuel tank or piping not securely installed.
12. Any fuel component that contacts any moving parts.
13. Tire(s) worn to where ply or cord is dangerously exposed.
14. A shattered windshield that impairs the driver's vision.
15. View of driver obstructed by condition of glass.
16. Sharp edges exposed on glazing.
17. Items of a very dangerous nature in need of immediate repair.

48 Hour Certification-Rejection Procedures continued

18. Miscellaneous such as loose steering box, severe tire rub, dangling shocks, etc.
19. All headlights out.
20. All tail lights out.
21. All stop lights out.
22. Any unusually dangerous condition.

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

1. Have the customer sign the acknowledgement stamp.
2. Make repair to the rejected item(s).
3. Certify that the vehicle meets the inspection standards.
4. All required information is to be recorded on the analyzer and station ledger sheet that is necessary to complete the inspection.
5. Complete an invoice/work order in triplicate, indicating in detail the 48 hour rejection(s) and repair(s): Make out a bill in sufficient copies to provide one for the customer, one for your file and one for the Commission audit.
6. All work orders/invoices must have customer's name, address, plate number and vehicle description, customer's insurance policy number, customer's telephone number, and all invoices must be numbered. In lieu of writing the insurance # on the work order/invoice, an attached photocopy of the insurance card is acceptable proof.
7. Attach signed Vehicle Inspection Reports from the analyzer for emission test to all copies of work orders/invoices.

48 Hour Certification-Rejection Procedures continued

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

1. Remove the certificate of approval from the vehicle.
2. Complete and affix the 48 hour red sticker (as supplied by the Commission) to the left (driver's) side of the windshield. Make certain the date is appropriately punched on the sticker.
3. Record on the analyzer and station ledger sheet all required information to complete the inspection.
4. All work orders/invoices must have customer's name, address, plate number and vehicle description, customer's insurance policy number, customer's telephone number, and all invoices must be numbered. In lieu of writing the insurance # on the work order/invoice, an attached photocopy of the insurance card is acceptable proof.
5. Complete a work order/invoice in triplicate, for the inspection service fee. Make out a bill in sufficient copies to provide one for the customer, one for your file and one for the Commission audit.
 - a. Make certain that a description of the 48-hour rejection (in detail) is on the work order/invoice and that all copies are stamped with your station stamp (license number).
 - b. A copy of the work order/invoice and a signed Vehicle Inspection Report will be given to the vehicle owner in order that he may have his vehicle re-inspected at another facility.

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

1. Obtain from the owner the Vehicle Inspection Report issued by the Official Inspection Facility or Private Inspection Facility which conducted the initial inspection and which indicates the rejection(s) of the vehicle.
2. Upon authorization from the vehicle owner, make the repair of the rejected item(s). You are required to re-inspect those items repaired by someone else.
3. Certify that the vehicle meets the inspection standards.

48 Hour Certification-Rejection Procedures continued

4. All required information is to be recorded on the Vehicle Inspection Report, station ledger sheet and invoice/work order which is necessary to complete the certification.
5. All work orders/invoices must have customer's name, address, plate number and vehicle description, customer's insurance policy number, customer's telephone number, and all invoices must be numbered. In lieu of writing the insurance # on the work order/invoice, an attached photocopy of the insurance card is acceptable proof.
6. Complete the work order (invoice/bill) in triplicate for the inspection repair and certification fee. Make out a bill in sufficient copies to provide one for the customer, one for your file and one for the Commission audit.

SECTION IV

Items to be Inspected/Procedures



DISPLAY IN LOWER LEFT
CORNER OF WINDSHIELD

INSPECTION DECAL REPLACEMENT FOR NEW VEHICLE PURCHASED OUT OF STATE

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

Obvious vehicle defects will invalidate this notice.

Date vehicle was registered _____ Make of Vehicle _____

License Plate No. _____

By New Jersey Motor Vehicle Agency _____

Inspection Decal No. _____ Date Issued _____

SS-22A (9/01)

Inspection Decal Replacement For New Motor Vehicles Purchased Out Of State

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

If the new motor vehicle is not presented within the fourteen (14) days of receiving the yellow card as shown above, it must be fully inspected at either an Official Inspection Facility or a Private Inspection Facility. These motor vehicles only receive a two-year inspection.

Obvious motor vehicle defects will invalidate the above notice.

Extensions

As of January 1, 2003, all new vehicles purchased in New Jersey or out of state will receive a certificate of approval valid for four (4) years from the month that they initially registered the vehicle. Additionally, all new vehicles purchased between January 1, 2001 and December 31, 2001, and still owned by the original purchaser, will have their inspection extended until the month due in 2005. Likewise, new vehicles purchased January 1, 2002 through December 31, 2002 will be extended until 2006. These extensions will be mailed to the customers approximately two months prior to their inspection dates.

If a customer presents a vehicle with an extension sticker on it before they are due for inspection, you should explain to them that they are not due at this time. If the customer still wants to have their vehicle inspected you can accommodate them, however, the vehicle will only receive a certificate of approval valid for two (2) years. The four (4) year inspection only applies to the initial inspection period.

Motorcycles are also included in the four (4) year initial inspection and extension program. The Commission has designed a new motorcycle certificate of approval that will be valid for four (4) years. This sticker is to be used only for the initial purchase of a new motorcycle. If any PIF is a motorcycle dealer, these certificates of approval are available through:

**New Jersey Motor Vehicle Commission
Business License Compliance
609 777-1684**

Also, since the space is limited on a motorcycle plate, customers are being told to carry the extension with their registration.

New Jersey
New Vehicle Extension

**INSPECTION
EXTENDED TO
2005**

A 206002

**State of New Jersey
Division of Motor Vehicles**

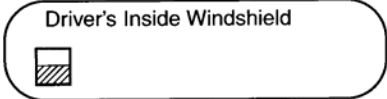
Instructions for Applying Inspection Extension Decal for
New Vehicles

The extension decal attached to this card is to be applied to the inside windshield of your vehicle. Recent legislation has extended the initial inspection period from two to four years for new vehicles. Division records indicate that your vehicle is eligible for an additional two year inspection extension.

PLEASE REMEMBER TO RENEW YOUR VEHICLE REGISTRATION EACH YEAR.

1. Clean surface thoroughly. Decal will not stick if wet or dirty.
2. Carefully peel decal from backer sheet on card.
3. Place decal above current New Vehicle Decal.

Driver's Inside Windshield



Items to be Inspected/Procedures

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

As we progress into the enhanced vehicle inspection program we anticipate updates to these procedures. This information will be sent to all PIFs either through the mail or electronically, via the Administrative Application. In either case, PIF's must insert the updated information in the appropriate section of the manual for future reference. If such information is sent electronically, it will be necessary to print it immediately upon accessing it, or it will self-delete from the system.

13:20-33.3 Credentials and License Plates

The driver of a motor vehicle presented for inspection shall present a valid driver's license for the class of motor vehicle being operated, a valid New Jersey motor vehicle registration certificate, and a valid New Jersey insurance identification card for the motor vehicle, if applicable.

13:20-33.3 Driver's Licenses

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

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

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

The driver's license has expired.

The driver's license is not in the customer's possession.

The driver's license is altered or mutilated.

The driver's license is a photocopy or fax.

The driver's license is defaced.

The driver's license is not for the class of vehicle presented for inspection.

The driver is not licensed.

An invalid license is presented.

Conditional Approval:

The driver's license is not signed.

The driver does not match the driver's license weight, height, or sex.

The driver's license has a wrong address.

The driver's license contains minor discrepancies or errors.

13:20-33.3 Registration

A driver must present a valid New Jersey vehicle registration that correctly describes the vehicle presented for inspection. The registration document must match the license plate and VIN displayed on the vehicle.

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

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

The registration has expired.

The registration is not in the motorist's possession.

The registration does not match plates.

The registration is defaced, altered or mutilated.

The registration is a photocopy or a fax.

An online registration renewal receipt is presented in place of registration.

The registration does not describe vehicle.

Registration continued

Conditional Approval:

Minor discrepancies (i.e. typographical, vehicle color) shall be conditionally approved and the motorist advised to have them corrected.

Unexpired temporary authorizations to operate letters issued by the Commission are acceptable for inspection.

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

Incorrect Registration VIN bar code

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

As long as the typed portion of the registration matches the number displayed on the vehicle and the scanned number from the bar code is at least 50% correct, a conditional approval should be issued and the motorist advised to have the errors corrected.

In all cases, the inspector shall enter the correct VIN number from the vehicle VIN plate into the computer.

13:20-33.3 Insurance Verification

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

- a) The presentation of an approved, permanent State of New Jersey Insurance Card is acceptable. The card must follow the proper format with a form designation of either IV-1, IV-2A (1/96) or Accord 50 (WM2/95). This card can be issued for a maximum of fourteen months, cannot be expired and cannot be altered or mutilated to the point where it is no longer legible. Permanent insurance cards must be typed. Insurance cards that are not in compliance with any of the above, are cause for rejection.
- b) An approved temporary State of New Jersey Insurance Card must have an effective date that is not expired (over 60 days in effect), altered or mutilated to the point where it is no longer legible.
- c) An insurance binder must have an effective date that is not expired (over 30 days in effect), altered or mutilated to the point where it is no longer legible.

Insurance Verification continued

- d) Vehicles that are registered to the Federal Government or those under the control of PUC/DOT or ICC are exempt from carrying Insurance Identification cards.
- e) The declaration page of a motor vehicle insurance policy that has an effective date and is not expired is acceptable.
- f) An insurance verification card of a previously owned vehicle is acceptable, if a transferred registration is within 30 days and the insurance identification card has not expired.

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

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

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

The insurance card is not in the possession of the operator.

The insurance card has no dates on it.

The insurance card is issued for more than 14 months.

The insurance card has expired.

The insurance card is altered.

The insurance card is a photocopy or fax.

The insurance document is defaced (mutilated beyond the point that it is no longer readable).

The insurance document cannot be linked to the vehicle by either the owner's name or the vehicle description.

The insurance coverage is post-dated (not effective until a future date).

The permanent insurance card is handwritten.

The insurance document vehicle identification number (VIN) and the registration vehicle identification number (VIN) do not match.

Insurance Verification continued

Conditional Approval

The insurance card has minor vehicle identification number (VIN) discrepancies.

The insurance document contains minor discrepancies or errors.

13:20-33.4 License Plates

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

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

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

Both New Jersey license plates are missing.

One plate missing is a failure unless the vehicle has a personalized, courtesy, special or vanity plate.

License plates which are illegible. (Exception: personalized, courtesy plates, special or vanity plates).

The front and rear plates do not match.

The license plates do not match registration.

License plates continued

Conditional Approval

The registration plate decals (inserts) are not firmly affixed to plates or do not match the registration expiration date.

The plates are obstructed by a trailer hitch, snow bracket, bumper, bumper guard, mounting bolt head, reflector, or any other device or material.

The license plate is present but not mounted.

One or two license plates are defaced or bent.

The license plate is not securely mounted to the vehicle.

The license plate is mounted less than 12 inches from the ground.

The license plate is mounted more than 48 inches from the ground.

The license plate is not mounted horizontally.

The license plate is not mounted right side up or right side out.

Dirt or greased that are covering the license plates.

The license plate frame covers the words on the license plate.

The registration plate decals (MM/YY) do not match the registration expiration date.

There is glazing on all license plates (plates are covered with glass, plastic or similar materials)

13:20-33.5 Steering/Suspension

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

The motor vehicle shall have a suspension system that allows movement between the unsprung axles and wheels and the chassis body and shall be equipped with shock-absorbing devices at each wheel locations. The suspension system shall be capable of providing a minimum relative motion of plus or minus two inches. When any corner of

Steering/suspension continued

the motor vehicle is depressed and released; the damping system shall stop the vertical body movement within two cycles. The use of spacer blocks between the front axle and leaf springs is prohibited.

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

With the front end of the motor vehicle lifted, the front and rear of a front tire shall be grasped and an attempt made to turn the wheel assembly to the right and to the left. The free movement at the front or rear of the tire shall not exceed one-quarter inch. The top and bottom of a front tire shall then be grasped and moved in and out. The movement of the tire shall not exceed the manufacturer's specifications. Both front tires are tested in this manner.

The steering wheel shall be turned through the limit of travel in both directions. There shall be no binding or jamming in the steering wheel mechanism.

The steering wheel shall be a minimum of thirteen (13) inches in diameter.

There shall be no wear or breakage of components of the steering and suspension system which adversely affects the safe operation of the motor vehicle. There shall be no visible caster or camber.

Shock absorbers shall be properly installed and in proper operating condition. Shock absorbers shall not exhibit oil on the shock absorber housing attributable to leakage by the seal.

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

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

Camber is excessively out of adjustment so as to be visually apparent.

There is excessive wheel lash (over two inches, three inches for manual steering).

Steering/suspension continued

The steering wheel binds or jams.

The steering column is not securely fastened.

The power steering unit is not operating properly.

The steering wheel is broken or not securely fastened.

An adjustable steering wheel that does not operate properly.

An undersize steering wheel with an outside diameter that is less than 13 inches.

There is excessive wheel rock.

There is excessive looseness in the steering linkage (side play).

There is dangerous wear or breakage of components of the steering or suspension system including springs, shock absorbers, stabilizer bars and etc.

The suspension does not support vehicle in a reasonably level attitude.

The front wheels are locked.

The vehicle has a suspension system component which does not meet or exceed quality and performance standards of the vehicle manufacturer.

There is a spinner knob on steering wheel unless it has a quick release to allow it to be removed easily and there is an endorsement on the driver's license for a mechanical device.

The vehicles shocks are bad.

The vehicle's suspension is not level.

Wheel Alignment

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

13:20-33.6 Front Parking Lights

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

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

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

The lens is cracked and a portion of the lens is separated or missing when the front turn signals are combined with the front parking lights.

Conditional Approval:

If one or more of the front parking lights are inoperative.

If the lens is damaged or missing.

The lens is broken when the front turn signals are combined with the front parking lights. (Parking light only)

13:20-33.7 Glazing

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

- AS-1
Mandatory in windshields but may be used for any other window in a vehicle.
- AS-2
Anywhere on the vehicle except the windshield.
- AS-3
On the rear side windows of buses, sun roofs, internal partitions, and house trailers.

- AS-4, AS-5, AS-6, AS-7
On rear windows of convertibles and windows (except windshields) which can be readily removed without the use of tools.
- AS-8, AS-9
On the rear windows of buses.
- AS-10
Bullet-resistant windshields.
- AS-11
Bullet resistant windows except windshields.
- AS-12, AS-13
Windows (except windshields) which can be readily removed without the use of tools.

All openings in a passenger vehicle which were originally manufactured with glazing shall be equipped with approved type glazing.

Certification of a motor vehicle shall be refused if the motor vehicle is equipped with glazing which causes undue or unsafe distortion of visibility for the driver, or is equipped with unduly fractured, broken, cracked, discolored, scratched, or deteriorated glazing, or is equipped with glazing with sharp edges.

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

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

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

Glazing continued

The high-mounted rear stop light on motor vehicles required to be equipped with such light shall not be obstructed in any manner.

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

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

Any star, bulls eye, or stone break that is larger than one half (1/2) inch diameter in the acute area.

Any crack or breakage that is greater than one (1) inch in length in the acute area.

Any star, bull's eye, or stone break that is larger than one (1) inch in the critical area.

Any crack greater than four (4) inches in length that is in the critical area.

Multiple cracks over four (4) inches in length that are in the periphery area.

Any window that has sharp edges or cracks which could injure a person.

A vehicle window that is broken so that a section of the glass can be moved.

Any scratches in the acute or critical areas which are more than 1/2 inch in width and/or more than 6 inches in length.

Glazing that is removed (all openings in a passenger vehicle that were originally manufactured with glazing must be equipped with the appropriate approved glazing type).

Approval markings that are not visible (glazing not marked, not legible or not visible with manufacturer's name, trademark, and US DOT "AS").

Glazing that is used in other areas than approved location.

Etched tempered glass (except identification number/letters and/or manufacturers logos not exceeding two (2) square inches in area).

Glazing continued

Laminated etched glazing which is located in an area on the windshield or the windows to the right or left of the driver where it will interfere with driver visibility.

Any glazing on the windshield or to the driver's immediate right and/or left which is unduly discolored.

Unspecified damage which the station supervisor agrees will seriously interfere with the driver's vision or create a hazard.

Any accessory, sign, electric type defroster that is attached to the rear window which seriously impairs the driver's vision.

Glazing that is in the rear of passenger type convertibles that is discolored so as to obstruct the driver's vision through the inside rear view mirror. Taped repairs to plastic type convertible top windows are a rejection.

Highly reflective or mirror-type material on any window.

Glazing in non-approved area (glazing type not approved for the location on the vehicle).

A driver's window that cannot be readily opened to permit arm directional signals to be made by the driver.

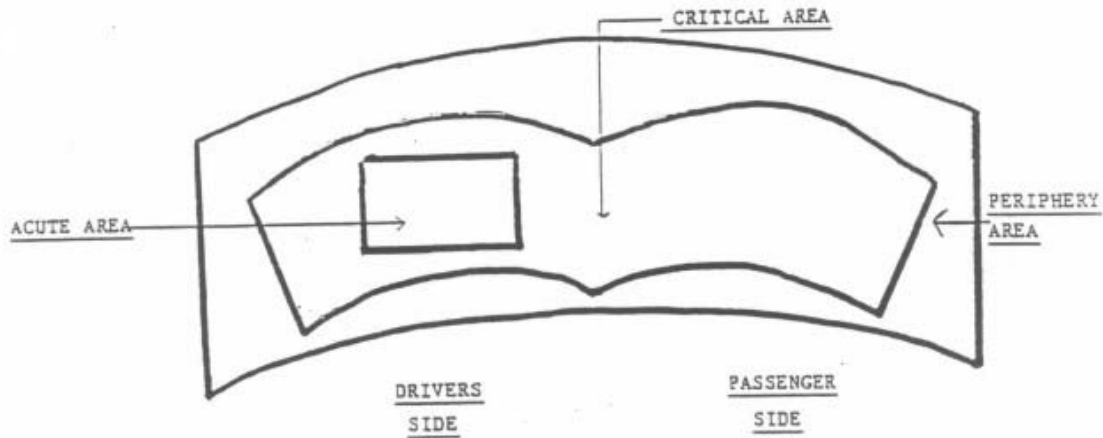
Conditional Approval:

A driver's window that cannot be readily opened (provided directional signals are operating properly).

Glazing that is to the rear of the driver, including plastic rear windows on convertibles, which is discolored.

NOTE: If vision out of rear windows is obstructed due to discoloration, side view mirrors on both sides of the vehicle are required.

Description of Windshield Areas

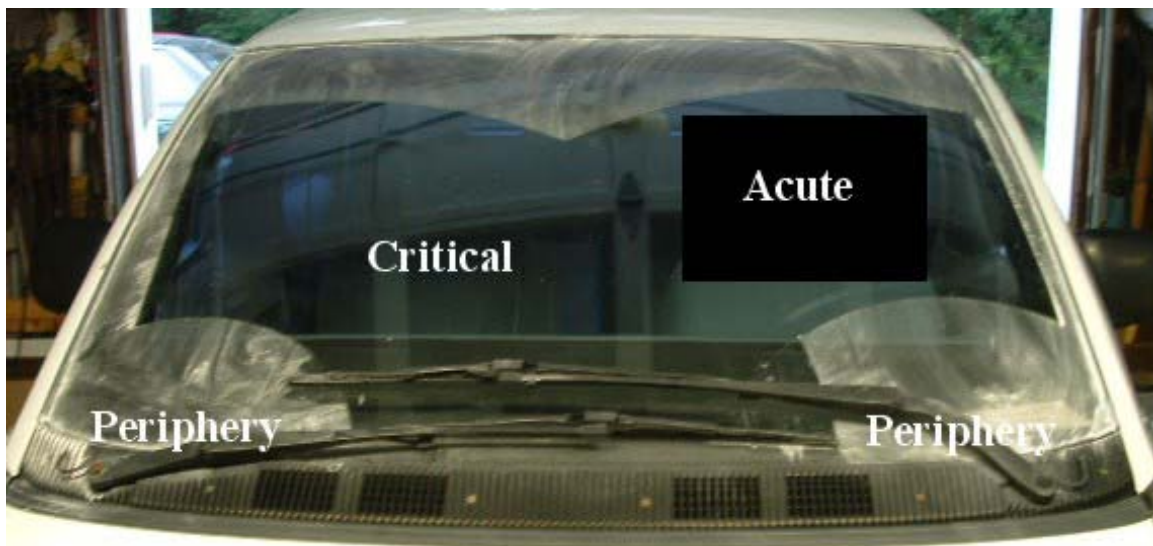


Description of Windshield Areas

ACUTE AREA - Directly in driver's line of vision in the center of the driver's critical area. (8 1/2 x 11 inches, the size of standard typing paper).

CRITICAL AREA - The area cleaned by the normal sweep of the windshield wiper blades, other than the acute area. NOTE: Blade size cannot be reduced when replacing.

PERIPHERY AREA - All other windshield areas.



Repairs to the Windshield

In recent years, technology has been developed to repair broken windshields. In the past, only “bull’s-eyes” or “stone breaks” could be repaired. Now, even long cracks can be repaired.

The Commission will accept safety glass that has been repaired if it is not discolored and does not cause undue or unsafe distortion of visibility. In repairing a windshield a special resin is injected into the crack. Laboratory tests have proven the resin that is used does withstand various impact and stress tests. In addition to repairing the strength of the windshield, this technology also removes the majority of the refraction (reflection) that appears inside the crack.

The criteria for inspecting a repaired windshield are as follows. When sitting in the driver’s seat, look straight ahead at the windshield as if you are driving (not directly at the repair). If the repair is not noticeably detectable, it will be considered a proper repair as long as it is repaired in a workmanlike manner and does not cause undue or unsafe distortion of visibility. If you look directly at the repair you may see a fine line from the original damage, which will be acceptable.

Repairs to windshields will not be accepted if the repair is in the acute area or is a vertical crack in the wiper sweep area on the driver’s side.

Also, a unique process, which entails cutting small lateral grooves along the bottom of the windshield for the purpose of cleaning the wipers, has been introduced in New Jersey. The process, called Tu-Groove, will not weaken laminated glass to the point that it will fail to comply with Federal Glazing Standards. Therefore, the grooving process will be permitted providing that the glazing is not unduly fractured and/or discolored, and the grooves are located below the area used for driver visibility. It may be necessary to sit in the driver’s seat of the vehicle to determine if the grooves are below the area used for visibility.

Medical Tinting

N.J.A.C. 13:20-32.7F (2) now allows window tinting on previously unapproved glazing locations for medical reasons. This regulation permits an application of sun screening material with 70% light transmittance on the windshield and with 60% light transmission on the front side windows. Any vehicle presented for inspection with applied tinting in previously unapproved locations shall be approved for inspection provided the following conditions are met:

1. The customer presents a valid Medical Exemption for Sunscreening form (MR-15A).
2. The form (MR-15A) describes the vehicle being presented for inspection.
3. The window tint is similar in appearance to the standard tinting material provided by the State for comparison purposes, or is verified by measuring with a State approved tint meter.
4. The window tint has been applied by a New Jersey licensed Sunscreen Material Inspection facility (SMIF). Each SMIF is required to attach a label (one square inch in size) between the sun screening material and the windshield, and/or between the sun screen material and front side window(s). The label(s) shall be placed on...
 - The windshield in the lower left corner as viewed from the outside of the vehicle.
 - The front left side (*driver's*) window in the lower right corner as viewed from the outside of the vehicle.
 - The front right side (*passenger*) window in the lower right corner as viewed from the interior of the vehicle.

The label information shall contain

The installer's State registration number (SSIXXXXXX).

The manufacturer of the tinting material.

The visible light transmittance percentage (60% T for front side windows and 70% T for the windshield). A tolerance of minus (-) 5% light transmittance will be allowed.

Medical Tint Inspection Procedure

1. Examine the windshield and/or front side windows for the presence of sun screening material. If uncertain as to the presence of this material on the front side windows, have the motorist partially roll the window down and examine the top of the glass where sun screening material terminates. If a clear space is visible along the top portion of the glass, presume the presence of sunscreen material.
2. If sun screening material is evident on either or both front side windows and/or the windshield, request from the motorist the medical exemption for Sun Screening Material form (MR-15A), which must at all times accompany the vehicle for which it applies.
3. Examine the form (MR-15A) to ensure that it has not expired and the vehicle make, model, year, plate number and VIN indicated on the form matches the vehicle being presented for inspection.
4. From the information on the MR-15A form, determine which area(s) of glazing have been approved for the application of sun screening material.
5. Visually inspect the sun screen material on approved locations and ensure that the material is clean and smoothly applied, has a light gray color in appearance and that vision through the glass and sun screen material is clear.
6. Examine the window(s) and/or windshield for the presence of a compliance label to ensure that it is visible from the outside of the vehicle and that it contains the required information.
7. Note: Initially, a small number of customers will have their medical tint approved at State Specialty Sites until licensing of SMIFs is finalized. In such cases, the approval of medical tint will be indicated by the New Jersey Motor Vehicle Commission stamp (raised seal) on the MR-15A form. There will be no compliance label on the vehicle's glazing. Therefore, if examination of the window(s) and/or windshield reveals no compliance label, inspect the medical exemption form (MR-15A) for the State stamp (raised seal).
8. Front side windows and windshields with sun screen material that pass the visual inspection shall be tested for visual transparency. To do so, first ensure that the window(s) and/or windshield to be tested are clean.
9. Front side window(s) - Roll the window halfway down. Using the approved tint test strip, hold the test strip directly above the window and observe the appearance of the window compared to the test strip. Ensure that the background for both window and test strip are the same and of uniform appearance. If the window appears to be an equal shade or lighter than the test strip, the vehicle shall pass.

Medical Tint Inspection Procedure continued

10. Windshield - While seated in the front seat with the front door open, hold the test strip up alongside the windshield and look at each. Ensure that the background for both the windshield and the test strip are the same and of uniform appearance. If the windshield appears to be of equal shade or lighter than the test strip, the vehicle shall pass. Upon completion of the inspection process the MR-15A form is to be returned to the customer to be kept in the vehicle in the event it should be requested by law enforcement authorities.

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

The motorist is unable to produce the Medical Exemption for Sunscreening form (MR-15A)

The Medical Exemption for Sunscreen form (MR-15A) has expired and/or it does not describe the vehicle being presented for inspection.

If the front side window(s) and/or the windshield have sun screen material for which no approval has been indicated on the MR-15A form.

If the sun screen material has creases, wrinkles, bubbles, scratches, hazing or distortion, or has a mirrored or colored appearance (other than light gray).

If the compliance label is not visible from the outside of the vehicle, or if the required information is not contained thereon.

If the compliance label is missing and there is no State approval stamp (raised seal) on the MR-15 forms.

If the applied medical sun screen tint appears to be of a darker shade than the tint test strip.



SAMPLE
MEDICAL EXEMPTION FOR VEHICLE SUN-SCREENING

(Check One)

Approved Applicant Forfun C. Newjersey Driver Passenger Both
(Name)

Address: 1 Delightful Drive Garden State NJ 08634
Street City State Zip Code

Vehicle: Ford Taurus 2001 KAC123 1D3BG42G12F154235
Make Model Year Plate No. VIN

Windshield: Yes No

Materials Specifications

Clear (UV) Shade (Visible)
% visible light transmission 70 %UV transmission (UVA +UVB) 0.5
% visible light reflection 8

Front-side windows

Materials Specifications

Clear (UV) Shade (Visible) Right Left
 Yes Yes
 No No
% visible light transmission 60
% visible light reflection 8

This sun-screening exemption is valid for a period of forty-eight (48) months from issue date June 25, 2003

Approved by _____ Expiration Date: June 25, 2007

THIS EXEMPTION MUST ACCOMPANY THE VEHICLE AND BE PRESENTED AT TIME OF INSPECTION OR FOR LAW ENFORCEMENT PURPOSES.

MR-15A (2/01)

SAMPLE

SAMPLE

Example of Form MR-15A Medical Exemption for Vehicle Sun-Screening

In general, the approved locations for the various types of glazing are as follows:

Glazing Material Applicable When Marked With "AS" Designation Indicated Below.

	At Levels Requisite for Driving Visibility	At Levels Not requisite for Driving Visibility
PASSENGER CARS Windshields	1, 10, 14	1, 10, 14
Interior Partitions, Auxiliary Wind Deflectors	1, 2, 4, 10, 11	1, 2, 3, 4, 5, 10, 11, 12, 13
Flexible Curtains, Readily Removable Windows, Ventilators used in conjunction with readily removable windows, Rear windows in tops of convertible cars	1, 2, 4, 6, 10, 11	1, 2, 3, 4, 5, 6, 7, 10, 11,
Openings in roofs not required for driving visibility		1, 2, 3, 4, 5, 10, 11, 12, 13
All other glazing except as listed above	1, 2, 10, 11	1, 2, 3, 10, 11
TAXICABS Windshields	1, 10, 14	1, 10, 14
Interior Partitions, Auxiliary Wind Deflectors	1, 2, 4, 10, 11	1, 2, 3, 4, 5, 10, 11, 12, 13
Interior Partitions, Auxiliary wind deflectors, Windows in rear doors	1, 2, 4, 10, 11	1, 2, 3, 4, 5, 10, 11, 12, 13
Openings in roofs not required for driving visibility		1, 2, 3, 4, 5, 10, 11, 12, 13
Flexible Curtains, Readily removable windows, Ventilators used in conjunction with readily removable windows	1, 2, 4, 6, 10, 11	1, 2, 3, 4, 5, 6, 7, 10, 11, 12, 13
All other glazing except as listed above	1, 2, ,10, 11	1, 2, 3, 10, 11

TRUCKS AND TRUCK TRACTORS	1, 10, 14	1, 10, 14
Windshields		
Windows to immediate right and left of driver	1, 2, 4, 10, 11, 14	1, 2, 3, 10, 11, 14
Rearmost window if used for driving visibility	1, 2, 8, 10, 11, 14	1, 2, 3, 4, 5, 8, 9, 10, 11, 14
Glazing to rear of driver where other means afford visibility of the highway is provided.	1, 2, 3, 4, 5, 8, 9, 10, 11, 14	1, 2, 3, 4, 5, 8, 9, 10, 11, 14
Folding doors	1, 2, 4, 8, 10, 11, 14	1, 2, 3, 4, 5, 8, 9, 10, 11, 14
All other glazing except as listed above	1, 2, 10, 11, 14	1, 2, 3, 10, 11, 14
BUSES AND MOTOR HOMES	1, 10, 14	1, 10, 14
Windshields		
Glazing to immediate right and left of driver	1, 2, 10, 11, 14	1, 2, 3, 10, 11, 14
Rearmost window if used for driving visibility	1, 2, 8, 10, 11, 14	1, 2, 3, 4, 8, 9, 10, 11, 14
Internal partitions and auxiliary wind deflectors	1, 2, 4, 10, 11, 14	1, 2, 3, 4, 5, 10, 11, 12, 13, 14
Folding doors	1, 2, 4, 8, 10, 11, 14	1, 2, 3, 4, 5, 8, 9, 10, 11, 14
Standee windows		1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14
Openings in roof not required for driving visibility	1, 2, 3, 4, 5, 10	11, 12, 13, 14
Flexible curtains, Readily removable windows, Ventilators used in conjunction with readily removable windows	1, 2, 4, 6, 10, 11, 14	1, 2, 3, 4, 5, 6, 7, 10, 11, 12, 13, 14
All other glazing except as listed above	1, 2, 3, 10, 11, 14	1, 2, 3, 10, 11, 14

HOUSE TRAILERS AND PROPERTY CARRYING TRAILERS All glazing	1, 2, 3, 4, 5, 6, 7, 8, 9	10, 11, 12, 13, 14
MOTORCYCLES Windscreens	1, 6, 10, 11, 14	1, 6, 7, 10, 11, 12, 13, 14

- AS-1 (Laminated Glass)
- AS-2, 3 (Laminated or tempered glass)
- AS-4, 5, 12 (Rigid plastic)
- AS-6, 7, 13 (Flexible plastic)
- AS-8, 9 (Wire glass)
- AS-10, 11 (Bullet resistant laminated glass)
- AS-14 (Laminated glass with layer of clear plastic secured to interior side)

13:20-33.8 Vision Obstruction

No accessory or other object shall be mounted in such a manner as to interfere with the driver’s vision. Signs, posters, stickers, or other non-transparent material shall not be placed upon the windshield, wings, deflectors, side shields, or the front side windows of any motor vehicle; provided, however, the inspection certificate of approval, certificate of waiver, inspection rejection sticker, an automatic vehicle identification system transponder approved by the Commission in accordance with N.J.A.C. 13:20-10, or any other sticker approved by the Commission, is permitted.

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

Any accessory or other object (including hood scoops) mounted so as to obscure more than 3 inches of the windshield glass. The height of the obstructed area of the windshield glass shall be measured by placing a straight edge on the top of the scoop and holding the straight edge in a level position with one end contacting the windshield glass.

Any object which obscures an area greater than one-inch width along the side edges or top edge of the windshield.

Any vehicle which has highly reflective or mirror type tinted glazing.

Any electric type defroster attached to the rear window which seriously impairs the driver's vision. (Unless the vehicle is equipped with outside mirrors on both sides of the motor vehicle).

The glazing in the rear of passenger type convertibles that is discolored as to obstruct the driver's vision through the rearview mirror.

Tinted spray paint or plastic material that is on the windows behind the driver. (Unless vehicle is equipped with outside mirrors on both sides).

Any vehicle which has add-on tinting on the windshield or any window to the immediate right or left of the driver.

EXCEPTION:

Strips of add-on tinting material which have been affixed to the top of the windshield are permissible provided that they do not project downward at any point more than 20% of the vertical height of the windshield.

Police Vehicles (undercover).

Vehicles that have approved sunscreen material.

Tinted spray paint or plastic material on the windows behind the driver provided the vehicle is equipped with outside mirrors on both sides.

13:20-33.9 Horn

Every motor vehicle when operated upon a roadway shall be equipped with a horn in good working order and capable of emitting sound audible under normal conditions from a distance of two hundred feet, but no horn or other warning device shall emit an unreasonably loud or harsh sound or a whistle.

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

An inoperative horn.

A horn which is not audible under normal conditions from a distance of not less than 200 feet.

A horn which is not securely fastened to the motor vehicle.

A horn which has a broken button or switch, or a horn which does not have a button or switch. (For example, a horn which is activated by grounding a bare wire shall not be certified.

Horns which have an activating button or switch that is beyond the reach of the driver.

A horn button which is located in a place that is not readily conspicuous to the driver, or a horn button which requires the driver to take his or her eyes off the road to activate the horn.

A horn ring which is broken so as to be likely to cause injury or snag clothing.

A motor vehicle which is equipped with a siren, whistle, or bell. (Except an authorized emergency vehicle or unless a permit for same has been issued by the Commission in accordance with N.J.A.C. 13:24); provided, however, that any motor vehicle may be equipped with a theft alarm signal device which is installed so that it cannot be used by the driver as an ordinary warning signal.

EXCEPTION: Bells on frozen dessert trucks are permissible.

Conditional Approval:

A horn which emits an unreasonably loud or harsh sound, such as an air horn, is permitted, provided the motor vehicle is also equipped with a standard horn for use in residence or business districts.

A horn which can only be sounded by a portion of the horn activation device.

13:20-33.10 Windshield Wipers

Every motor vehicle having a windshield shall be equipped with at least one device in proper operating condition to provide clear vision for the driver. A motor vehicle manufactured with only one windshield wiper shall have the wiper so located that it cleans the portion of the windshield directly in front of the driver in order for the driver to safely operate the motor vehicle.

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

If the motor vehicle was manufactured with two windshield wipers, both shall operate.

A windshield wiper that is not capable of operating at a speed necessary to provide the driver a clear view ahead under all conditions of weather.

Windshield wiper blades that are damaged, hardened, deteriorated, missing or of an improper type or an improper size.

Windshield wipers that do not clean the full area of windshield for which it was designed.

Windshield wipers that are not held against the windshield with adequate tension to provide the driver a clear view ahead under all conditions of weather.

A windshield wiper control that is not constructed or installed so that it cannot be operated or controlled by the driver and is not in proper operating condition.

13:20-33.12 Directional Signals/Hazard Warning Lights

Every motor vehicle, other than a noncommercial motorcycle, shall be equipped with two front and two rear turn signals, except that a passenger vehicle manufactured before July 2, 1954, is not required to be equipped with turn signals. When a motor vehicle, regardless of date of manufacture, is equipped with turn signals, the turn signals shall be in proper operating condition.

All turn signals and hazard warning signal systems including lights, flashers and operating units shall be of a type approved as meeting the standards of the United States Department of Transportation or, for motor vehicles manufactured prior to the adoption of such standards, the standards of the Society of Automotive Engineers. The letters "SAE" along with the manufacturer's name and trademark are often on such devices. In the case of front and rear turn signal lights, the letter "I" or the letter "D" is often on the lens of such lights.

Directional Signals/Hazard Lights continued

Front turn signal and hazard warning signal lights shall be mounted on each side of the vertical centerline at the same level and as widely spaced laterally as practical. Front turn signal and warning signal lights shall emit a flashing white or amber light visible from a distance of 500 feet.

Rear turn signal and hazard warning signal lights shall be mounted on each side of the vertical centerline at the same level and as widely spaced laterally as practical. Front turn signal and warning signal lights shall emit a flashing white or amber light visible from a distance of 500 feet.

All turn signals shall be permanently and securely mounted in such a manner so as to reduce the likelihood of their being obscured by mud or dust thrown up by the wheels.

A turn signal shall not be obstructed by any part of the chassis, body, or bumper, or by any type of add-on device or material if such obstruction reduces the visible area of the turn signal to less than three and one-half square inches on a passenger automobile, truck, bus, or jitney which is less than 80 inches in overall width, or reduces the visible area of the turn signal to less than 12 square inches on a truck, bus, or jitney which is 80 inches or more in overall width.

Turn signal lights shall flash from 50 to 130 times per minute. The “on” period of the flashes shall be long enough to permit the bulb filaments to reach full brightness.

All turn signal light systems shall be in proper operating condition.

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

The turn/warning signal is out or missing.

There is a faulty turn/warning signal or switch.

There are unapproved type direction signals or lenses.

The turn signals are not operating as designed.

The turn or hazard warning signals are not mounted at the same level and as widely spaced laterally as possible.

The front turn signals emit a color other than white or amber or any color in between.

Directional Signals/Hazard Lights continued

The rear turn signals emit a color other than red or amber or any color in between. (The lens must be red or amber, not clear with a red or amber bulb)

The turn signals are not securely mounted or are obstructed.

The turn signals do not flash between 50 or 130 times per minute or "on" period of flash does not reach full lamp brightness.

The turn signal lens of any signal lamp is broken or missing.

The turn signals are mounted in the interior of the vehicle behind the glazing.

Tape is used to repair turn signal light lenses.

Note: Do not reject turn signals that flash alternately with side marker lights.

EXCEPTION: Bell Telephone coin collection vehicles. (The results of independent laboratory tests which certify that the lights comply with Federal Standards were submitted to the Motor Vehicle Commission.

Conditional Approval:

A cracked turn signal lens, provided that no white light shows to the rear of the motor vehicle and no portion of the lens is missing; providing that the motorist is advised to have the defect corrected

A repaired cracked lens; if the repair was completed in a permanent workmanlike manner and tape was not used for the repair.

Sequential turn signals that are on older model Mercury Cougars and Ford Thunderbirds.

Side mounted turn signals built into the mirrors on some cars.

13:20-33.13/33.14/33.15 Marker-Clearance-Identification-Reflectors

Side-marker lights are lights on the left and right sides near the front and rear of a motor vehicle that show to the side, and are intended to indicate vehicle length.

A vehicle (truck or bus) 80" or more in width manufactured after January 1, 1965 shall be equipped with one amber side-marker light mounted on each side at or near the front of

Marker-Clearance-Identification-Reflectors continued

the motor vehicle and one red side-marker light mounted on each side at or near the rear of the motor vehicle. Side-marker lights must be of a type approved as meeting the standards of the United States Department of Transportation or for vehicles manufactured prior to the adoption of such standards, the standards of the Society of Automotive Engineers. The letters "SAE" and the letters "P1" or "P2" or "PC" along with the manufacturer's name or trademark are on the lens of such lights in most cases.

Every side-marker light shall be permanently and securely mounted on a permanent part of the vehicle. Side-marker lights may be mounted at an optional height on the side of the vehicle.

A combination clearance and side-marker light is a single lamp which fulfills the requirement of both a clearance and side-marker light.

The requirements for side-marker, clearance and identification lights are quite involved and pertain to their use on commercial vehicles for the most part. The subject is covered on "Summary of Motor Vehicle Light Requirements".

NOTE: Most passenger type vehicles have the rear reflectors incorporated in the rear tail light and can be identified by the SAE marking.

Reflectors are devices designed and used on vehicles to give an indication to an approaching driver by reflected light. Reflectors shall be of a type approved as meeting the standards of the United States Department of Transportation or for vehicles manufactured prior to the adoption of such standards, the standards of the Society of Automotive Engineers. The letters "SAE" and the letter "A" (for Class A reflectors) or the letter "B" (for Class B reflectors) along with the manufacturer's name or trademark are on the lens of such reflectors in most cases.

Passenger vehicles manufactured before July 2, 1954, shall have one Class A or Class B red reflector mounted on the rear of the vehicle.

Passenger automobiles manufactured after July 1, 1954, shall have two Class A red or two Class B red reflectors mounted on the rear of the vehicle on each side of the vertical centerline at the same level and as widely spaced laterally as practical.

All passenger automobiles with commercial registration and all trucks and buses shall have two Class A red reflectors mounted on the rear of the vehicle on each side of the vertical centerline at the same level and as widely spaced laterally as practical.

A truck or bus 80 inches or more in width manufactured after January 1, 1965, shall have one Class A amber reflector mounted on each side of the vehicle as far to the front as

Marker-Clearance-Identification-Reflectors continued

practical and one Class A red reflector mounted on each side of the vehicle as far to the rear as practical.

The mounted height of a reflector shall be not less than 15 inches or more than 60 inches from the level surface upon which the vehicle stands. Reflectors shall be permanently and securely mounted on a permanent part of the vehicle. The mounted height of a reflector shall be measured from the center of the reflector to the level surface upon which the vehicle stands.

Any reflector, otherwise properly mounted, may be securely installed on flexible strapping or belting provided that under conditions of normal operation it reflects light in the required direction.

Identification lights are used in groups of three in a horizontal row which show to the front and rear of a motor vehicle, and have light centers spaced not less than six inches nor more than 12 inches apart.

A truck or bus 80 inches or more in width manufactured after January 1, 1965, shall be equipped with three amber identification lights on the front of the vehicle and three red identification lights on the rear of the vehicle. If the cab is not more than 42 inches wide at the front roof line, a single identification light at the centerline of the cab shall be deemed to comply with the requirements for front identification lights.

Identification lights shall be of a type approved as meeting the standards of the United States Department of Transportation or for vehicles manufactured prior to the adoption of such standards, the standards of the Society of Automotive Engineers. The letters "SAE" and the letters "P" or "P2", along with the manufacturer's name or trademark are on the lens of such lights in most cases.

Every identification light shall be permanently and securely mounted on a permanent part of the vehicle as close as practical to the centerline and the top of the vehicle. No part of front identification lights or their mountings shall extend below the top of the vehicle windshield.

Do not certify a vehicle which is required to have side-marker, clearance, identification lights, and reflectors with any of the following conditions.

A broken or missing lens and/or reflector.

A light or reflector of an unapproved type.

Marker-Clearance-Identification-Reflectors continued

A light or reflector that is not mounted securely or is not properly located.

Any lense or reflector which fails to reflect the required color of light.

Any required lamp missing or inoperative.

NOTE: Side marker lights are not required on passenger vehicles.

SAE Lighting Identification Markings

THE FOLLOWING LETTERS INDICATE APPLICABLE SAE STANDARD

- A. Reflex reflectors - Class A
- B. Reflex reflectors - Class B
- D. Turn signal lamps - Class B (mounted front and rear)
- I. Turn signal lamps - Class A (mounted front and rear)
- E. Side turn signal lamps (mounted on vehicle sides)
- F. Fog lights
- H. Sealed beam headlights (marking applies to housing)
- K. Corner lamps
- L. License plate lamps
- M. Motorcycle and motor driven cycle headlamps - motorcycle type
- N. Motorcycle and motor driven cycle headlamps - motor driven cycle type
- O. Spot lamps
- P. Identification or parking lamps

SAE Lighting Identification Markings continued

- PI. Clearance or side marker lamps
- PC. Combination clearance and side marker lamps
- Q. Turn signal operating units - Class A
- QB. Turn signal operating units - Class B
- QC. Hazard warning signal operating units
- R. Back up lamps
- S. Stop lamps
- T. Tail lamps
- V. Liquid burning emergency flares
- W1. Warning lamps for emergency, maintenance and service vehicles
- W2. Warning signal lamps for school buses
- W3. 360 degree emergency warning lamps
- X. Electric emergency lanterns
- Y. Driving lamps
- Z. Passing lamps

13:20-33.16 Red Rear Light and Plate Light

Every motor vehicle, other than a motorcycle, shall be equipped on the rear with at least two red taillights and at least two red reflectors, one on each side of the vertical centerline at the same height and as far apart as practical, except that a passenger vehicle manufactured before July 2, 1954 may be equipped with one red taillight and one red reflector. If a vehicle is equipped with two or more taillights on each side it shall not be refused certification because one of the taillights is not operative, providing one taillight on each side is operative. However, a motorist should be advised of the situation. Do not

Rear red light and license plate light continued

refuse to certify a vehicle because of a taillight having a cracked lens, providing no white light shows to the rear, but advise the motorist of the situation.

Taillights shall be of a type approved as meeting the standards of the United States Department of Transportation or, for vehicles manufactured prior to the adoption of such standards, the Standards of the Society of Automotive Engineers. The letters "SAE" and the letter "T" along with the manufacturer's name or trademark are often on the lens of such lights.

Taillights shall exhibit a red light visible from a distance of 500 feet to the rear of the vehicle. The lights shall not be obstructed by any part of the chassis, body or bumper, or any type of add-on device or material.

Taillights shall be permanently and securely mounted on a permanent part of the vehicle. The mounted height of taillights, as measured from the center of the lens to the road surface upon which the vehicle stands, shall not be less than 15 inches nor more than 72 inches. On any vehicle carrying flammable liquids as a cargo, the taillights may be mounted higher than 72 inches. When two taillights are required, they shall be mounted at the same level and spaced as far apart laterally as practical.

The **license plate light** shall be of a type approved as meeting the standards of the United States Department of Transportation or, for vehicles manufactured prior to the adoption of such standards, the Standards of the Society of Automotive Engineers. The letters "SAE" and the letter "L" along with the manufacturer's name or trademark are often on the lens of such lights.

Exceptions: Aftermarket tail light covers

Auto Ventshade Company tail light lens covers meet the Federal Motor Vehicle Standards and are the only ones approved to date and are as follows:

<u>Part#</u>	<u>Application</u>
• 36843	1988-1998 Chevy/GMC Full Size Pickup
• 36959	1995-1998 Chevy Blazer/GMC Jimmy
• 36428	1994-1998 Chevy S10/GMC Sonoma
• 36807	1994-1998 Dodge Ram
• 36142	1989-1996 Dodge Dakota
• 36537	1987-1996 Ford F150 Pickup
• 36801	1997-1998 Ford F150 Pickup (Flareside)
• 36726	1991-1994 Ford Explorer
• 36749	1995-1997 Ford Explorer
• 36710	1993-1997 Ford Ranger

Rear red light and license plate light continued

Part# Application

- 36137 1981-1992 Ford Ranger
- 36837 1993-1998 Jeep Grand Cherokee

Confirm that the Auto Ventshade Company logo is evident on the tail light lens cover and that the cover is properly installed on the vehicle for which they were intended. If the Auto Ventshade tail light covers are not securely attached or appear to be inappropriate for the vehicle application, fail the vehicle.

Exceptions: Tail light grills

All 2002 Mercury Mountaineer models are equipped with “Factory Installed” tail lamp grills. These are legal and **should not** be rejected when presented for inspection. Please refer to the picture below. Note: this is the only model vehicle to be approved.



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

Unapproved type of red rear light, plate light or lens.

The taillight does not emit a red color.

A taillight with a broken or missing lens.

A taillight that is not securely mounted or properly located on the vehicle.

Any taillight or license plate light that exhibits a white light to the rear.

Rear red light and license plate light continued

Any taillight is out or does not operate as designed.

The license plate light unit is missing.

The license plate light is inoperative.

Conditional Approval:

Taillight lens is cracked, provided no white light is visible from rear.

13:20-33.17 Stop Lights

Every motor vehicle, other than two wheel motorcycles, shall be equipped on the rear with at least two stop lights, one at each side of the vertical centerline at the same height and as far apart as possible, except a passenger vehicle manufactured before July 2, 1954, may be equipped with one stop light.

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

Stoplights shall exhibit a red or amber color and shall be visible from a distance of 500 feet to the rear of the vehicle when activated by application of the brake. The stoplights shall not be obstructed by any part of the chassis, body or bumper, or any type of add-on device or material.

Stoplights shall be permanently and securely mounted on a permanent part of the vehicle. Do not refuse certification because of a stoplight having a cracked lens, providing no white light shows to the rear, but the motorist shall be advised to have the situation corrected. If a vehicle is equipped with two or more stop lights on each side it shall not be refused certification because some of the stoplights are not operative, providing one stop light on each side of the vehicle is operative. However, the motorist shall be advised to have the condition corrected. Repairs to broken lenses made in a workmanlike manner using the original pieces are acceptable (no color tape shall be used), provided no white light shows to the rear.

Stoplights continued

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

Unapproved type of stoplight or lens.

Any light that is not properly mounted.

A broken or missing lens (provided white light shows to rear).

There is an insufficient increase in the illumination of the stoplight when the service brake is applied.

Any vehicle that is required to have two stoplights that does not have at least one stop light on each side operative.

Pulsating or flashing stoplights.

Stoplight lenses that are modified in a manner which will reduce visibility or effect photometrics.

A stoplight that is wired to illuminate when the turn signals are activated.

The stoplight is out.

13:20-33.17 High Mounted Stop Lights

All passenger automobiles manufactured on or after September 1, 1985, shall, in addition, be equipped with a high-mounted rear stoplight on the vertical centerline. All multipurpose passenger vehicles, trucks and buses whose overall width is less than 80 inches or GVWR US 10,000 lbs or less, manufactured on or after September 1, 1993, shall, in addition, be equipped with a high mounted stop light on the centerline. All multipurpose passenger vehicles, trucks and buses whose overall width is less than 80 inches and whose GVRW is 10,000 pounds or less and whose vertical centerline, when the vehicle is viewed from the rear, is not located on a fixed body panel but separates one or two moveable body sections, such as doors, and which lacks sufficient space to install a single high-mounted stoplight on the centerline above such body panels, and which is manufactured on or after September 1, 1993, shall, in addition, be equipped with two high-mounted rear stoplights.

All stop lights must be of a type approved as meeting the standards of the United States Department of Transportation or, for motor vehicles manufactured prior to the adoption of such standards, the standards of the Society of Automotive Engineers. The letters

High-mounted stop lights continued

"SAE" and the letter "S" along with the manufacturer's name and trademark are often on the lens of such lights. The lens must be red in color.

If the high-mounted rear stoplight is placed inside the vehicle, means shall be provided to minimize reflections from the light upon the rear window glazing that may be visible to the driver when viewed in the interior rear view mirror.

Some accessories such as spoilers and trunk-mounted luggage racks may partially obstruct the factory installed high-mounted stoplight. Therefore, the accessory will incorporate a stoplight. The rearmost high-mounted stoplight shall be operable. If the more than one high-mounted stoplight is operable, the motorist should be advised to have the forward high-mounted stoplight disconnected.

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

The high-mounted stoplight shielding inadequately reduces reflections from the stoplight upon the rear window glazing so that it may be visible to the driver when viewed in the interior rear view mirror.

The stoplight is wired to illuminate when the turn signals are activated.

High-mounted stoplights that do not function properly.

The high-mounted stoplight is out.

The high-mounted stoplight is covered by tinting.

The high-mounted stoplight is located in an unapproved location.

Any high-mounted stoplight that is covered by a truck cap and interferes with the visibility of such light from the rear.

Conditional Approval:

A cracked lens provided no white light is visible from rear.

There are some stoplight bulbs out, provided at least one such high-mounted stoplight bulb is operative.

Summary of Motor Vehicle Lighting Requirements

Front Lighting Requirements										
Type of vehicle	Overall	Overall length	Overall cab width	Type of registration	Date of manufacture	Clearance Lights	Hazard Signal Lights	Headlights	Parking Lights	Turn Signal lights
Sedan, Wagon, Camper				Passenger	Before July 2, 1954			2 or 4		2 Amber or White Minimum requirements are Class "B" but Class "A" may be used
Sedan, Wagon, Sport Utility, Minivan, Full size Van, Camper				Passenger	After July 1, 1954			2 or 4	2	2 Amber or White Minimum requirements are Class "B" but Class "A" may be used
Passenger, Wagon, Sport Utility, Minivan, Full size Van, Camper, Pickup truck	Under 80 inches	Under 25 feet	Over 42 inches	Onmbus or Commercial including Code 15	All			2 or 4		2 Amber or White Minimum requirements are Class "B" but Class "A" may be used
Rear Lighting Requirements										
Type of vehicle	Overall width	Overall length	Overall cab width	Type of registration	Date of manufacture	Plate Light	Reflectors	Sstoplights	Taillights	Turn Signal lights
Sedan, Wagon, Camper				Passenger	Before July 2, 1954	1 white	2 red Min. Class "B" but can be Class "A"	1 amber or red	1 red	2 Amber or Red Minimum requirements are Class "B" but Class "A" may be used
Sedan, Wagon, Sport Utility, Minivan, Full size Van, Camper				Passenger	After July 1, 1954	1 white	2 red Min. Class "B" but can be Class "A"	2 amber or red **	2 red	2 Amber or Red Minimum requirements are Class "B" but Class "A" may be used
Passenger, Wagon, Sport Utility, Minivan, Full size Van, Camper, Pickup truck	Under 80 inches	Under 25 feet	Over 42 inches	Onmbus or Commercial Including Code 15	All	1 white	2 red Min. Class "B" but can be Class "A"	2 amber or red **	2 red	2 Amber or Red Minimum requirements are Class "B" but Class "A" may be used

** **NOTE:** A high-mounted stop light is required to be mounted on all passenger vehicles manufactured after September 1, 1985. On vehicles less than 10,000 pounds GVWR, 80" inches or less in width manufactured after September 1, 1993, a high-mounted stop light is required to be mounted on the vehicle.

Summary of Commercial Vehicle Lighting Requirements

Front Lighting Requirements									
Type of vehicle	Overall width	Overall length	Overall cab width	Date of manufacture	Clearance Lights	Hazard Signal Lights	Headlights	Identification Lights	Turn Signal lights
Truck	Under 80 inches	Under 25 feet	Over 42 inches	All			2 or 4		2 Amber or White Minimum requirements are Class "B" but Class "A" may be used
Truck or Bus	Over 80 inches	Under 25 feet	Over 42 inches	Before January 1, 1965		2 Amber or White	2 or 4		2 Amber or White Class "A"
Truck or Bus	Over 80 inches	Under 25 feet	Over 42 inches	After January 1, 1965	2 Amber	2 Amber or White	2 or 4	3 Amber in a horizontal group spaced not less than 6 inches or more than 12 inches apart	2 Amber or White Class "A"
Truck or Bus	Over 80 inches	Over 25 feet	Over 42 inches	All	2 Amber	2 Amber or White	2 or 4	3 Amber Amber in a horizontal group spaced not less than 6 inches or more than 12 inches apart	2 Amber or White Class "A"
Truck	Over 80 inches	Under 25 feet	Under 42 inches	After January 1, 1965	2 Amber	2 Amber or White	2 or 4	1 Amber at the center of the cab	2 Amber or White Class "A"
Truck	Over 80 inches	Over 25 feet	Under 42 inches	All	2 Amber	2 Amber or White	2 or 4	1 Amber at the center of the cab	2 Amber or White Class "A"
Dump Truck	Over 80 inches	All	All	All		2 Amber or White	2 or 4		2 Amber or White Class "A"

Summary of Commercial Vehicle Lighting Requirements

Side Lighting Requirements								
Type of vehicle	Overall width	Overall length	Overall cab width	Date of manufacture	Front Marker Lights	Rear Marker Lights	Front Reflector Class "A"	Rear Reflector Class "A"
Truck	Under 80 inches	Under 25 feet	Over 42 inches	All				
Truck or Bus	Over 80 inches	Under 25 feet	Over 42 inches	Before January 1, 1965				
Truck or Bus	Over 80 inches	Under 25 feet	Over 42 inches	After January 1, 1965	2 Amber	2 Red	2 Amber	2 Red
Truck or Bus	Over 80 inches	Over 25 feet	Over 42 inches	All	2 Amber	2 Red	2 Amber	2 Red
Truck	Over 80 inches	Under 25 feet	Under 42 inches	After January 1, 1965	2 Amber	2 Red	2 Amber	2 Red
Truck	Over 80 inches	Over 25 feet	Under 42 inches	All	2 Amber	2 Red	2 Amber	2 Red
Dump Truck	Over 80 inches	All	All	All				

Summary of Commercial Vehicle Lighting Requirements

Rear Lighting Requirements													
Type of vehicle	Overall width	Overall length	Overall cab width	Date of manufacture	Clearance Lights	Hazard Signals	Identification Lights	Plate Light	Reflector	Stop Lights	Tail Lights	Turn Signals	Portable Warning Devices
Truck	Under 80 inches	Under 25 feet	Over 42 inches	All				1 White	2 Red Class "A"	2 Amber or Red	2 Red	2 Amber or Red Min Class B But Can be Class A	
Truck or Bus	Over 80 inches	Under 25 feet	Over 42 inches	Before January 1, 1965		2 Amber or Red		1 White	2 Red Class "A"	2 Amber or Red	2 Red	2 Amber or Red Class A	Portable warning devices must be of an approved type and consist of 3 red emergency reflectors, or 3 red electric lanterns, or 3 red liquid burning flares with 3 red burning flares
Truck or Bus	Over 80 inches	Under 25 feet	Over 42 inches	After January 1, 1965	2 Red ***	2 Amber or Red	3 Red ***	1 White	2 Red Class "A"	2 Amber or Red	2 Red	2 Amber or Red Class A	
Truck or Bus	Over 80 inches	Over 25 feet	Over 42 inches	All	2 Red ***	2 Amber or Red	3 Red ***	1 White	2 Red Class "A"	2 Amber or Red	2 Red	2 Amber or Red Class A	
Truck	Over 80 inches	Under 25 feet	Under 42 inches	After January 1, 1965	2 Red	2 Amber or Red	3 Red	1 White	2 Red Class "A"	2 Amber or Red	2 Red	2 Amber or Red Class A	
Truck	Over 80 inches	Over 25 feet	Under 42 inches	All	2 Red	2 Amber or Red	3 Red	1 White	2 Red Class "A"	2 Amber or Red	2 Red	2 Amber or Red Class A	
Dump Truck	Over 80 inches	All	All	All		2 Amber or Red		1 White	2 Red Class "A"	2 Amber or Red	2 Red	2 Amber or Red Class A	

*** NOTE: Rear identification lights and clearance lights are not required on concrete mixer trucks.

13:20-33.18/33.19 Wheels and Tires

Wheels shall turn freely and the lateral or radial runout of the rim bead shall not exceed the motor vehicle manufacturer's specifications. Wheels shall be securely mounted and there shall be no visible cracks, elongated bolt holes, broken bolts, missing bolts or nuts, indication of repair by welding, or other defects which adversely affect the safe operation of the motor vehicle.

The tread depth on each tire shall not be less than 2/32 of an inch deep. Many tires have tread depth indicators that become exposed when the tread depth is less than 2/32 of an inch. **Tread depth indicators shall be inspected and a tire rejected if it is worn so that the indicators are visible in any two adjacent major grooves at three locations spaced approximately equally around the outside of the tire.** For tires without tread depth indicators, the tread depth shall be measured with a tire tread depth gauge.

Tires shall be free from chunking, bumps, knots, or bulges, evidencing cord, ply, or tread separation from casing or other adjacent materials. Tire cords or belting materials shall not be exposed.

There shall not be any mismatch in nominal tire size, construction, or profile between tires on the same axle, or any deviation from the motor vehicle manufacturer's recommendation.

Tire tread shall not protrude beyond the fenders.

Tires on motor vehicles registered for use on a public highway shall not be marked "FOR FARM USE ONLY," "OFF HIGHWAY USE ONLY" or "FOR RACING USE ONLY." Tires which were originally manufactured with extra undertread material and are marked "REGROOVABLE" may be regrooved below the original tread depth.

Studded tires may not be used on a public highway in New Jersey earlier than November 15, or later than April 1 of any winter season. Certification of a motor vehicle shall not be refused because of improper use of studded tires: however, the motorist shall be advised to have the condition corrected.

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

The tread of any tire is less than 2/32 of an inch deep in two adjacent major grooves at three locations around the tire except, the front wheels of any bus, truck or truck tractor which does not have 4/32 of an inch in one major groove. (Some tires have built-in tread depth indicators).

There are cuts or snags deep enough to expose ply or cord.

Any excessive bump, bulge or knot.

The tire exceeds beyond the outer edge of the wheel housing.

Wheels and tires continued

Tires that are marked "FOR FARM USE ONLY", "OFF HIGHWAY USE ONLY", or "FOR RACING USE ONLY".

The vehicle is equipped with tires on the same axle that are not matched in nominal size.

The tire is worn so as to expose any portion of cord or ply.

The wheel is not securely mounted.

There is a bent wheel.

The wheel has visible cracks, elongated holes, and broken bolts, missing lugs or other defects.

The tires on one axle that do not have 60% of the tread width of the tires on the other axle.

Any flat tire or any temporary donut-type spare on the vehicle

13:20-33.20 Exhaust System

The entire exhaust system shall be in such condition that it cannot burn or cause injury to any person. Exposed exhaust pipes, stacks, or other parts of the exhaust system which might burn a person or cause injury shall be protected in a permanent and effective manner. The exit point for the exhaust gas shall be located so that dangerous amounts of exhaust gas will not enter the passenger compartments under normal vehicle use even with the windows open or the outside air inlets to the heater or air conditioner open. A replacement exhaust system is acceptable provided it is specifically manufactured for the motor vehicle by a company which guarantees that the exhaust system has a safe exhaust gas exit location.

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

There is exhaust gas leakage at any point in the exhaust system. (Do not refuse to certify the muffler because of the drain hole made by the manufacturer.)

The exhaust system is installed in a manner that any part thereof passes through the passenger compartment of a motor vehicle.

There are exposed vertically stacks without shields.

Exhaust system continued

The exhaust system has muffler cut-outs, muffler bypass or any similar device, or any change or modification to the exhaust system which causes excessive noise.

The exhaust system has "Cut-Outs", "Lake Pipes" or "By-Passes" the use of which can be controlled by the driver or passenger while in motion.

There are patches anywhere in the exhaust system. (Welding repairs which have been properly done and are in good condition are acceptable.)

The noise level is noticeably louder than that of the manufacturer's original equipment.

An exhaust system has loose or worn components or has been patched; provided, however, that an exhaust system which has been properly welded and is in good condition may be certified.

Any improperly mounted exhaust system.

There are side mounted exhaust system in which exhaust gases are not emitted rearward of any operable side window, unless vehicle is manufactured in this manner.

The tailpipe does not extend to the outside edge of a passenger vehicle body or does not exit rearward of any operable window. NOTE: Stock tailpipe termination points will be accepted.

An exhaust system in which the muffler is missing, defective or not in proper operating condition.

An exhaust system with evidence of tampering with the emission control apparatus such as the catalytic converter, in violation of N.J.A.C. 7:27-15.7.

Any short exhaust system.

13:20-43.8 Engine Emissions

Emission Test Preparation

1. Conduct a vehicle safety check. Any safety defect which may adversely affect the safe conduct of an ASM or other emissions test shall preclude the emissions test until safety repairs are made. Check for studded tires. Vehicles with studded tires cannot be run on the dynamometer. Safety rejections which disqualify a vehicle for dynamometer testing include but are not limited to: tires, suspension and/or steering on front-wheel drive vehicles, and brakes on drive wheels. Other conditions precluding dynamometer testing include the following: leaking coolant system or crankcase oil, slipping clutches on vehicles with manual transmissions, and excessive or erratic idle speed.
2. Ensure that the emissions analyzer is warmed up and calibrated in accordance with manufacturer's requirement.
3. Select "vehicle inspection" or "vehicle emissions" test mode on analyzer keyboard.
4. Scan your inspector ID with the emissions analyzer's bar code scanner. If the bar code scanner is inoperable, manually enter inspector ID twice.
5. Input your Inspector PIN (Personal Identification Number). If you do not know or forget your PIN number, contact your regional PIF office for assistance.
6. Conduct a credentials check.
7. Scan the vehicle registration bar code. If the bar code scanner is inoperable, manually enter the VIN. If there is no VIN match, or communications are inoperable, see "Manual Data Input Procedure" for the sequence of analyzer inputs, before returning to this section.
8. If ambiguities remain concerning the vehicle's emission's control configuration, utilize the vehicle's "Emission Control Label" affixed beneath the vehicle's hood to determine vehicle eligibility for emissions inspections. If the label is missing or illegible, utilize the "Emission Control Systems Application" guide approved by NJDEP.
9. Select the state of registration.
10. Enter the New Jersey sticker expiration date. If sticker is absent, enter present date.
11. Select test type, Initial or Re-inspection.

Emission Test Preparation continued

12. If this is a re-inspection for emissions, enter whether the emissions repair form is available from the motorist.
13. If emissions repair form IS available, enter the repair data.
14. If emissions repair form is NOT available, inform the customer either to return to the place where the vehicle was repaired to obtain the required form or recertify the repairs done and fill out the proper form.
15. If this is an initial inspection, request the pink card from the motorist.
16. If pink card IS available, enter card date.
17. If pink card is NOT available, proceed to next step.
18. If a fuel code exempts the vehicle from emissions testing, proceed only with the safety tests.
19. If the vehicle is subject to emissions testing, enter the vehicle odometer values as displayed. If the odometer is broken, fail the vehicle and enter all zeros as the mileage reading for the vehicle.

Conduct a "Visible Smoke Emissions Test Procedure".

Excessive continuous visible smoke emissions shall disqualify the vehicle from further tailpipe emissions testing until appropriate repairs are made.

Visible Smoke Emissions Test Procedure

Scope: This test shall be administered on all motor vehicles subject to an emissions test procedure.

1. Ensure that the vehicle abides by all "Test Preparations 2 and "General Instructions".
2. Ensure that the vehicle's parking brake is applied and the transmission is in "Park" or "Neutral" if an automatic, or is in "Neutral" if manual.
3. Start engine and increase engine speed to within 1500 to 2500 rpm, as subjectively estimated.
4. Observe the tailpipe emissions. If smoke is visible for more than three (3) consecutive seconds, the vehicle shall be rejected.

Visible smoke emission test procedure continued

Vehicles which fail the vehicle smoke emissions test shall be removed from further emissions testing until engine repairs have corrected the condition.

Emission Control Apparatus Test Procedure

Scope: This test procedure shall be employed on all motor vehicles, model years 1975 and newer, when equipped by the original equipment manufacturer with a catalytic converter or equivalent, to determine compliance with NJAC 7:27-15.5(f)3. (Exception: some 1975 Chrysler model vehicles were not equipped with a catalytic converter, check the emissions control label for guidance.)

1. Inspect the vehicle for the presence, integrity, and proper installation of a catalytic converter(s) or equivalent(s) as installed by the original equipment manufacturer, or when retrofitted as required by Federal, State, or local regulation.
2. Catalytic converters or equivalents installed as a consequence of prior rejection must be EPA certified and shall be inspected to ensure proper application and installation.
3. The absence of a catalytic converter or equivalent, or evidence of damage or improper installation, or the installation of a non-EPA certified catalytic converter, or the installation of an inappropriate type catalytic converter (e.g., a two-way converter instead of a three-way converter) shall result in a vehicle rejection.

A vehicle with modifications to its federal emission certified engine-chassis configuration, which are not CARB approved or which do not meet the criteria stipulated in EPA Memorandum 1A or any policy revision thereunto shall be rejected. Information on vehicles with tampered emission controls or elements of design such as engine switching can be obtained by contacting the New Jersey Motor Vehicle Commission at (609) 292-5460.

General Instructions for All Emissions Tests

Scope: The following specifications are required prior to conducting an emissions test procedure:

1. **Vehicles shall be tested in the mechanical condition in which they are received, without prior repairs** and with all accessories turned off.
2. The chassis dynamometer and/or emissions analyzer shall be calibrated and warmed-up in accordance with manufacturer's requirements.

General Instructions for All Emissions Tests continued

3. Vehicles shall have passed all safety tests pertinent to the condition of an emissions test, including: tires, suspension/steering mechanisms, exhaust and coolant system integrity, and brakes.
4. Vehicles shall have passed the "Emission Control Apparatus Test Procedure."
5. Vehicles shall have passed the "Visible Smoke Test Procedure."
6. Vehicles shall be at normal operating temperature. In order for testing to proceed, coolant temperature shall be in the "normal" range or at least 70 deg. C. (160 deg. F.) as indicated by the vehicle's coolant temperature gauge, if present; and oil temperature shall be at least 80 deg. C. (175 deg. F.). This requirement is achieved by driving the vehicle on-road, or on a chassis dynamometer with road-load, at speeds above 35 mph for a minimum of twenty (20) minutes, or by operating the vehicle on a chassis dynamometer under an ASM 5015 load for approximately ten (10) minutes. Optionally, the vehicle's oil temperature can be directly measured by inserting a temperature probe through the oil dip stick tube and into the crankcase oil to confirm normal operating temperature. Any vehicle with an engine in an over-heated condition, as indicated by a temperature gauge or warning light, or boiling and/or overflowing of engine coolant, shall be rejected and no emissions test performed.
7. Attach an rpm sensor to the vehicle/engine per manufacturer's instructions. For pre-1996 vehicles, utilize a tachometer approved by NJDEP. For vehicles model-years 1996 and newer, the OBD data link port shall be used to monitor engine rpm. For situations where OBD cannot be used for 1996 and newer model-year vehicles a tachometer may be substituted. Testing shall not be conducted without the attachment of an rpm hookup. If rpm readings are unstable, the operator will be prompted up to three times to change the rpm sensor or it's positioning. After three unstable rpm readings shall constitute a rejection of the emissions test but the inspection shall continue.
8. If the vehicle has two tailpipes, determine whether the two exhaust pipes are functionally independent. If the vehicle has a functionally independent dual exhaust system, input "dual" at the analyzer prompt.
9. Insert the emission probe into the vehicle's tailpipe, using adapters as necessary to insure an insertion depth of at least ten (10) inches to collect exhaust gases from each tailpipe of a functional dual-exhaust system.
10. Confirm that the CO and NO₂ monitors and alarms are operational, and that the ventilation system is activated.

General Instructions for All Emissions Tests continued

11. For ASM testing, check that the tire pressure is at the vehicle manufacturer's recommendations, or alternately, in accordance with pressure recommendations on the tire sidewall. Inflate the drive wheels as necessary to abide by this specification.

Gas Cap Test Procedure

Scope: This test procedure shall be employed on all 1971 and newer vehicles which came originally equipped from the manufacturer with a closed fuel system and a non-vented gas cap, to determine compliance with NJAC 7:27-15.5(f)4.

1. Ensure that the vehicle's engine is shut off and the transmission is in "park" or "neutral" for automatic transmissions, or in "neutral" for manual transmissions, and apply the parking brake. If the engine is not shut off for vehicles equipped with OBDII, a trouble code may be activated and a "check engine" light may be illuminate.
2. Ensure that there are no adjacent sources to open flame or spark.
3. Ensure that the gas cap tester is properly calibrated per manufacturer's instructions.
4. Inspect the vehicle for the presence of a gas cap. A missing gas cap shall result in a vehicle rejection.
5. Cautiously rotate the gas cap counterclockwise, allowing any pressure to slowly escape before disengaging the cap from the filler neck.
6. Any improperly fitting cap (such as one which is loose and cannot be tightened) or one with obvious defects (such as missing gasket or a cap with a hole drilled in it) shall result in a vehicle rejection.
7. Attach the gas cap to the gas cap tester using the appropriate adapter as necessary. Rotate the cap clockwise until it is fully seated ensuring that the fit is right. For most vehicles with screw-mount caps, rotate the cap until at least three "click" are heard indicating that proper seating has been achieved.
8. Initiate gas cap test procedure on the analyzer control panel.
9. Vehicles which fail the gas cap pressure test shall be rejected. If the customer requests that the gas cap be replaced, retest the replacement gas cap and continue with the inspection.
10. Upon conclusion of test, disconnect gas cap from tester or adapter and reinstall on the vehicle, tightening the cap securely.

Guidance for Body Style Entries

The selection of appropriate body style is particularly important for vehicles, which are not in the Vehicle Reference Table, since the body style entry affects the dynamometer loading and cutpoints that are applied to the vehicle during the ASM5015 test. Body styles 1 and 2 are interpreted as passenger vehicles and represent the cutpoints applied and appropriate to that vehicle classification while body styles 3 through 6 are interpreted as light-duty trucks and have different cutpoints. This guidance below is intended to provide general guidelines to use in testing these vehicles.

1 – Sedan – This code applies to any vehicle that is obviously a passenger vehicle. Examples include two-door and four-door sedans, coupes and hatchbacks as well as sports cars and most exotic vehicles.

2 – Station Wagon – This code applies to any vehicle that is obviously a station wagon of traditional design. This entry should also be used for the so-called “compact” sport utility vehicles that are based on passenger vehicle designs and certified to passenger vehicle standards. Most compact sport utility vehicles can be visually distinguished from the larger truck-based sport utility vehicles and minivans, but there is no unique listing available at this time. Some examples would include the Toyota RAV4, Suzuki Vitara and Grand Vitara, Subaru Forester and Outback, and the Honda CR-V. Note: If in doubt whether a smaller sport utility vehicle best fits the Sport Utility code or Station Wagon code, then select the Station Wagon code.

3 – Pickup Truck – Use of this code is self explanatory given that all pickup truck type vehicles have fairly unique design characteristics whether capped or open bed.

4 – Sport Utility – This code should be used for any mid or larger size truck-based sport utility vehicle (e.g. Explorer, Expedition, Durango, Blazer, 4 Runner, Land Cruiser, Land Rover, Passport, Rodeo, Pathfinder, etc.) Some smaller, traditional, sport utility vehicles which are certified as light trucks would also be included here (e.g. Jeep wrangler and Cherokee). Do not use this code for compact sport utility vehicles (see Station Wagon above). Note: If in doubt as to whether a smaller sport utility vehicle best fits the Sport Utility code or the Station Wagon code, then select the Station wagon code.

5 – Minivan – Use this code for vehicles which are obviously a minivan. Do not use this code for compact sport utility vehicles (see Station Wagon above). Some examples include the Caravan/Voyager, Windstar, Trans Sport, Eurovan, Venture, Quest and Odyssey.

6 – Full Size Van - This code applies to traditional full-sized vans, whether passenger or cargo. Common examples include the Econoline/E-series, Ram, Astro, etc.

7 – Heavy Duty Vehicle - Body style 7 is reserved exclusively for heavy-duty vehicles over 8,500 pounds.

13:20-43.8 On Board Diagnostics Test Procedure

Scope: On or after June 1, 2003, an OBD II inspection shall be conducted in accordance with N.J.A.C. 7:27-15.5 and 7:27B-5.7 on all OBD II-equipped and OBD II-eligible gasoline fueled and bi-fueled motor vehicles with model years 1996 and later having a GVWR of 8,500 pounds or less.

1. Ensure that the ignition key of the motor vehicle is off.
2. Locate the vehicle's OBD II data link connector (DLC).
3. Attach the analyzer's OBD lead to the data link connector (DTC).

Note: (The data link connector DLC is required to be located between the driver's end of the instrument panel and approximately one foot beyond the vehicle centerline on or below the instrument panel. Most vehicle data link connectors (DTC's) are exposed. On some motor vehicles the data link connector (DLC) is located behind a small panel that must be opened to gain access.)

4. The analyzer will then ask if the DLC can be located and a connection made. Press either Y for Yes or N for No.
5. If "No" is selected, then enter the reason for not being able to connect to the data link connector (DLC), DLC is damaged, DLC is missing, or DLC is obstructed.
6. If "Yes" is selected the OBD II inspection will continue.
7. Follow the analyzer prompt and ensure the motor vehicle's ignition is in the off position for 12 seconds.
8. Turn the ignition key to the on position but do not start the vehicle. Check to see if the malfunction indicator light (MIL) or check engine light illuminates. On some vehicles the MIL lamp will illuminate and then go out.
9. When prompted, start the motor vehicle and allow the motor vehicle to idle, to begin the OBD II interrogation.
10. Wait for the analyzer to establish communication with the vehicles on-board computer system and retrieves the vehicles readiness status, DTC's and command status from the vehicles powertrain control module. This takes approximately 20 seconds.
11. If communication with the vehicle was successful, the OBD II testing complete prompt will appear.

On-board diagnostics test procedure continued

12. If there is no communication with the vehicle, shut the motor vehicle off, remove the analyzer connection and visually inspect the data link connectors (DLC) to determine any reason why the test connector would not mate to the vehicle's data link connector. Reinsert the test connector and press retry to proceed with the OBD II test.
13. Upon completion of the OBD II test, shut off the ignition of the motor vehicle before removing the test connection.
14. Enter the certificate of approval number if the vehicle "passes," or enter all 9's if the vehicle "fails."
15. Enter the inspection test fee.
16. Confirm that the certificate of approval date is correct. Enter the correct date if necessary.
17. Print a VIR in sufficient copies and present one to customer, one for the Commission's audit, and one for your records.

ASM 5015 Test Procedure

Scope: This test procedure shall be administered to all 1981 and newer model-year vehicles, GVWR of 8500 pounds or less, which are amenable to a dynamometer test. Vehicles that are excluded from the ASM test include full-time four-wheel drive and/or non-defeatable traction control, or which possess any design features by the original manufacturer which present inherent incompatibility or safety hazards when subject to the dynamometer testing, as determined by the Commission, or which are categorized as "low-mileage." Also excluded, are those motor vehicles which are operated by handicapped persons and which have been modified to the extent that such vehicles are fully controlled by specifically designed mechanical devices for the handicapped. Such exempted vehicles shall be subject to the 2500 rpm test, unless otherwise exempted for safety reasons by the Commission, in which case the curb idle test shall be employed.

- 1) After abiding by "Emissions Test Preparation," and "General Instructions," drive the vehicle onto the chassis dynamometer so the drive wheels are cradled between the rollers.
- 2) Slowly accelerate the vehicle's engine to align and stabilize the vehicle on the dynamometer, then release the throttle, apply the service brake and place the transmission in "neutral."
- 3) If the vehicle will not drive the dynamometer rollers properly, the vehicle may have full-time four-wheel drive or traction control. Select for 2-wheel drive operation. If 4-wheel drive or traction control cannot be disabled, cease dynamometer testing and conduct a 2500 rpm test procedure.
- 4) For dynamometer designed without automatic vehicle restraints, manually secure the vehicle to the dynamometer per manufacturer's instructions. Chock the non-drive wheels on all vehicles.
- 5) Confirm that the vehicle's drive wheels are dry. If not, operate the vehicle at road-load and at a speed below 30 mph for not more than 30 (30) seconds.
- 6) If further tire drying is required, allow the vehicle's engine to idle at curb rpm for approximately three (3) minutes). The sequence shall continue until the tires are dry.
- 7) When ambient temperature are above 20 deg. C. (68 deg. F.), position an engine cooling fan with approximately 5400 cfm capacity, immediately in front of vehicle's radiator and manually activate if necessary. Avoid improper cooling of the vehicle's catalytic converter(s) by ensuring that the fan air flow is not unduly directed beneath the vehicle.

ASM 5015 test procedure continued

- 8) Insert the emission probe into the vehicle's tailpipe, using adapters as necessary to insure an insertion depth of at least ten (10) inches to collect exhaust gases from each tailpipe of a functional dual-exhaust system.
- 9) Initiate the ASM test sequence on the analyzer control panel.
- 10) For vehicles with automatic transmissions, place the shift lever in "D" or "Drive", or, for vehicles with manual transmissions, place the transmission in first gear.
- 11) Accelerate the vehicle's engine and follow the drive trace on the analyzer display until the conclusion of the test as indicated by analyzer prompts. Vehicles with automatic transmissions which exhibit lugging or excessive knock or pinging during the test shall be manually downshifted to a gear which provides an engine rpm of at least 1500 but no more than 2500. Vehicles with manual transmissions which exhibit excessive engine rpm in first gear (over 2500 rpm), shift into second gear within the first ten (10) seconds of achieving fifteen (15) mph.
- 12) When prompted by the analyzer, release the throttle and brake the vehicle's drive wheels until indicated speed is zero, then place the transmission in "Park" or "Neutral."
- 13) Remove the probe from the tailpipe when prompted by the analyzer, or upon conclusion of the test as indicated above.
- 14) Pass/Fail evaluation shall be based upon cut points established at NJAC 7:27-15.6.
- 15) Enter the certificate of approval number if the vehicle "passes," or enter all 9's if the vehicle "fails."
- 16) Enter the inspection test fee.
- 17) Confirm that the certificate of approval date is correct. Enter the correct date if necessary.
- 18) Print a VIR in sufficient copies and present one to customer, one for the Commission's audit, and one for your records.

2500 RPM Test Procedure

Scope: This test procedure shall be administered to all 1981 and newer model-year vehicles, GVWR of 8500 pounds or less that are excluded from the ASM test and include full-time four-wheel drive and/or non-defeatable traction control, or which possess any design features by the original manufacturer which present inherent incompatibility or safety hazards when subject to the dynamometer testing, as determined by the Commission, or which are categorized as "low-mileage." Also included are those motor vehicles which are operated by handicapped persons and which have been modified to the extent that such vehicles are fully controlled by specifically designed mechanical devices for the handicapped. Such vehicles shall be subject to the 2500 rpm test, unless otherwise exempted for safety reasons by the Commission, in which case the curb idle test shall be employed.

- 1) Ensure that the vehicle abides by all "Test Preparations," and "General Instructions".
- 2) Ensure that the vehicle's parking brake is applied and the transmission is in "Park" or "Neutral" if an automatic, or is in "Neutral" if manual.
- 3) Insert the emission probe into the vehicle's tailpipe, using adapters as necessary to insure an insertion depth of at least ten (10) inches to collect exhaust gases from each tailpipe of a functional dual-exhaust system.
- 4) Start engine and initiate test sequence on emissions and analyzer.
- 5) Gradually raise engine rpm to 2500, with an acceptable range between 2200 and 2800 rpm. Hold engine rpm as constant as possible until prompted by the emissions analyzer that the test is concluded. Thereupon release the throttle.
- 6) Remove the probe from the tailpipe when prompted by the analyzer, or upon conclusion of the test as indicated above.
- 7) Pass/Fail evaluation will be based upon cutpoints established at NJAC 7:27-15.6.
- 8) If a vehicle fails an initial 2500 rpm test, conduct a "second-chance" test. First allow the vehicle to idle for approximately thirty (30) seconds. If the vehicle's engine is not overheating, initiate the second 2500 rpm test in accordance with the analyzer prompts. A second "fail" or a subsequent "pass" shall constitute the official test result.
- 9) Enter the certificate of approval number if the vehicle "passes", or enter all 9's if the vehicle "fails."
- 10) Enter the inspection test fee.

2500 rpm test procedure continued

- 11) Confirm that the certificate of approval date is correct. Enter the correct date if necessary.
- 12) Print a VIR in sufficient copies and present one to customer, one for the Commission's audit, and one for your records.

Curb Idle Test Procedure

Scope: This test procedure shall be administered to all pre-1981 model-year vehicles, all vehicles with GVWR of 8501 and above, and all 1981 and newer model-year vehicles not amenable to the ASM or 2500 rpm test procedures as established by the Director.

- 1) Ensure that the vehicle abides by all "Test Preparations," Section 2, and "General Instructions," Section 7.
- 2) Ensure that the vehicle's parking brake is applied and the transmission is in "Park" or "Neutral" if an automatic, or is in "Neutral" if manual.
- 3) Insert the emission probe into the vehicle's tailpipe, using adapters as necessary to insure an insertion depth of at least ten (10) inches to collect exhaust gases from each tailpipe of a functional dual-exhaust system.
- 4) Start engine and initiate test sequence on emissions and analyzer. Allow the vehicle's engine to idle undisturbed at curb idle until prompted by the emission analyzer that the test is concluded.
- 5) Remove the probe from the tailpipe when prompted by the analyzer, or upon conclusion of the test as indicated above.
- 6) Pass/Fail evaluation will be based upon cutpoints established at NJAC 7:27-15.6.
- 7) If a vehicle initially fails the curb idle test, conduct a "second-chance" test. With the transmission in neutral, accelerate the engine rpm to approximately 2500 rpm and hold for sixty (60) seconds. After sixty (60) seconds, release the throttle to allow the engine rpm to drop back to curb idle. Then initiate another curb idle test. A second "fail" or a subsequent "pass" shall constitute the official test result.

1981 and newer Ford Motor Company vehicles which fail the initial emission test will not be rejected until the pre-conditioning procedure is performed. This procedure is to turn the ignition off, restart the vehicle, depress the accelerator to increase the engine speed to 2500 rpm +/- 300 rpm for ninety (90) seconds. This is equivalent to the engine speed developed at approximately 55 miles per hour. After ninety (90) seconds, allow the vehicle to idle and repeat the emission test. This procedure is necessary to assure that auxiliary air is not dumped during the emission test. Dumping is done for catalyst protection during extended idling periods. Caution must be used to assure that the transmission is in park or neutral during the test.

The following vehicles must be turned off and the vehicle restarted before administering the "second-chance" test:

1981 Ford Motor Company vehicles
1984 and 1985 Honda Preludes

Curb idle test procedure continued

1984 Chrysler Laser, LeBaron, New Yorker and E-Class, Dodge Daytona + 600 equipped with automatic transmission and 2.2L EFI engine, non-turbo charged (this engine is identified by the letter "D" in the eight character of the VIN)

1991 and newer Saturn vehicles

Note: Do not perform "second-chance" testing on the following vehicles:

1974 and older model vehicles.

All types SAAB's, BMW's, Peugeot's and Volvo's

- 8) Enter the certificate of approval number if the vehicle "passes", or enter all 9's if the vehicle "fails."
- 9) Enter the inspection test fee.
- 10) Confirm that the certificate of approval date is correct. Enter the correct date if necessary.
- 11) Print a VIR in sufficient copies and present one to customer, one for the Commission's audit, and one for your records.

Manual Data Input Procedure: Initial Test

Scope: This procedure shall be used only when there is no VIN match or communications are inoperable. In sequence, at the analyzer prompt, enter the following:

1. Enter the vehicle identification number VIN.
2. Enter the license plate number.
3. Does the vehicle have a pink card.
4. Enter the test type (initial, reinspection).
5. Does the vehicle have an emissions repair form.
6. The vehicle model-year.
7. Enter the vehicle make.
8. Enter the vehicle model.
9. Enter the vehicle type. (Body style)
10. Enter the engine displacement, in liters.
11. Enter the number of engine cylinders.
12. Enter the transmission type (automatic or manual).
13. Enter the gross vehicle weight rating GVWR (this is obtained from the registration card, or alternately, from the driver-side door jam, or (approved manual).
14. Enter the vehicle emissions certification type (Tier I, Tier II, NLEV, electric, diesel, etc.).
15. Enter the fuel type (gasoline, alcohol, natural gas, propane, and diesel). For bi-fuel vehicles, select gasoline as the operating fuel for the duration of the emissions test, gas cap test, and fuel system pressure test.
16. Enter the exhaust type (single, dual).
17. Is the vehicle dyno-testable.
18. Enter the vehicle's odometer reading.
19. Does the owner claim low mileage exemption.

Manual Data Input Procedure continued

20. Enter the current certificate of approval expiration date

A vehicle or vehicle engine which has been improperly modified from its stock emission-controlled configuration, using unapproved equipment, shall result in a vehicle rejection under the "miscellaneous" category. Examples of rejectable items include, but are not limited to: non-emission-approved supercharger blowers, the installation of non-stock engines, unapproved high-performance engine components (racing cams), etc. Information about vehicles with engine modifications can be obtained by contacting the New Jersey Motor Vehicle Commission at (609) 292-5460.

Issuance of Waiver

Waivers may only be issued at a Central Inspection Facility or a State Inspection Facility.

Waivers cannot be issued at a Private Inspection Facility.

Waivers: Criteria for issuance: denial of warranty form; repair receipt form; waiver valid for inspection cycle; waiver issuance.

(a) A motor vehicle which fails to satisfy the applicable emission standards as set forth in the rules adopted by the New Jersey Department of Environmental Protection at N.J.A.C. 7:27-15 and 7:27B-4 shall be eligible for a certificate of waiver if the following requirements are satisfied:

1. The vehicle has failed to pass a loaded-mode emission reinspection after qualifying repairs have been completed;
2. The vehicle has passed a idle emission test conducted in accordance with N.J.A.C. 7:27-15.5 and 7:27B-4.5(b);
3. The vehicle has passed a safety inspection conducted in accordance with this subchapter;
4. The owner or lessee has provided written proof of the satisfaction to the Commission that all available warranty repairs have been made to the motor vehicle or a written denial of warranty coverage from the manufacturer or authorized dealer in a form prescribed for such purposes by the Commission;
5. Repairs were appropriate to the cause of the test failure and were performed 60 days or less prior to the date on which the initial enhanced test was due;
6. Repairs were performed by a Registered Motor Vehicle Emission Repair Facility or by the owner of the vehicle. Any owner or lessee of a motor vehicle may perform emission-related repairs of primary emission control components, provided, that only the cost of the parts incurred by the owner or lessee during the course of the repair of such components shall be applied toward the applicable waiver amount in (a) 8 below.
7. Original repair receipts are submitted to the Commission verifying that qualifying repairs have been performed; and
8. Prior to January 1, 2000, the owner or lessee has expended no less than the applicable amount specified at 40 C.F.R. 51.360(a) (6) for emission related repairs of the motor vehicle excluding any repairs made under warranty coverage.
9. Beginning January 1, 2000, the owner or lessee has expended no less than the

Issuance of waiver continued

amount specified at C.F.R. 51.360(a) (7) for emission related repairs of a motor vehicle excluding any repairs made under warranty coverage.

A waiver shall not be issued to a motor vehicle for tampering-related repairs. The cost of tampering-related repairs shall not be counted towards the cost limits above.

A waiver shall expire at the end of a specific inspection cycle for which it was granted, after which the vehicle shall either pass inspection or qualify for issuance of another waiver pursuant to this section.

The Commission shall issue a certificate of waiver to those motor vehicles satisfying all the requirements of this section. The certificate of waiver shall be affixed to the lower corner of the windshield inside the passenger compartment of the motor vehicle.

13:20-33.23 Headlights

Every motor vehicle, other than a motorcycle, shall be equipped with at least two headlights mounted at the same level with an equal number on each side of the front of the motor vehicle. Headlights shall emit only a white light and shall be tested for proper operation. Headlights shall not be tested for aim unless they have been previously rejected at inspection for one of the reasons set forth in this section. If headlight aim testing is required, the headlight aim shall meet the specifications listed below:

High-beam aim specifications:

Vertical aim: From four inches above to five inches below:

Horizontal aim: From six inches right to six inches left.

Low Beam specifications:

Vertical aim: From three inches below to 14 inches below.

Horizontal aim: from eight inches right to 23 inches right.

Headlights continued

The headlight aim specifications set forth above refer to the location of the “hot spot” (the center of the high intensity portion of the light beam) based on a distance of 25 feet from the test screen. The vertical aim specifications indicate the distance the “hot spot” shall be above or below the horizontal centerline straight ahead of the headlight center. The horizontal aim specifications indicate the distance the “hot spot” shall be to the right or to the left of the vertical centerline straight ahead of the headlight.

SAE visual inspection limits for the vertical aim of the “hot spot” of Type 1 headlight units are from four inches above to four inches below, and for the horizontal aim of the “hot spot” of Type 1 headlight units are from four inches right to four inches left.

SAE visual inspection limits for the top edge of the high intensity zone of Type 2 headlight units are from four inches above to four inches below, and for the left edge of the high intensity zone of Type 2 headlight units are from four inches right to four inches left.

If headlight aim is inspected with a mechanical aimer, the inspection specifications for both Type 1 and Type 2 headlight units shall be four inches above to four inches below and four inches left to four inches right.

Headlights shall be properly installed so that their beams are readily adjusted, both vertically and horizontally, and their aim is not grossly misaligned or readily disturbed by ordinary vehicle operation.

Headlights shall be of a type approved as meeting the standards of the United States Department of Transportation or, for motor vehicles manufactured prior to the adoption of such standards, the standards of the Society of Automotive Engineers.

A motor vehicle having a headlight with a cracked, broken, or missing lens, or a headlight with insufficient light intensity, shall not be certified; provided, however, that a motor vehicle shall not be refused certification because the headlight has a bullseye-type hole which has been repaired in a proper manner.

There shall be no auxiliary equipment, such as colored spray, on the lens, visor, reflector, or other attachment which is not included in the standards of the United States Department of Transportation or, for motor vehicles manufactured prior to the adoption of such standards, the standards of the Society of Automotive Engineers.

On motor vehicles equipped with four headlights, the type 2 headlight shall be mounted above or to the outside of the Type 1 headlight. A motor vehicle which is equipped with recessed headlights shall, when such lights are illuminated, have nothing covering them

Headlights continued

or in front of them except clear glass. A 1969 or later model year motor vehicle equipped with such lights, when in use, have any styling or other features, such as a glass cover or grille in front of the lens, shall not be certified.

Retractable headlights shall be in the fully open position when the headlights are tested.

Motor vehicles used for plowing snow may have an extra set of headlights mounted above the plow. Switching shall be provided so that either set of headlights may be used, but not both.

A motor vehicle shall not be refused certification because of a missing headlight rim or rims; however, the motorist shall be advised to have the defect corrected.

Due to the high cost of headlight replacement and subsequently the high instances of headlight repairs, the Commission will accept headlight repairs for lenses having bullseye type damage. The repair must be completed in a workmanlike manner using a permanent clear material. If the headlight aim is questionable after the repair, the lights should be checked to insure proper headlight aim and to assure that no distortion in the beam pattern is evident.

N.J. Headlight Aim Requirements

Aim specifications refer to location of the "hot spot" (center of high intensity portion of the beam pattern) based on 25 feet test distance.

		*Vertical Aim Specifications	*Vertical Aim Specifications	**Horizontal Aim Specifications
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Type of Headlight	Inspect On	Vehicles Except Trucks Over 7,000 lbs	Trucks Over 7000 lbs Gross Weight	All Vehicles
Bulb Type Single Beam	Single Beam	From 9" below to 14" Below	From 9" below to 19" Below	6" Left to 6" Right
Bulb Type Multiple Beam	High Beam	From 4" below to 9" Below	From 4" below to 14" Below	6" Left to 6" Right
Bulb Type Asymmetric	High Beam	From 4" below to 9" Below	From 4" below to 14" Below	12" Right to 18" Right
Sealed Beam Old 7" Unit	High Beam	From 4" above to 5" Below	From 0" to 10" below	6" Left to 6" Right

Sealed Beam 7" #2 Unit 7" 2D 1, 2D	Low Beam	From 3" below to 14" Below	From 9" to 19" below	8" Right to 23" Right
Rectangular 142x200 MM, 2B1, 2B, 100x165 MM, 2A, 2A1, 2E1, 92x160 MM LF	Low Beam	From 3" below to 14" Below	From 9" to 19" below	8" Right to 23" Right
Sealed Beam 5 3/4" #2 Unit, 5 3/4" 2C1	Low Beam	From 3" below to 14" Below	From 9" to 19" below	8" Right to 23" Right
Rectangular Replacement Bulb 9004	Low Beam	From 3" below to 14" Below	From 9" to 19" below	8" Right to 23" Right
Sealed Beam 5 3/4" #1 Unit, 5 3/4" 1C1	High Beam	From 4" above to 5" Below	From 0" to 10" below	6" Right to 6" Left
Rectangular 100x165 MM, 1A1, 92x150 MM UF	High Beam	From 4" above to 5" Below	From 0" to 10" below	6" Right to 6" Left

* Vertical Aim specifications show distance "hot spot" shall be above or below the horizontal center line straight ahead of headlight center.

** Horizontal aim specification show distance "hot spot" shall be to right or left of vertical center plane straight ahead of headlight center.

Specifications for a 10 foot test distance are 40% of the specifications shown for a 25 foot test.

Do not certify vehicle with any of the following conditions:

A headlight not lit on any beam.

A headlight that is not properly aimed. (Only reject if the headlight is grossly misaligned.)

A headlight that is not properly, securely or permanently mounted.

Any improperly connected circuit which does not light the proper filament(s) for the different switch position(s).

Any light that is obstructed or modified so as to change the original design or performance.

Headlights continued

Any 1969 or later model vehicle which is equipped with headlights that when in use, have any styling or other features such as a glass cover or grill in front of the lens.

Type 1 and Type 2 headlights that are not properly used in conjunction with each other.

Any cracked, tinted, broken or missing lens. Repairs to bulls-eye cracks in headlight lenses other than sealed beam headlights when made in a workmanlike manner.

A retractable headlights which do not fully open.

An unapproved headlight (must be marked "DOT" and have 3 aiming pads).

Headlights which can be flashed continuously for emergency purposes. (Unless authorized emergency vehicles).

An extra set of headlights on snow plows which can be lit at the same time as the regular headlights

Any headlight or bulb with dirt, excessive moisture, or water inside the lamp or obvious discoloration.

Conditional Approval:

A repaired headlight lens with a bull's eye type break provided the repair is completed in a workmanlike manner using a permanent clear material.

Missing headlight rim or rims.

Limited amount of moisture in lamp.

13:20-33.24 Mirrors

A motor vehicle shall not be certified if it is not equipped with at least one rear view mirror. Passenger automobiles manufactured after January 1, 1965, must have an interior mirror and an exterior mirror on the driver's side.

A commercial motor vehicle manufactured after January 1, 1965, shall be equipped with an interior mirror and an exterior mirror on the driver's side, except that every such vehicle so constructed or loaded as to obstruct a rear view from the interior mirror shall, in lieu of an interior mirror, be equipped with an exterior mirror on the vehicle opposite the driver's side.

Mirrors shall be securely mounted and located and adjusted so as to provide the driver adequate rear view vision. Mirrors shall not obstruct the driver's forward vision. Concave or convex mirrors shall not be used in place of the interior mirror or the driver's side exterior mirror.

A motor vehicle shall not be certified if a mirror is discolored, peeled, tarnished, cracked, broken, or has sharp edges.

Mirrors shall be capable of adjustment to a fixed horizontal and vertical position.

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

Any required mirror that is missing.

Any mirror which is cracked, broken or has sharp edges.

Any required mirror which is discolored, tarnished or peeled.

Any mirror that is not securely mounted or capable of adjustment to a reasonable fixed position.

Any mirror that does not give the adequate rearview vision.

An interior and/or left side exterior mirror that provides unit magnification.

NOTE: Convex mirrors may only be used to supplement flat mirrors which provide unit magnification. Convex mirrors cannot be used as a substitute for required flat mirrors.

13:20-33.25 Other Lights

All miscellaneous lights used on motor vehicles shall be of a type and color approved as meeting the standards of the Society of Automotive Engineers. The letters ‘SAE,’ along with the manufacturer’s name and trademark, are often on the lens of such light. In addition, the letters listed below often appear on the following lights:

Fog Lights = F

Spot Lights = O

Emergency warning lights = W or W1 or W3

Supplemental driving or passing lights = Y or Z

Any motor vehicle may be equipped with not more than two auxiliary driving lights mounted on the front of the vehicle at a height of not less than 12 inches nor more than 42 inches above the level surface upon which the vehicle stands. Auxiliary driving lights include, but are not limited to, fog lights, passing lights, and supplemental driving lights. Auxiliary driving lights shall be aimed in conformance with the standards of the Society of Automotive Engineers applicable to the particular type of auxiliary driving light. Auxiliary driving lights shall be properly installed so that their aim is not grossly misaligned or readily disturbed by ordinary vehicle operation.

All miscellaneous lights shall be permanently and securely mounted on a permanent part of the vehicle in such a manner as to reduce the likelihood of their being obscured by mud or dirt thrown up by the wheels.

Fog lights are auxiliary driving lights which may be used with the low beam headlights to provide general illumination ahead of a motor vehicle. A fog light shall be white, yellow, or amber in color. Approved fog lights shall meet the requirements of SAE J-583d, incorporated herein by reference.

Passing lights are also known as auxiliary low beam driving lights and are designed to supplement the lower beam of a standard headlight system. Approved lights shall meet the requirements of SAE J-583d, incorporated herein by reference. Passing lights shall be wired so that they are controlled by a switch separate from the headlight switch.

Supplemental driving lights are driving lights which may be used to supplement the upper beam of a standard headlight system. Approved lights shall meet the requirements of SAE J-583d, incorporated herein by reference. Supplemental driving lights shall be wired so that they are controlled by a switch separate from the headlight switch.

Any motor vehicle may be equipped with not more than two **side cowl or fender lights** which shall emit a white or yellow light without glare.

Other lights continued

Any motor vehicle may be equipped with not more than one **running board courtesy light** on each side thereof which shall emit a white or yellow light without glare.

On motor vehicles used for plowing snow, there may be auxiliary driving lights connected to either the parking light system or the low beam headlight system. If sealed beam headlight units are used for the auxiliary driving lights, they shall be wired so that the taillights will be illuminated when the auxiliary driving lights are turned on. Auxiliary turn signal lights are also permitted on such vehicles.

A motor vehicle driven by an active member in good standing of a volunteer fire company or a volunteer first aid squad or rescue squad may be equipped with a blue emergency warning light or lights in accordance with the requirements set forth in N.J.A.C. 13:24-5. An identification card (permit) issued pursuant to N.J.A.C. 13:24-5 shall be in the possession of the operator at all times when the blue emergency warning light or lights are displayed on a motor vehicle.

A motor vehicle driven by an active member in good standing of a the Civil Air Patrol may be equipped with a blue emergency warning light or lights in accordance with the requirements set forth in N.J.A.C. 13:24-5. An identification card (permit) issued pursuant to N.J.A.C. 13:24-5 shall be in the possession of the operator at all times when the blue emergency warning light or lights are displayed on a motor vehicle.

Flashing lights are prohibited on a motor vehicle (except an authorized emergency vehicles or unless a permit for the same has been issued by the Commission in accordance with N.J.A.C. 13:24) except as a means for indicating right or left turns or for hazard warning signals.

Two or more lighting devices and reflectors may be combined optically, but the following combinations are prohibited:

A turn signal with a headlight.

A clearance light with a taillight or an identification light.

Motor vehicles may be equipped with other lights in addition to those specified in this subchapter. The manufacturer's name or trademark and the letters "SAE" often appear on the lens of such lights, along with the identification letters shown below:

E: Side turn signal lights (mounted on vehicle sides).

K: Cornering lights.

Other lights continued

R: Back-up lights.

U: Supplemental high-mounted stop and turn signal lights.

V: Liquid burning emergency flares.

W4: Emergency reflex reflectors.

X: Emergency lanterns.

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

Any condition which does not comply with the chart below.

Any motor vehicle may be equipped with no more than two approved type Auxiliary Driving Lamps mounted on the front of the vehicle not less than 12 inches nor more than 42 inches above the ground measured from the center of the light. Auxiliary lamps may not be mounted higher than the headlights. (Except that on a vehicle equipped for snow plowing, the height requirement is waived).

Auxiliary Driving Lamps may be wired either in conjunction with the low beam or high beam headlights or on a switch permitting the Auxiliary Lamps to be turned on at the driver's discretion providing the headlights and taillights are on at the same time.

An unapproved type lamp (must be marked "SAE F, Y or Z")

Lamps that are not securely fastened or properly located on the vehicle.

More than two auxiliary lamps that are operable.

The color of light that is other than white or amber.

Auxiliary lamps that are aimed too high or too far to left.

Broken lens with sharp edges.

NOTE: If a vehicle is equipped with unapproved Auxiliary Lamps, they may only be used for ornamental purposes and the wiring must be completely removed.

Portable Emergency Warning Devices

Any commercially registered motor vehicle over 80 inches in width and any omnibus having a capacity of over 10 passengers is required to carry approved type Portable warning Devices as follows:

- 3 Liquid burning flares SAE-V and 3 red fuses, or
- 3 Red electric lanterns SAE-X, or
- 3 Portable red emergency reflectors.

NOTE: School vehicles and commercial motor vehicles transporting flammable cargo shall carry either 3 red electric lanterns or 3 portable red emergency reflectors.

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

Broken or incomplete portable warning device kits.

An unapproved type of portable emergency warning devices.

No portable emergency warning devices available.

No emergency light permit for the vehicle.

13:20-33.25 Spot Lights

A spot light is a light which can be aimed at will. Any motor vehicle may be equipped with not more than one spot light, but the use of any such spot light for driving purposes is prohibited. The letters "SAE" and the letter "O," along with the manufacturer's name and trademark are often on the lens of approved type spot lights. Approved spot lights shall meet the requirements of SAE J-591b, incorporated herein by reference.

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

If more than one spot lamp is operable.

A broken lens with sharp edges.

A color other than white.

Lamps that are not securely fastened, or mounted as to cause injury.

13:20-33.25 Back-up Lights

Any motor vehicle may be equipped with one or more back-up lights, either separately or in combination with other lights. Back-up shall be white in color. No back-up light shall be illuminated when the motor vehicle is in forward motion.

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

Backup lights that stay lit when vehicle moves forward.

Backup lights that are controlled by a separate switch with no pilot light.

Backup lights with no "R" marking or of an unapproved type.

<u>OTHER LIGHTS EMERGENCY IDENTIFICATION LAMP</u> TYPE OF VEHICLE	COLOR PERMIT REQUIRED	TYPE	SIZE	LOCATION & NUMBER ALLOWED	TYPE OF INSTALLATION
FIRE & POLICE VEHICLES	Red	None	N.A.	Anywhere on exterior of Motor Vehicle as long as no obstruction to vision. No restriction on number allowed	Temp. or Perm.
AMBULANCE	Red or Amber	None	N.A.	same as above	Perm.
VOLUNTEER FIRE CHIEF & ASST. CHIEF (PERSONAL VEHICLE)	Red	**M.V. Permit	N.A.	Anywhere on exterior of Motor Vehicle as long as no obstruction to vision. No restriction on number allowed	Temp. or Perm.

VOLUNTEER FIREMAN	Blue	**M.V. Auth. Card	7 1/2 not Exceeding 51 candpwr.	1 Blue Light-Ctr of roof or left W/S column or front of vehicle not higher than headlights. 2 Blue Lights- On W/S columns each side of vehicle, or at each side of roof at W/S line.	Temp.
VOLUNTEER MEMBER 1ST AID SQUAD & RESCUE SQUAD	Gold Cross on White Background or Blue	*M.V. Auth.	Same as above	Same as above	Temp.
WRECKER	Amber Permit	*M.V.	N.A.	Center of Roof - 1 to 3 as permit allows	Temp. or Perm.

NOTE:

1. No emergency identification lights are allowed to be used inside the vehicle.
2. All vehicles except emergency Fire, Police and Ambulances must have a permit to authorize use of Emergency Identification Lights.
3. Headlights which can be flashed or continuously for emergency warning purposes are not allowed.

* Vehicles must be registered to applicant or any member of the household.

** Vehicle must be registered in name of applicant.

13:20-33.27/33.28 Headlight beam indicator light/turn signal and hazard signal indicator light

Every New Jersey registered motor vehicle equipped with multi-beam headlights shall be equipped with a beam indicator which shall be lighted whenever the high beam headlamps are lit.

If any turn signal indicator light is not visible to the driver, there shall be an illuminated indicator to give the driver a clear and unmistakable indication that the turn signal system is turned "on."

In vehicles equipped with right and left turn signal indicators, both indicators or separate indicators shall flash simultaneously while the hazard warning signal system is turned "on".

In vehicles equipped with a single turn signal indicator, a separate hazard warning signal indicator and the turn signal indicator may flash while the hazard warning signal system is turned "on."

If a separate indicator light is used for the hazard warning signal system, it shall emit a red color and have a minimum area equivalent to a one-half inch diameter circle.

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

Any indicator light that is missing.

Conditional Approval

Any headlight beam, turn, or hazard signal indicator light that is inoperative or does not operate properly; however, the motorist shall be advised to have the defect corrected.

13:20-33.26 Wiring and Switching

Switches and wiring shall be installed in a workmanlike manner and function properly.

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

Wiring that is in poor condition, improperly installed or located so as to cause damage.

Any connection that is not secure or shows signs of corrosion.

Switches that are not in proper condition or do not function properly.

Wiring and switching continued

Any lamp circuit that does not light the proper filament when the appropriate switch position is applied.

Any defect in wiring and/or switching which adversely affects the lighting performance of any exterior light.

Miscellaneous

This applies to certain conditions not covered specifically by the other numbered rules and regulations. Any miscellaneous unsafe condition, likely to endanger any person or property, will be cause for not certifying a vehicle.

When the Official Inspection Facility or Private Inspection Facility rejects a vehicle under the miscellaneous category, the reason will be noted on the Vehicle Inspection Report.

Some examples are given below:

ABS warning light - The illumination of the ABS warning light is an advisory rejection, however, the motorist shall be advised to have the defect corrected.

13:20-33.29 Antenna - Any antenna mounted on a motor vehicle shall be securely attached so as not to swing or project in a hazardous manner. Certification of a motor vehicle shall not be refused because of an insecure antenna; however, the motorist shall be advised to have the condition corrected.

13:20-33.30 Body - The motor vehicle body panels, floor pan and other sections shall be in good condition, and shall not be not rusted out or missing. The motor vehicle body shall be free of rips and sharp edges which cause injury.

13:20-33.31 Bumpers – Bumpers, if present, shall be securely mounted on a motor vehicle and in good condition with no sharp or protruding parts or edges which could cause injury. Front and rear bumper heights shall be in accordance with the motor vehicle manufacturer’s specifications.

13:20-33.32 Doors – The motor vehicle doors and all door operating devices, handles, buttons, hinges, and latches shall be in proper operating condition. A method of opening the door from the outside is not required on motor vehicles with fabric tops which are equipped with glazing material which can be readily removed without the use of tools. Motor vehicles designed and manufactured with doors shall be equipped with doors. Motor vehicles designed and manufactured without doors shall be equipped with seat belts or a strap, chain, or restraining device of some type across the opening.

Miscellaneous continued

13:20-33.33 Fenders and fender flaps – The motor vehicle fenders shall be securely mounted and shall have no rips or sharp edges which could cause injury to persons. Fenders shall cover the width of the tire tread. The rear fenders shall be designed and installed so as to prevent the wheels from throwing dirt, water or other material onto other motor vehicles. Fender flaps may be attached to the rear fenders to provide the necessary coverage.

Frozen dessert trucks - frozen dessert trucks are required to display flashing red lights on both the front and rear, also stop signal arm extending horizontally from the left of the truck must be displayed. Flashing red lights will also be activated on the signal arm, and on the arm the words "STOP-IF-SAFE-THEN-GO" must appear in two inch high letters. A front mounted convex mirror is also required.

13:20-33.34 Fuel System - Fuel leakage at any point in the system shall be cause to deny certification. The fuel tank and piping shall be securely mounted and in proper condition, and fuel tank shall be properly capped. Any fuel component that contacts any moving part is cause for a 48 hour rejection.

Grill lights - No auxiliary lights are permitted behind the grill unless manufactured with them.

13:20-33.35 Hood – Motor vehicles shall be equipped with an engine hood. The hood shall be properly secured and latched, and all hinges, latches, and other components shall be in proper operating condition.

Interior lights - no lights other than original factory installed equipment are permitted inside the vehicle except approved type high-mounted stoplights.

13:20-33.36 Lettering – Vehicles used for commercial purposes on a street or highway, except for passenger automobiles and vehicles owned or leased by a pharmacy and utilized for the transportation or delivery of drugs, shall have conspicuously displayed on the vehicle, or on a name plate attached to the vehicle, the name of the owner, lessee, or lessor of the vehicle, and the name of the municipality in which the owner, lessee, or lessor has his or her principal place of business. Franchised public utilities and operators of fleets of 50 or more commercial vehicles shall be exempt from displaying the name of the municipality, provided that their vehicles display a corporate identification number. The sign or the name plate shall be in plain view and the lettering shall be as close as possible to three inches high. Certification of a commercial vehicle shall not be refused because the vehicle fails to display the owner's name and business address; however, the motorist shall be advised to have the condition corrected.

Miscellaneous continued

Motor mounts - Cannot be loose or broken.

Molding - molding (trim, strips, chrome, etc.) shall be securely fastened and not project from the body so as to cause injury.

13:20-33.37 Ornaments - All motor vehicle ornaments shall be free of sharp parts or edges which could injure persons.

13:20-33.38 Pedals – Brake, clutch, and accelerator pedals shall have rubber pads or some other method of providing the pedals with a nonskid surface. All pedals shall be in proper operating condition.

13:20-33.39 Racks and carriers – A motor vehicle may be equipped with racks or carriers provided the maximum vehicle dimensional limits are not exceeded (8 feet in width and/or 13 feet in height) and provided they do not create a dangerous condition which could cause injury to persons. Protruding bicycle racks are a conditional approval item.

Rear axle alignment (tracking) - The rear axle should be in proper alignment with the longitudinal axis of the vehicle. Wheel base must measure the same on both sides of the vehicle, tolerance + or - 1 inch.

13:20-33.40 Reflective tape - Reflective tape of color amber to white may be displayed on the front of a motor vehicle. Reflective tape of a color of red to amber to white may be displayed on the rear of a vehicle.

13:20-33.41 Seats - All motor vehicle seats shall be securely mounted and free of hazardous conditions. The driver's seat shall lock securely in a position that permits safe operation of the motor vehicle. Inertial type seat locks are acceptable.

13:20-33.42 Seat belts; Air bags - All motor vehicles which are required by law to be equipped with seat belts shall be in compliance with Federal Motor Vehicle Safety Standards 208 and 209, incorporated herein by reference. All motor vehicle which are required by law to be equipped with air bags shall be in compliance with Federal Motor Vehicle safety Standard 208, incorporated herein by reference. Any passenger vehicle manufactured after July 1, 1966 must be equipped with seat belts. Any truck manufactured after January 1, 1972 must be equipped with seat belts. Seat belts and their anchorage units, or other restraining devices, shall be of a type approved as meeting the standards of the United States Department of Transportation or the specifications of the Society of Automotive Engineers. The buckles and anchorage units shall be in good condition and the webbing shall not be dangerously worn or cut.

Miscellaneous continued

13:20-33.42 Air bags - Certification of a motor vehicle shall be refused if an air bag(s) has been deployed and has not been replaced with an air bag(s) that is in compliance with the Federal Motor Vehicle Safety Standard 208, incorporated herein by reference.

13:20-33.43 Gear shift indicator – A motor vehicle equipped with an automatic transmission shall be equipped with a gear shift indicator in proper operating condition. Minor misalignments of the gear shift indicator not over one half the distance between shift positions is acceptable. The motorist shall be advised to have the condition corrected. Any missing shift indicator on automatic, or shift pattern on manual transmission is cause for rejection.

13:20-33.49 Speed recording instrument (speedometer); mileage recording instrument (odometer) – Certification of a motor vehicle shall be refused if the speed recording instrument (speedometer) or the mileage recording instrument (odometer) for such motor vehicle is inoperative or does not operate properly.

13:20-33.45 Television – A motor vehicle shall not have a television installed in such a manner that the viewing screen is visible to the driver while he or she is operating the vehicle. Exception: CRT monitor for viewing behind vehicle.

13:20-33.44 Transmission - The transmission of a motor vehicle shall operate properly and shall be capable of operating in reverse. A reverse detent mechanism shall be present and shall be in proper operating condition. There shall be no leakage of fluid from the transmission.

13:20-33.46 Truck lid – A motor vehicle trunk lid shall be capable of being securely fastened in accordance with the motor vehicle manufacturer's original **design and specification**.

Wandering - Vehicles cannot drift abnormally to the left or right while being driven straight ahead.

13:20-33.47 Service Brake

INITIAL INSPECTION

With the service brake pedal depressed to the brake applied position for 10 seconds under a foot force of approximately 125 pounds, there shall be no perceptible decrease in pedal height and, if the motor vehicle is so equipped, no illumination of the brake system failure indicator light. If a motor vehicle is so equipped, the brake system failure indicator light shall be in proper operating condition.

On a vehicle equipped with a diesel engine and an engine driven vacuum pump, the service brake pedal can be forced to the floorboard, simulating a fading pedal, and a slight hissing noise may be heard. This is normal.

Brake hoses shall not be mounted so as to contact the vehicle body or chassis. Brake hoses shall not be cracked, chafed, or flattened. Protective devices, such as “rub rings” are not to be considered part of the brake hose.

Hydraulic or air brake line tubing shall be specially designed for automotive hydraulic or air brake line use. Tubing designed for gasoline or oil lines is not acceptable for use as hydraulic or air brake lines.

The vacuum brake hoses shall be examined visually and audibly with the motor vehicle engine running. The hoses shall not be collapsed, twisted, broken, improperly mounted, or leaking.

The motor vehicle engine shall be turned off and the service brake applied several times to destroy vacuum in the system. The brake pedal shall be depressed with 25 pounds of force and, while maintaining such force, the engine started. The brake pedal shall fall slightly under force when the engine starts. This test is not applicable to motor vehicles equipped with full power (central hydraulic) brake systems, as the service brake performance test shall be considered an adequate test of system performance for such motor vehicles.

After insuring that the tires are properly inflated, a Type 1, Type 2, or Type 3 brake performance test shall be conducted.

Type 1

If the brakes are tested on a drive-on platform or roller-type brake tester, the results shall show some brake force produced by each wheel brake and the total brake force must be equal to at least 43.5 percent of the gross vehicle weight. This is equivalent to a deceleration of 14 feet per second, which would produce a stop from 20 miles per hour in 30 feet. The braking force on a front wheel or on a rear wheel shall not be less than 65

Service brake continued

percent of the braking force developed on the other front wheel or rear wheel, respectively. The service brake shall have a minimum front to rear brake ratio of 40 percent and a maximum front to rear brake ratio of 95 percent. The allowable front brake bias margin shall be 25 percent. The allowable rear brake bias shall be 15 percent, except that for motor vehicles having a GVWR of 7,000 pounds and more but less than 10,001 pounds, the allowably rear brake bias margin shall be 25 percent.

Type 2

The brakes may be tested with an approved accelometer/inertia navigation type tester to determine whether the motor vehicle can stop from a speed of 20 miles per hour in 30 feet.

Type 3

If a drive-on platform or roller-type brake tester or an accelometer/inertia navigation type tester is not utilized, the brakes shall be road tested on a level, dry, smooth, hard surface that is free from loose material, oil, or grease to determine whether the motor vehicle is able to stop from a speed of 20 miles per hour in 30 feet or less without swerving out of a 12 foot wide lane. If the private inspection facility performs a road test of the brakes, a diagram of the test location shall be provided to the Private Inspection Facility Licensing Unit of the Commission at the address specified in N.J.A.C. 13:20-44.4(a).

If the vehicle is equipped with air brakes, the low pressure warning system and air brake components shall be tested for proper operation. This test includes the following:

1. The low pressure warning system. The engine shall be turned off when there is sufficient air pressure so that the low pressure warning signal is not illuminated. The electrical power shall be turned on and the brake pedal shall be depressed and released to reduce the air tank pressure. The low air pressure warning signal shall illuminate before the pressure drops to less than 60 pounds per square inch in the air tank (or, in dual air systems, in the tank with the lowest air pressure).
2. Operation of automatic spring brakes. The motor vehicle wheels shall be chocked, the parking brake released when there is sufficient air pressure to do so, and the engine turned off. The brake pedal shall be depressed and released to reduce the air tank pressure. The parking brake knob shall pop out when the air pressure falls to the manufacturer's specification, which is usually in a range of between 20 to 40 pounds per square inch. This shall cause the spring brakes to engage.
3. Rate of air pressure increase. With the motor vehicle engine idling at the motor vehicle manufacturer's specifications, the air pressure shall increase from 85

Service brake continued

- pounds per square inch to 100 pounds per square inch within 45 seconds in dual air systems. If the motor vehicle is equipped with larger than minimum air tanks, the rate of increase may be longer as per manufacturer's specifications. In single air systems on pre-1975 model year motor vehicles, typical specifications are an air pressure increase from 50 to 90 pounds per square inch within three minutes with the engine at an idle speed of 600-900 revolutions per minute.
4. Air leakage rate. With a fully-charged air system (typically 125 pounds per square inch), the engine shall be turned off, the service brake shall be released, and the air pressure drop shall be timed. The loss rate should be less than 2 pounds per square inch in one minute for single vehicles, or less than 3 pounds per square inch in one minute for combination vehicles. 90 pounds per square inch or more shall then be applied to the brake pedal. After the initial pressure drop, the air pressure shall not fall more than 3 pounds per square inch in one minute for single vehicles, nor more than 4 pounds per square inch for combination vehicles.
 5. Governor cut-in and cut-out pressure. The air compressor shall start pumping at about approximately 100 pounds per square inch and shall stop pumping at approximately 125 pounds per square inch as per manufacturer's specifications. The motor vehicle engine shall be operated at a fast idle. The air governor shall cut-out the air compressor at approximately the manufacturer's specified pressure. The air pressure indicated on the air pressure gauge(s) shall stop rising. With the engine idling, the brake pedal shall be depressed and released to reduce the air tank pressure. The compressor shall cut-in at approximately the manufacturer's specified cut-in pressure, and the pressure shall begin to rise.

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

Any leak in the braking system.

The service brake pedal fades, air brakes excluded.

There is no braking effort on any wheel.

If there is insufficient braking effort which is less than 65% of the braking effort of the other wheel on the same equivalent axle.

There are kinked or defective brake hoses or tubing.

There is an inoperative power brake system.

Service brake continued

The linings or pads are worn below specifications.

The drums or rotors do not meet manufacturer's specifications.

Any part of the brake system that does not operate as designed.

Cracked brake hoses.

13:20-33.47 Service Brake Pedal Reserve

The inspection for motor vehicle service brake pedal reserve shall be performed as set forth in this section. "Pedal reserve" is the amount of total pedal travel left in reserve when the pedal is depressed to the brake applied position. The service brake pedal reserve test does not apply to air brake systems.

With the motor vehicle stationary and the service brake pedal depressed under a moderate foot force (that is, a force of 25 pounds for power brakes and 50 pounds for other brakes), there shall be a minimum of one-fifth of the total average pedal travel (as per the motor vehicle manufacturer's specifications) remaining. The motor vehicle engine shall be running when power brakes are tested. In the event that the adequacy of the service brake pedal reserve on a motor vehicle equipped with disc brakes is in question, the pedal reserve shall be tested when the brakes are applied while the motor vehicle is being driven. The service brake pedal reserve test is not required for motor vehicles equipped with full power (central hydraulic) brake systems or for motor vehicles with brake systems designed to be operated with less than one-fifth pedal travel.

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

There is insufficient pedal reserve.

Reinspection of Braking Systems

If the motor vehicle inspection report indicates that a motor vehicle was previously rejected for service brakes or brake equalization, at least one front wheel of the motor vehicle and the wheel or wheels that were rejected shall be removed so that it can be determined that the internal parts of the brake are in proper condition. Any wear, brakeage, or malfunctioning of the brake system which would adversely affect the safe operation of the motor vehicle is cause for not certifying the vehicle.

Reinspection of braking systems continued

The brake drum diameter or disc rotor thickness shall be measured. If the brake drum is embossed with a maximum safe diameter dimension or the brake rotor is embossed with a minimum safe thickness dimension, the drum or disc shall be within such specifications. These dimensions will be found on motor vehicles manufactured after January 1, 1971, and may be found on vehicles manufactured prior to that date. If the drums and discs are not embossed, the drums and discs shall be within the manufacturer's specifications.

The brake lining or pad shall be visually examined, and the height of the rubbing surface of the lining or pad over the rivet heads shall be measured. The bonded lining or bonded pad thickness over the shoe surface shall be measured at the thinnest point of the lining or pad.

The thickness of a riveted lining or pad on each brake shall be not less than 1/32 of an inch over the rivet heads. The thickness of a bonded lining or pad shall not be less than 1/32 of an inch over the brake shoe or shoe plate. Brake linings and pads shall have no cracks or breaks that extend to rivet holes except minor cracks that do not impair attachment. Drum brake linings shall be securely attached to brake shoes. Disc brake pads shall be securely attached to shoe plates.

Backing plates and caliper assemblies shall not be deformed or cracked. Brake system parts shall not be broken, misaligned, missing, binding, or show evidence of severe wear. Automatic adjusters and other parts shall be assembled properly and installed correctly.

The vacuum brake hoses shall be examined visually and audibly with the motor vehicle engine running. The hoses shall not be collapsed, twisted, broken, improperly mounted, or audibly leaking.

The motor vehicle engine shall be turned off and the service brake applied several times to destroy vacuum in the system. The brake pedal shall be depressed with 25 pounds of force and, while maintaining such force, the engine started. The brake pedal shall fall slightly under force when the engine starts. This test is not applicable to motor vehicles equipped with full power (central hydraulic) brake systems, as the service brake performance test shall be considered an adequate test of system performance for such motor vehicles.

13:20-33.48 Parking Brake

The parking brake shall be able to hold the vehicle stationary on any up or down grade upon which it can be operated, whether the vehicle is empty or loaded.

The parking brake shall be equipped with a ratchet and pawl, or other type of automatic locking device, which will hold the brake in the applied position. On motor vehicles equipped with an automatic transmissions and an automatic parking brake release, the locking device shall hold the parking brake in the applied position regardless of whether the transmission shift lever is in the "neutral" or "park" position with the engine running. When the parking brake is applied, there shall be a minimum of one third of the total available travel (as per manufacturer's specifications) remaining. On certain vehicles, the parking brake reserve is checked on the second application of the parking brake lever.

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

The parking brake is missing.

The parking brake does not hold the vehicle.

The parking brake has insufficient reserve.

The parking brake does not fully release.

The parking brake handle or pedal is broken or missing.

The parking brake will not hold in the applied position (it must hold in both the neutral and park positions on vehicles equipped with an automatic transmission with an automatic parking brake release system.)

The parking brake assembly is not securely mounted.

The parking brake pedal pad is missing.

The use of a "line lock" as a parking brake is prohibited.

NOTE: A "line lock" is a device that locks pressurized fluid in the service brake system.

SECTION V

Retired School Bus Inspection And Migrant Farm Worker Vehicle Inspection

THIS SECTION CONTAINS INFORMATION REGARDING RETIRED SCHOOL BUS INSPECTION STANDARDS, RELATED DEFINITIONS AND MIGRANT FARM VEHICLE REQUIREMENTS.

As of November 9, 1999, licensed Private Inspection Facilities (PIF) may inspect gasoline powered retired school buses for both safety and emissions testing. However, diesel powered buses over 18,000 pounds GVWR require a diesel emission certification issued by a licensed Diesel Emission Inspection Center (DEIC). Safety and diesel emission certification of diesel buses may be performed only at centers that possess both PIF and DEIC Licenses. Centers that are licensed as PIF's may only certify these vehicles for safety.

Diesel powered vehicles will display two certificates of approval, a certificate of approval located on the left side of the windshield and diesel emission inspection certificate located on the right side of the windshield.

At no time will a school bus registered as code 17 or 18 or a dual purpose livery or omnibus vehicle which is used for school transportation be inspected by a private licensed center.

If there are any questions concerning the inspection of retired school bus vehicles, please call the Operations Unit at 609 633-9473.

Definitions

Title 39:1-1

- "Bus" means any motor vehicle designed, constructed and used for the transportation of passengers, except passenger automobiles and station wagons.
- "Migrant Farm Worker" means any nonresident individual who engages in seasonal employment as a farm or agricultural food-processing worker during the normal period of seasonal employment.
- "Migrant Farm Worker Vehicle" means any motor vehicle constructed, equipped or used to transport migratory farm workers to and from their employment, except as a passenger automotive or station wagon.
- "Retired School Bus" means school buses manufactured prior to April 1, 1977, other than those of the transit type whose gross weight exceeds 25,000 lbs., shall not be used for pupil transportation purposes beyond the end of the tenth year from the date of manufacture, or at the end of the school year in which that date falls, whichever is later.

Types of Vehicles Requiring Additional Inspection Requirements

- Retired School Buses (i.e. Church, Shuttle, etc.)
- Migrant Farm Workers

N.J.S.A. 39:3B-5.4 Inspection of Retired School Bus

No motor vehicle retired from use as a school bus shall be required to meet the safety regulations for school buses adopted by the Department of Education other than those in effect for the class of vehicle of which the bus was a member on the date upon which the vehicle was last inspected prior to its retirement as a school bus.

NOTE: ANY VEHICLE WITH SCHOOL BUS PLATES (S1, S2) CAN ONLY BE INSPECTED BY THE MOTOR VEHICLE COMMISSION. Certain dual-purpose vehicles registered as livery or omnibus and used as the Motor Vehicle Commission can only inspect school vehicles.

A safety inspection of the retired school bus vehicle shall be conducted for the items listed in section IV of this manual.

Types of School Bus Vehicles

Type A1 school bus is a conversion or body constructed and installed upon a van-type compact truck or a front-section vehicle chassis, with a GVWR of 10,000 pounds or less, originally designed by the manufacturer for carrying 10 to 16 passengers.

Type A2 is a conversion or body constructed and installed upon a van-type compact truck or a front-section vehicle chassis, with a GVWR of more than 10,00 pounds but less than or equal to 14,500 pounds, originally designed by the manufacturer for carrying 10 to 20 passengers.

Type B school bus is constructed utilizing a stripped chassis with a GVWR of more than 10,000 pounds, originally designed by the manufacturer for carrying 10 to 30 passengers. Part of the engine is beneath and/or behind the windshield and beside the driver's seat. The service door is behind the front wheels.

Type C school bus is a body installed upon a flat cowl chassis with a GVWR of more than 10,000 pounds, originally designed by the manufacturer for carrying 10 to 54 passengers. The engine is in front of the windshield, or part of the engine is beneath

and/or behind the windshield and beside the driver's seat. The service door is behind the front wheels.

Type D school bus is a body installed upon a chassis, with the engine mounted in the front, middle, or rear, with a GVWR of more than 10,000 pounds, originally designed by the manufacturer for carrying 10 to 54 pounds. The engine may be behind the windshield and beside the driver's seat; it may be at the rear of the school bus, behind the rear wheels; or it may be in the middle of the between the front and rear axles. The service door is ahead of the front wheels.

Type S school bus is a motor vehicle with a GVWR of 3,000 pounds or more, originally designed by the manufacturer with a maximum seating capacity of nine passengers or less excluding the driver.

13:20-30.15 Inspection of retired school buses

An operator shall present each retired school bus with a capacity of 10 or more passengers for an annual inspection at a Commission-operated State Specialty Site or at a licensed Private Inspection Facility. Such inspection shall include, but not limited to, an inspection of the following:

- Chassis and frame
- Brake system
- Body deterioration
- Lighting/electrical systems
- Interior seat mounting

13:20-30.13 Gasoline emission standards

Gasoline-powered buses shall be subject to applicable gasoline emission standards established by the Department of Environmental Protection, including an examination of the muffler and emission control apparatus, an either an idle emission test or a 2,500 RPM emission test, whichever is appropriate based on the GVWR of the bus.

Warning Lamps

All red and amber school bus warning lamps must be removed and rendered inoperable on retired school bus vehicles.

39:3-77.1 Unlawful Use of "National School Bus Chrome:

Any vehicle, which is not registered as a school bus, shall have at least the top portion (above window line, including hood) painted a color distinctively different than National School Bus Chrome and remove any school bus warning lamps and "School Bus" identification. Exception: School buses with a capacity of 16 or less may remain National School Bus Chrome.

No motor vehicle with a capacity of more than 16 passengers shall be painted National School Bus Chrome, unless the vehicle is used to transport children to and from school, or a summer day camp, or any school connected activity.

Whenever any motor vehicle with a capacity of more than 16 passengers, which has been used for the transportation of children to and from school, or a summer day camp, or any school connected activity, is no longer used for these purposes, it shall be repainted a color distinctively different from National School Bus Chrome.

N.J.S.A. 39:3B-5.4 Inspection of Retired School Bus used to transport children or senior citizens

A motor vehicle retired from use as a school bus as defined in R.S. 39:1-1 which is used to transport children or senior citizens to entertainment programs, recreational areas, sporting events, or camping activities shall not be used for those purposes unless the motor vehicle has met the safety regulations for school buses dealing with mechanical condition and body integrity adopted in accordance with the "Administrative Procedure Act." P.L. 1968, c. 410 (C. 52:14B-1 et seq.) by the Department of Education, with the exception of school bus chrome yellow color and amber and red warning lamp system regulations.

In addition to a retired school bus inspection listed above along with an appropriate emissions test, the following listed items are also to be inspected.

N.J.A.C. 6:21-9.4

Fire extinguisher

A retired school bus vehicle used in the transport of children or senior citizens shall be equipped with at least one fire extinguisher securely mounted in a position easily accessible to the driver. This extinguisher must be in good working order at all times.

A fire extinguisher properly filled with the minimum underwriters' rating of B-2, C-2 (or 1/2 BC or 10BC) must be provided

N.J.A.C. 6:21-9.5

First Aid Kit

A retired school bus vehicle used in the transport of children or senior citizens shall be equipped with a first aid kit which is a dust proof metal unit without a lock, with the words "FIRST AID" printed on the cover must be provided with the contents maintained as follows:

- 6 single unit sterile pads (3x3 inches)
- 2 one inch x 10 yards bandages
- 1 one inch x 1/23 yards adhesive
- 12 band aid plastic strips
- 1 triangular bandage
- 1 scissors

N.J.A.C. 6:21-9.6

Floor Covering

A retired school bus vehicle used in the transport of children or senior citizens shall be equipped with floor covering that must be nonskid material and which is securely attached.

Minimum Emergency Equipment

Minimum emergency equipment consists of a spare tire, jack, and at least three red reflector warning devices must be provided.

Migrant Farm Worker Vehicle Requirements Regulation

13:21-13.3 Vehicles permitted for transportation.

- Migrant farm workers may be transported on:
- A bus
- A truck with no trailer attached.
- A semitrailer attached to a truck tractor.
- Closed vans without windows or means of ventilation shall not be used.

In addition to the safety inspection referred to in Section V and the previous section on Retired School Bus Inspection along with the appropriate emissions test, the following items are to be inspected on migrant farm worker vehicles.

13.21-13.4 Vehicle entrance and exit

The entrance and exit from the passenger space shall be provided on the rear or the right side of the vehicle and shall provide sufficient height and width to permit easy access in and out.

Vehicles designed and constructed as a bus shall have an additional emergency exit readily operative from both the inside and outside of the bus.

If equipped with emergency door, emergency push out window or roof hatches; they must be checked for proper operation.

13:21 – 13.5 Lighting equipment

Every motor vehicle used in the transportation of migratory farm workers shall be equipped with at least two headlamps in good operating condition.

Every motor vehicle used in the transportation of migratory farm workers shall have the rear such lights, stoplights and reflectors as required in conformance with 39:3-61. All such lamps, stoplights and reflectors shall be kept clean and in good operating condition.

Refer to Section IV of this manual for additional information on lighting.

13:21-13.6 Brakes

Every motor vehicle used in the transportation of migratory farm workers shall be equipped with brakes adequate to stop and hold such vehicle, including two separate means of applying the brakes. If these two separate means of applying the brakes are connected in any way, they shall be so constructed that failure of one part of the operating mechanism shall not leave the vehicle without brakes adequate to stop and hold such vehicle. All brakes shall be capable of stopping such vehicles as prescribed in N.J.S.A 39:3-68.

13:21-13.7 Audible signal (horn)

Every motor vehicle used in the transportation of migratory farm workers shall be equipped with a horn in good working condition capable of emitting sound audible under normal conditions from a distance of not less than 200 feet.

13:21-13.8 Exhaust system

Every motor vehicle used in the transportation of migratory farm workers shall be equipped with a muffler in good working order to prevent the escape of fumes and smoke from any outlet except the exhaust pipe and to prevent excessive or unusual noise.

13:21-13.9 Mirrors

Every motor vehicle, which is constructed or so loaded as to obstruct a rear view from an interior mirror, shall be equipped with a mirror mounted on each side of the vehicle and so located as to reflect to the driver a view of the highway from a distance of at least 200 feet to the rear of such vehicle.

13:21-13.10 Windshield wipers, windshield, side and rear glass

Windshields must be unobstructed and equipped with cleaners. Every motor vehicle having a windshield shall be equipped with at least one device in good working order for cleaning rain, snow or other moisture from the windshield so as to provide a clear vision for the driver, and all such devices shall be so constructed and installed as to be operated or controlled by the driver.

No person shall drive a motor vehicle with any sign, poster, sticker or other nontransparent material upon the front windshield, wings, reflectors, side shields, corner lights, adjoining windshield or front side windows of such vehicles other than a certificate or other article required to be so displayed by Statute or by regulations of the Commission. No person shall drive any vehicle constructed, equipped or loaded as to unduly interfere with the driver's vision to the front and to the sides. All glazing materials used in any motor vehicle used to transport migratory workers shall be glass so treated or combined with other materials as to reduce the likelihood of injuries to passengers due to shattering, when glass is cracked or broken.

13:21-13.11 Tires

Every motor vehicle used in the transportation of migratory farm workers shall be equipped with tires of adequate capacity to support the gross weight of the vehicle and load.

No such vehicle shall be operated on tires which have been worn so smooth as to expose the tire fabric or which shall have any other defect likely to cause failure of the tire.

13:21-13.12 Speedometer

Every bus, truck or truck trailer used in the transportation of migratory farm workers shall be equipped with a speedometer indicating vehicle speed in miles per hour, which shall be operative with reasonable accuracy.

13:21-13.13 Fire Extinguisher

Every bus or truck-tractor used in the transportation of migrant workers shall be equipped with at least one fire extinguisher securely mounted in a position easily accessible to the driver. This extinguisher must be in good working order at all times.

A fire extinguisher properly filled with the minimum underwriters' rating of B-2, C-2 (or 1/2 BC or 10BC) must be provided.

13:21-13.14 Road warning devices

Every bus, truck and tractor-trailer used in the transportation of migratory farm workers must carry at least three red burning fuses and at least three flares (oil burning torches), red electric lanterns or red emergency reflectors.

13:21-13.15 Markings

Every motor vehicle used in the transportation of migratory farm workers shall display on the vehicle the name and address of the owner, lessee or lessor as required by N.J.S.A. 39:4-46 in letters at least three (3) inches high, and also display the wording "FARM LABOR TRANSPORT" legibly painted on both sides and on the rear in letters at least six (6) inches in height.

SECTION VI

Sample Forms

THIS SECTION CONTAINS FORMS REGULARLY USED BY PIFS.

PIFs must notify the Division of any change in their maximum initial inspection rate and/or their hourly labor rate. This information is to be forwarded to:

New Jersey Motor Vehicle Commission
Business License Compliance
PO Box 170
225 E. State Street
Trenton, NJ 08666

609 777-1684

Also, the table A Rate Chart must be properly completed and conspicuously displayed at the licensed facility. It is necessary that you make two copies; post one and give the other to the State Representative.

ATTACHMENTS:

- **Table “A” Rate Chart for Motor Vehicles having a GVWR of 8,500 pounds or less.**
- **Table “A” Rate Chart for Motor Vehicles having a GVWR of greater than 8,500 pounds.**
- **Table ‘A’ rate Chart for Motorcycle.**
- **Order Form for Private Inspection Center Approval Stickers.**
- **Inspection Certification/Rejection Ledger.**
- **Vehicle Inspection Report**
- **Emission Repair Form.**

Motor Vehicle Having a GVWR of 8,500 pounds or less.

Table "A" Rate Chart Please Print Hourly Rate \$ _____

Date Filed _____ Inspection Fee \$ _____

Station Name _____ License No. _____

Address _____

	Street	City	State	Zip Code
--	--------	------	-------	----------

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

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

Motor Vehicle having a GVWR of greater than 8,500 pounds.

Table "A" Rate Chart Please Print Hourly Rate \$ _____

Date Filed _____ Inspection Fee \$ _____

Station Name _____ License No. _____

Address _____

Street	City	State	Zip Code
<u>Item Re-inspected</u>	<u>Time Required</u>	<u>Our Charge</u>	
• Credentials	.1 hour *	_____	
• License plates	.1 hour *	_____	
• Steering and suspension	.7 hour	_____	
• Front parking lights	.1 hour *	_____	
• Glazing	.2 hour	_____	
• Obstruction to driver's vision	.1 hour *	_____	
• Horn	.1 hour *	_____	
• Windshield Wipers	.2 hour	_____	
• Turn signals and/or hazard warning signals	.2 hour	_____	
• Clearance lights, reflectors, identification lights and/or side-marker lights	.2 hour	_____	
• Taillights and/or license plate light	.1 hour *	_____	
• Stoplights	.1 hour *	_____	
• Wheels and/or tires	.2 hour	_____	
• Exhaust system	.4 hour	_____	
• Engine emissions (CO, HC, and/or smoke)	.5 hour	_____	
• Fuel cap leak test	.2 hour	_____	
• Catalytic converter	.2 hour	_____	
• Headlights	.3 hour	_____	
• Rear view mirror	.1 hour *	_____	
• Miscellaneous lights	.2 hour	_____	
• Wiring and/or switching	.2 hour	_____	
• Miscellaneous items	.3 hour	_____	
• Service brakes	.7 hour	_____	
• Parking brake and reserve	.4 hour	_____	
• Service brake equalization	.7 hour	_____	
• Service brake pedal reserve	.5 hour	_____	

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

Motorcycle

Table "A" Rate Chart Please Print Hourly Rate \$ _____

Date Filed _____ Inspection Fee \$ _____


Station Name _____ License No. _____

Address _____

	Street	City	State	Zip Code
<u>Item Re-inspected</u>	<u>Time Required</u>	<u>Our Charge</u>		
• Credentials	.1 hour *	_____		
• License Plate	.1 hour *	_____		
• Frame, Wheels, Steering, Handlebars, and/or suspension	.2 hour	_____		
• Parking Lights	.1 hour *	_____		
• Windscreen and/or Glazing	.2 hour	_____		
• Obstruction to Driver's Vision	.1 hour *	_____		
• Horn	.1 hour *	_____		
• Windshield Wipers	.2 hour	_____		
• Turn Signals and/or Hazard Warning Signals	.2 hour	_____		
• Clearance Lights, Reflectors, Identification Lights and/or Side Marker Lights	.2 hour	_____		
• Taillights and/or License Plate Light	.1 hour *	_____		
• Stoplights	.1 hour *	_____		
• Tires	.2 hour	_____		
• Exhaust System (Including Smoke)	.2 hour	_____		
• Headlights	.2 hour	_____		
• Rear View Mirrors	.1 hour *	_____		
• Miscellaneous Lights	.2 hour	_____		
• Wiring, Switching and/or Electrical Equipment	.2 hour	_____		
• Miscellaneous Items	.2 hour	_____		
• Service Brakes	.2 hour	_____		
• Parking Brake and Reserve	.2 hour	_____		
• Service brake Equalization	.2 hour	_____		
• Service Brake Pedal Reserve	.2 hour	_____		
• Helmets	.1 hour *	_____		
• Goggles and/or Face Shield	.1 hour *	_____		
• Seats and/or Foot Rests	.1 hour*	_____		

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

ORDER FORM FOR PRIVATE INSPECTION CENTER APPROVAL STICKERS

LICENSE NO. _____	DATE: _____	MAIL ORDERS MAY BE MAILED TO:  BUSINESS LICENSE COMPLIANCE CN-170 TRENTON, NJ 08666-0170 ENCLOSED IS <input type="checkbox"/> CHECK <input type="checkbox"/> MONEY OR. IN THE AMOUNT OF \$ _____
PIC NAME _____		
ADDRESS _____		
AUTHORIZED SIGNATURE: _____		
PHONE NO.: _____		

PLEASE ENTER ORDER FOR:
(25 PER LOT) @ \$25. PER LOT:

BELOW FOR OFFICIAL USE ONLY

ISSUING STATION _____	EMPLOYEES' INITIALS & NO. _____	
RECEIVERS' NAME _____	DL. # _____	
RECEIVERS' SIGNATURE _____	DATE: _____	
CHECK # _____	CHECK AMOUNT _____	ASSIGNED REGION _____

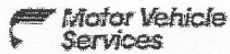
STICKERS ISSUED:

INSPECTION CERTIFICATION/REJECTION LEDGER

NAME & ADDRESS
OF FACILITY

LIC : NO.
OF FACILITY

DATE	PLATE NUMBER	APPROVAL STICKER NUMBER	WORK ORDER NUMBER	COST OF INSPECTION	MECHANICS INITIALS	INITIAL		RE-EXAM INSPECTION	48 HR. REJECT	INSPECTION-REJECTION CATEGORIES						
						APP.	REJ.			CREDENTIALS	STEERING AND SUSPENSION	LIGHTS BRAKES	EXHAUST EXH.	MISC.		
TOTAL																



02-06-2003 INSPECTION PERFORMED USING TEST VID

THIS IS AN OFFICIAL RECORD WHICH MUST BE PRESENTED IF THE VEHICLE IS TO BE REINSPECTED. IF LOST, A DUPLICATE RECORD MAY BE OBTAINED FROM THE FACILITY WHICH PERFORMED THE INSPECTION.

FACILITY INFO

South Brunswick
2236 Route 130
Dayton, NJ 08810

(888)656-6867
Facility ID: CIF000025
Analyzer: CL002906

VEHICLE INFO

VIN: OBDKAK009
Plate: KAK009 NJ
Veh Type: Passenger
Year: 2001 GVWR: 4000
Make: MERCEDES-BEN Model: SL320
Odometer: 123456 ETW: 4250
Old Inspection Expiration Date: 01/31/2003
New Inspection Expiration Date: 01/31/2003

CONTROL INFO

Certificate: CIF000025200303744802
TIN: N/A
Software Version: 4.1
Date: 02/06/2003
Time: 12:26:42 PM
Inspection Type: Initial
Sticker #: 0000041

FINAL RESULT: FAIL

INSPECTION PERFORMED: OBDII and Safety
INSPECTION RESULTS: SAFETY: PASS
OBD/EMISSIONS: FAIL

This test was performed in conformance with section 207(b) of the Federal Clean Air Act.

EMISSIONS RESULTS

GAS	STANDARD	READING	RESULT	TEST	RESULT
NO _x				Tank Pressure	N/A
HC				Gas Cap	PASS
CO%				Purge	N/A
CO ₂ %				Tampering	PASS
O ₂				Visible Smoke	PASS
RPM					

OBD SYSTEM - READINESS STATUS:

Catalytic Converters	NT RDY	EGR Systems	READY	Engine Misfire	READY
Heated Catalytic Converters	NT RDY	Secondary Air Injection	READY	A/C Refrigerant	NT RDY
Oxygen Sensors	READY	Evaporative System	READY	Comprehensive Component	READY
Oxygen Sensor - Heaters	READY	Fuel System	READY	Overall Readiness Result	FAIL

OBD SYSTEM - DIAGNOSTIC RESULTS:

Bulb Check	PASS	OBD Connector	PASS	MIL Command Status	FAIL
Check Engine Light On		OBD Communications	PASS	Overall OBD System Result	FAIL

OBD SYSTEM - DIAGNOSTIC TROUBLE CODES PRESENT:

Total No. of Codes Present: 6 Individual Codes Present: P0301 P0117 P0234 P0606 P0463

EXPLANATION

This vehicle has failed inspection.

If this vehicle is not presented within 45 days from today, it may be subjected to another complete inspection. However this vehicle must pass inspection by 03/31/2003 at any facility, or it may be subjected to registration suspension.

It has passed safety inspection.

RETAIN THIS DOCUMENT FOR USE ON REINSPECTION.

Vehicles that fail the Emissions Inspection may be eligible for warranty coverage for the required repairs. Vehicle manufacturers are required by federal law to provide Emissions Warranties for at least eight (8) years or eighty thousand (80,000) miles. Warranty coverage may vary depending upon vehicle make and model year. For further information, refer to the Emissions Warranty section of the vehicle owner's manual.

Based on information obtained from the On-Board Diagnostic (OBD) system, this vehicle has failed due to a problem with the pollution control system that is causing higher than normal emissions. The vehicle does not qualify for a certificate of emissions inspection approval or waiver, and cannot be registered with MVS at this time. To continue with the inspection process, the pollution control system should be repaired and the vehicle reinspected. Fault Codes stored on the OBD system are listed above to assist in repairing the vehicle.



02-06-2003 INSPECTION PERFORMED USING TEST VID

THIS IS AN OFFICIAL RECORD WHICH MUST BE PRESENTED IF THE VEHICLE IS TO BE REINSPECTED. IF LOST, A DUPLICATE RECORD MAY BE OBTAINED FROM THE FACILITY WHICH PERFORMED THE INSPECTION.

FACILITY INFO

South Brunswick
2236 Route 130
Dayton, NJ 08810
(888)656-6867
Facility ID: CIF000025
Analyzer: CL002906

VEHICLE INFO

VIN: OBDKAK009
Plate: KAK009 NJ
Veh Type: Passenger
Year: 2001
Make: MERCEDES-BEN
Odometer: 123456
Old Inspection Expiration Date: 01/31/2003
New Inspection Expiration Date: 01/31/2003
GVWR: 4000
Model: SL320
ETW: 4250

CONTROL INFO

Certificate: CIF000025200303744802
TIN: N/A
Software Version: 4.1
Date: 02/06/2003
Time: 12:26:42 PM
Inspection Type: Initial
Sticker #: 0000041

EXPLANATION (Continued from page 1)

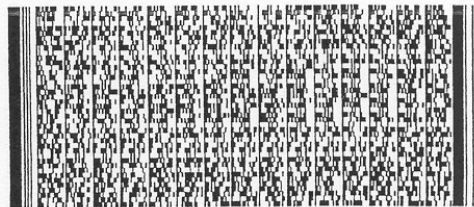
Page 2

Inspector: Kenneth Koenig PAR091480

VEHICLE EMISSIONS INSPECTION QUESTIONS:
For additional information, contact MVS at 1-888-NJMOTOR.

TEST VOID

FAIL
OBDKAK009
2001 MERC SL3
CIF000025200303744802



Example of an OBD II Vehicle Inspection Report

IF YOUR VEHICLE FAILED EMISSION INSPECTION

When you have your vehicle repaired, the REPAIR INFORMATION section below must be completed and presented when the vehicle is reinspected. A vehicle which is unable to pass reinspection may be eligible for a waiver. Waiver eligibility information is available at all Central Inspection Facilities.

**** THIS REPORT MUST BE PRESENTED FOR REINSPECTION ****

FACILITY or PERSON PERFORMING REPAIRS: _____

CERTIFIED REPAIR TECHNICIAN NUMBER:

STREET: _____

ERT

CITY: _____ STATE: _____ ZIP: _____

REPAIR FACILITY NUMBER:

DATE OF REPAIR: ___/___/___

ERF

VEHICLE IDENTIFICATION

FACILITY PHONE NUMBER: _____

VIN: _____

PLATE: _____

REPAIR CATEGORY	WARRANTY REPAIR	EMISSION REPAIR	TAMPER REPAIR	EST.,NOT REPAIRED
PCV System	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Thermostatic Air Cleaner	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Air Injection System	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Air Pump	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Air Filter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. EGR System - other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. EGR Valve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Evap Em Controls - other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Fuel Cap	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Vapor Lines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Charcoal Canister	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Catalytic Converter or Thermal Reactor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Ignition System - other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

REPAIR CATEGORY	WARRANTY REPAIR	EMISSION REPAIR	TAMPER REPAIR	EST.,NOT REPAIRED
14. Spark Plugs/Ign Wires	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Timing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Fuel Filter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Carburetor Adjustment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Carb Rebuild/Replace	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. Fuel Injectors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20. Fuel Injection System - other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21. Engine Mechanical- other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22. Vacuum Hoses/Fittings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
23. Computer System or ECM	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24. Oxygen Sensor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
25. Other Electronic Sensor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26. Other Repairs/Unknown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

TOTAL COST OF PARTS:
 \$ _____

TOTAL COST OF LABOR:
 \$ _____

Under limited conditions, a "Certificate of Waiver" may be issued for a vehicle which has failed emissions inspection. For more information, please read the publication "What If My Vehicle Doesn't Pass Emissions Inspection?" If you meet the qualifications, complete the "Application for a Waiver" below and present it with all required documentation at any Central Inspection Facility.

<p>APPLICATION FOR A WAIVER</p> <p>FULL NAME OF APPLICANT _____</p> <p>ADDRESS _____</p> <p>CITY, STATE, ZIP _____</p> <p>SIGNATURE OF APPLICANT _____</p>	<p>CENTRAL INSPECTION FACILITY USE ONLY</p> <p>TYPE APPLIED FOR: <input type="checkbox"/> PRETEST REPAIRS <input type="checkbox"/> POST TEST REPAIRS <input type="checkbox"/> P.F.V.</p> <p>DOCUMENTATION SUBMITTED? <input type="checkbox"/> YES <input type="checkbox"/> NO</p> <p>WAIVER ISSUED? <input type="checkbox"/> YES <input type="checkbox"/> NO CERTIFICATE#: _____</p> <p>REASON: _____</p> <p>INSPECTOR ID: _____ DATE: ___/___/___</p>
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SECTION VII

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