16 DEPARTMENT OF PUBLIC SAFETY

222 BUREAU OF STATE POLICE

Sections 100 – 200 -MOTOR VEHICLE INSPECTION RULES

SUMMARY: The mission of the Motor Vehicle Inspection Program is to improve highway safety by establishing inspection standards for motor vehicles required by statute to be inspected annually. This chapter establishes the standards for inspection of vehicles by class, as well as the standards for the various types of licenses and the administration of the program in general.

TABLE OF CONTENTS

SECTION SUBJECT ..... PAGE

100 DEFINITIONS 100-1

110 RESPONSIBILITIES OF INSPECTION STATION LICENSEES 110-1

115 LICENSE TYPES AND SEQUENCE OF INSPECTION 115-1

120 RESPONSIBILITIES OF INSPECTION TECHNICIAN LICENSEES 120-1

130 STICKER REPLACEMENT STATIONS, WINDOW TINT STATIONS AND AGENTS 130-1

140 CERTIFICATES OF INSPECTION "INSPECTION STICKERS" 140-1

150 STANDARDS AND PROCEDURES FOR LICENSURE 150-1

160 RENEWAL, SUSPENSION & REVOCATION OF LICENSE 160-1

170 CLASSES "A" & "E" MOTOR VEHICLE INSPECTION STANDARDS & PROCEDURES 170-1

180 CLASS "B" SCHOOL BUS INSPECTION STANDARDS & PROCEDURES 180-1

190 CLASS "C" MOTORCYCLE INSPECTION STANDARDS & PROCEDURES 190-1

200 CLASS "D" COMMERCIAL VEHICLE INSPECTION STANDARDS & PROCEDURES 200-1

APPENDICES

16 DEPARTMENT OF PUBLIC SAFETY

222 BUREAU OF STATE POLICE

SECTION 100: DEFINITIONS AND LICENSE TYPES

SUMMARY: Generally, unless the context clearly indicates otherwise, undefined terms used in this Chapter have the same meaning as in Title 29-A MRSA. As used in this Chapter, unless the context clearly indicates otherwise, the terms below have the following meanings.

100.01 DEFINITIONS

1. **AAV** means an allowable alternative vehicle as defined in Title 29-A MRSA §2301.
2. **AGENT** means the owner or representative of a Sticker Replacement Station or Window Tint Station who is licensed according to this Chapter.
3. **AUTOCYCLE** means an enclosed motorcycle, originally manufactured as an autocycle. It is designed to have no more than three wheels in contact with the ground at any time.
4. **BUMPER PROTECTION SYSTEM** means the protective design feature(s) of a vehicle, namely the bumper or sheet metal or similar material and any structural materials designed to lessen the damage from any frontal or rear impact.
5. **CASTOR ANGLE** means the acute angle measured in the longitudinal plane of symmetry between the fork assembly axis or kingpin axis and the vertical plane of a motorcycle.
6. **CENTER STAND** means a center stand and/or side stand that is a retractable parking device designed to provide support for an unattended motorcycle. A motorcycle may be equipped with a center stand, a side stand or both.
7. **CRITICAL VISION AREA** means that area of the windshield covered by the normal sweep of all except the lower 4 inches of properly adjusted wiper blades, utilizing factory installed blades or equivalent replacements.
8. **DEFECT** means a mechanical condition or problem that constitutes a violation of Maine law or this Chapter.
9. **ENHANCED INSPECTION** means the testing of additional vehicle components. Depending on the year of manufacture, a vehicle may be subjected to tests, including a gas cap pressure test, an On-Board Diagnostic test, or both. An enhanced inspection is required of a motor vehicle that is required to be registered in Cumberland County. This inspection is described in Title 29-A §1751 (2-A), and is referred to as a Class E inspection within the context of this Chapter.

10. **FLEET INSPECTION STATION** means a non-public inspection station licensed to perform inspections on a minimum of 10 vehicles registered to the Fleet Station owner or under contract to conduct inspections on a fleet of 10 or more vehicles for exclusive maintenance. A fleet inspection station may also be licensed as a public inspection station.

11. **FLOOR PAN** means the bottom floor component of the passenger compartment extending from the firewall to and including the trunk compartment.

12. **GROSS VEHICLE WEIGHT RATING** means the weight rating designated by the original manufacturer of the vehicle. This rating may be marked on the vehicle, located in a published specification guide, or obtained from the manufacturer.

13. **INSPECTION STATION** means a business entity currently licensed by the Maine State Police to perform inspections. An inspection station may be licensed to perform more than one class of inspection. An inspection station must have an on-site manager and/or the owner who is the licensee of the station.

14. **INSPECTION STICKER** has the same meaning as a certificate of inspection.

15. **INSPECTION TECHNICIAN** means a person currently licensed by the Maine State Police to perform inspections. An Inspection Technician may be licensed to perform more than one class of inspection.

16. **LICENSEE** means the owner of a business or a Technician licensed pursuant to statute and this Chapter.

17. **OEM** means equipment installed or originally offered as equipment by the original vehicle manufacturer.

18. **ON-SITE MANAGER** means the person who is responsible for the daily activities of the licensed business premises, and the performance of the licensed Inspection Technicians.

19. **ORIGINAL EQUIPMENT** means any item of motor vehicle equipment, including tires, installed in or on a motor vehicle or available by option for the particular vehicle from the original manufacturer at the time of its delivery to the first purchaser.

20. **OUT OF SERVICE** means the removal of a vehicle from regular service due to a defective condition that is determined to be serious. This determination shall be based on standards contained within this Chapter and upon published 'Out Of Service Criteria and Inspection Methods' as set forth in the "National School Transportation Specifications and Procedures May 2005 Edition.

21. **PARKING BRAKE SYSTEM;**

    A. For motor vehicles, a "Parking Brake System" is a brake system used to hold and maintain a vehicle in a stationary position. (A positive mechanical means is employed to hold the brake applied when the vehicle is unattended) A "micro-lock" is not considered to be an adequate parking brake.

B. For 3-wheeled vehicles and auto cycles, a "Parking Brake System" is a brake system used to hold and maintain a vehicle in a stationary position. A positive mechanical means is employed to hold the brake applied, or hold the lever or foot pedal applied, -when the vehicle is unattended. A motorcycle with a sidecar attached is not considered a 3-wheel vehicle.

21. PASSENGER COMPARTMENT means the enclosed interior area of a vehicle that is designed or used for the seating or carrying of the driver and/or passengers and is separated from the engine and trunk compartments.

22. PEDAL RESERVE means the amount of total pedal travel left in reserve when the pedal is depressed to the brake-applied position in a hydraulic, mechanical, or power assisted hydraulic brake system.

~~**23.PRIVATE SCHOOL** has the same meaning as in 20-A MRSA section 1, subsection 22.~~

~~**24.PRIVATE SCHOOL ACTIVITY BUS** means a privately owned motor vehicle with a carrying capacity of 10 to 15 passengers that is not operated with public funds and that is used by a private school to transport students other than to and from home and school.~~

~~**25.**~~**23. RAKE ANGLE** (SEE **CASTOR ANGLE).**

~~**26.**~~**24. REJECT VEHICLE** means to fail to approve a vehicle for inspection or refuse to issue an inspection sticker.

~~**27.**~~**25. SCRUB LINE** means the horizontal plane measured between the bottom edge of the four tire rims.

~~**28.**~~**26. SERVICE BRAKE SYSTEM**

A. Motor Vehicles: A brake system used for retarding, stopping and controlling the vehicle under normal operating conditions.

B. Motorcycle: A split brake system or two independently actuated brake systems, which is the primary system for retarding, stopping and controlling the vehicle.

~~**29.**~~**27. SPECIALLY CONSTRUCTED MOTORCYCLE** means a vehicle assembled from new or used parts by other than a recognized manufacturer of motorcycles; or a vehicle that is modified to the extent that the original identity of make, model or type is obscured by material changes in appearance; or is modified by the removal, addition, alteration or substitution of parts other than original replacement essential parts.

~~**30.**~~**28. STEERING LINKAGE** means the system composed of the steering wheel and shaft, rack and pinion, steering box, pitman arm, idler-arm, center link, tie rods and steering knuckle.

~~**31.**~~**29. STICKER REPLACEMENT AGENT** means a person employed by a Sticker Replacement Station and designated by the station to replace inspection stickers.

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~~32.~~30. **STICKER REPLACEMENT STATION** means a business engaged in automotive glass replacement as the primary source of income. Sticker Replacement Stations may be licensed by the Maine State Police to replace an inspection sticker on a vehicle.

~~33.~~31. **STUB SHEET** means the portion of an inspection sticker designed to be completed by the issuing Technician and returned to the Maine State Police Inspection Unit office.

~~34.~~32. **SUSPENSION SYSTEM** means the system composed of the solid, tandem or I-beam axles, upper and lower control arms, ball joints or king pins, leaf, coil, air or torsion bar springs, spring hangers and shackles, U-bolts, radius arms, caster struts, trailing arms, equalizer beam assemblies, beam assemblies, torque rods, stabilizer bars, tracking bars and all related bushings, shock absorbers, washers and attaching components including the frame and cross members.

~~35.~~33. **TRAIL** means the horizontal distance from the point where the steer axis of a motorcycle intersects with the roadway and the tire contact point.

~~36.~~34. **TRUNK COMPARTMENT** means an enclosed area separated from the passenger compartment by a solid barrier and not designed or used for the conveyance of passengers.

~~37.~~35. **WINDOW TINT STATION** means a business engaged in automotive glass treatment or tinting. Window Tint Stations may be licensed by the Maine State Police to issue window tint certificates pursuant to statute.

16 DEPARTMENT OF PUBLIC SAFETY

222 BUREAU OF STATE POLICE

SECTION 110: RESPONSIBILITIES OF INSPECTION STATION LICENSEES

SUMMARY: This section describes the responsibilities and requirements of an Inspection Station Licensee.

110.01 GENERAL RESPONSIBILITIES OF INSPECTION STATION LICENSEE

1. The owner (licensee) and on-site manager of an inspection station must comply with Maine statutes and rules concerning motor vehicle inspections.

2. The licensee shall be responsible for maintaining in good condition all equipment and supplies issued by the Maine State Police.

3. The licensee shall be familiar with~~,~~ and responsible for the daily operations of the licensed station, and~~,~~ the actions of its employees including, but not limited to, substandard inspections

4. During normal business hours the licensee shall have available for inspection by an employee of the Maine State Police all materials concerning inspections that are required or issued.

5. The licensee shall conspicuously display, so as to be visible from the most heavily traveled public roadway adjacent to the business, an official inspection station sign furnished by the Maine State Police. Stations licensed to perform fleet inspections shall not display the sign unless also licensed to perform public inspections. Fees for inspection station signs shall be determined by the Motor Vehicle Inspection Unit.

6. The licensee shall display the inspection station license, all Technicians' licenses, ~~and~~ the inspection procedure chart and their hourly rate in an area to which the public has access during the time of the inspection. . Commercial Stations shall also post in what time increments commercial inspections will be billed at (I.E. if the fee for the inspection is billed a minimum hour, etc.)

~~7.The licensee shall display a notice showing the station's hourly rate in an area to which the public has access during the time of the inspection. Stations licensed to perform fleet inspections do not need to display the notice unless also licensed to perform public inspections.~~

~~8.~~7. Inspection station licenses are not transferable.

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~~9.~~Inspection stations must be open at least 16 hours per week and shall post their business hours in a manner visible to the public~~. Public stations. must be open for at least 16 hours per week and 8 of those hours must between Monday through Friday 8am to 5pm.~~ Fleet only stations are exempt from this requirement.~~ unless also licensed to perform public inspections.~~

~~10.~~8.

110.02 FLEET STATIONS

1. An inspection station may be designated a fleet station if there are at least 10 vehicles registered in the name of the fleet inspection station's owner, or the business name.~~.~~

2. A fleet inspection station may be under contract by the owner of a fleet of vehicles for exclusive maintenance. Such contracts must be available for inspection by an employee of the Maine State Police.

3. Fleet inspections are limited exclusively to fleet vehicles.

4. Fleet stations must employ a sufficient number of certified inspection technicians to inspect every vehicle in the fleet annually.

5. Fleet stations are subject to the same rules and requirements as non-fleet inspection stations.

110.03 SECURITIES AND HANDLING OF INSPECTION STICKERS

1. Inspection Sticker Security

   A. A licensee shall ensure that all inspection stickers ~~and order forms~~ assigned to the station are secured under lock and key or by some other secure locking mechanism.

   B. Employee access to stickers must be limited to Inspection Technicians and those employees whose responsibilities include ordering, maintaining, or otherwise handling inspection stickers.

   C. Members of the public shall not have access to the inspection stickers or related materials. Inspection stickers ~~and order~~

~~forms~~ shall not be accessible to non-employees entering the general area where inspection stickers are kept.

NOTE: The implementation of an in-house system to track and account for inspection stickers is strongly encouraged.

2. Inspection Sticker Handling

   A. Sheets of inspection stickers and stub sheets shall be kept intact, with individual stickers removed from the sheet in numerical order as needed.

   B. Inspection stickers shall not be shared, transferred, or sold between licensed inspection stations.

3. Theft or Loss

   A. A licensee shall notify the Maine State Police Inspection Unit immediately upon the discovery of any loss or theft of inspection stickers. The licensee shall record and report information about the loss or theft as provided in this chapter. The licensee shall also report the theft to the appropriate law enforcement agency for further investigation.

110.04 INSPECTION TECHNICIANS EMPLOYED BY LICENSEE

1. The licensee shall ensure that the Inspection Technicians do not require unnecessary replacement parts and shall ensure that the inspection technicians do not assess excessive labor charges.

2. The licensee shall ensure that only certified Inspection Technicians actually inspect vehicles. The licensee shall ensure that Inspection Technicians inspect only the type(s) of vehicles that they are certified to inspect.

110.05 BUSINESS AND PREMISES - TOOLS

1. A licensee shall permit inspections only ~~on the licensed premises and~~ in the building described in the station license application. This restriction does not apply to fire apparatus, special mobile equipment, trailers, semi-trailers, converter dollies, out-of-doors inspections pursuant to applicable law, or off-highway use vehicles.

2. If a licensed inspection station moves to a new location, the owner must inform the Maine State Police Inspection Unit of this change by filing a new station application containing the new information. The new premises must be inspected before any inspection stickers can be issued from the new location.

3. If a licensed inspection station is sold or conveyed to a new owner, the inspection station license becomes void. The new owner must complete the application process and the station must be re-licensed as a new station. The old inspection station materials, including but not limited to; inspection stickers, license certificate and signs must be returned to the Maine State Police, unless prior arrangements have been made with the Motor Vehicle Inspection Unit.

NOTE: It is strongly recommended that the new owner submit the new station application at least 30 days prior to the actual change of ownership to avoid delays in the process.

~~NOTE: It is strongly recommended that the new owner submit the new station application at least 30 days prior to the actual change of ownership to avoid delays in the process.~~

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4. If a licensed inspection station goes out of business, the inspection station license becomes void. Licensees going out of business must inform the Motor Vehicle Inspection Unit within three (3) business days of their last business day. The licensee must return all inspection materials to the Maine State Police within five (5) business days of the business's last business day. The date of receipt of the materials by the Motor Vehicle Inspection Unit shall be used to determine compliance with this requirement.

5. Inspection stations shall~~ be heated;~~ be reasonably free of debris and~~,~~ hazards ~~and unrelated materials;~~ and completely enclosed by floor to ceiling construction. ~~The use of tarpaper, sheathing paper, or cardboard as a construction material is specifically prohibited. Tarpaper, sheathing paper, or cardboard can't be used as a structural component).~~

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~~6.Inspection stations licensed after January 1, 2002 shall have an inspection/repair area that contains at least 400 square feet of level, workable floor space that is free of benches and permanently mounted equipment.~~

~~7.~~6. New inspection stations licensed on or after January 1, 2007 shall have an inspection/repair area with a concrete floor.

~~8.~~7. Every inspection station is required to have a sufficient number and type of tools necessary to conduct an inspection on any vehicle the station is licensed to inspect. Such tools are required to be on the premises at all times and include, at a minimum:

A. A ball joint gauge, dial type, with frame attaching device;

B. A brake drum micrometer or caliper capable of measuring the largest brake drum diameter of the vehicles inspected. The measuring device must be capable of measuring in increments of 0.001;

C. Gauges suitable for measuring brake linings, pads and rotor thickness;

~~D.A headlight aim testing device capable of working with all types of vehicles being inspected;~~

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~~E.~~D. A mechanism to safely lift and support vehicles;

(1) ~~Currently~~ Stations licensed prior to January 1, 2007~~licensed stations~~ must have a lift, an inspection pit, or a sufficient number and type of jacks and stands to safely raise and/or examine all types of vehicles that the station is licensed to inspect.

(2) Class A and E Stations licensed on or after January 01, 2007, must have a functioning vehicle lift or properly installed inspection pit.

~~F.Portable lights;~~

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~~G.~~E. A tire tread depth gauge;

~~H.~~F. A tire pressure gauge;

~~I.~~G. A Class D station must have a 20 ton bottle jack;

~~J.~~H. A Class E station must have a gas cap pressure tester that has been approved by the Commissioner of the Maine Department of Environmental Protection so long as statute requires the gas cap pressure test to be conducted;

~~K.~~I. A Class E station must have an approved scan tool that is capable of reading monitor status and malfunction indicator light (MIL) status of the vehicle being inspected. An approved scan tool is one that complies with the Society of Automotive Engineers (SAE) Recommended Practice J1978 and J1979, or has been approved by the Commissioner of the Maine Department of Environmental Protection.

Note: Questions related to emissions testing equipment and procedures may be directed to the Maine Department of Environmental Protection, Bureau of Air Quality.

~~9.~~8. Each inspection station is required to have a sufficient number and type of ~~repair manuals and~~ reference guides necessary, or their electronic equivelant, to conduct an inspection on any vehicle the station is licensed to inspect. Such manuals include, but are not limited to, the following:

A. A tire guide listing standard and optional tire sizes~~, or electronic equivalent~~ current to within two (2) years;

B. A specification guide~~, or electronic equivalent~~ current to within 2 years;

C. Class A or E stations inspecting vehicles between 10,001 and 26,000 pounds and ALL Class D stations must have a ~~printed~~ copy ~~(or electronic equivalent)~~ of the Federal Motor Carrier Safety Regulations pertaining to equipment contained in 49 Code of Federal Regulations Part 393.

~~D.Class B School bus inspection stations shall have a copy of the State of Maine, Department of Education, Uniform School Bus Standards For Pupil Transportation in Maine.~~

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16 DEPARTMENT OF PUBLIC SAFETY

222 BUREAU OF STATE POLICE

SECTION 115: VEHICLE INSPECTION CLASSIFICATION, AND SEQUENCE OF INSPECTION

SUMMARY: This section describes the types and classifications of vehicle inspections. The section also describes the sequence of operations to be performed during the inspection of a vehicle.

115.01 VEHICLE INSPECTION CLASSIFICATIONS

1. An inspection station may be licensed to inspect more than one classification of vehicle.

2. All Class A and Class D inspection stations and technicians located in Cumberland County shall also be licensed as a Class E station or technician.

3. A licensed inspection station may issue a replacement sticker in conformance with the guidelines established in Section 130 of this rule.

4. An inspection technician may not inspect a vehicle or issue an inspection sticker to a vehicle that is not in the class of vehicles that the licensee and inspection technician is authorized to inspect.

5. Any licensed inspection station may become a Class E station.

6. Class A Inspection

   A. A Class A Inspection is an inspection of any motor vehicle required by statute to be inspected, and that has a gross vehicle weight rating of 10,000 lbs or less;

   B. A Class A Inspection Station may elect to inspect motor vehicles with a gross vehicle weight or gross vehicle weight rating of between 10,001 and 26,000 pounds, but is restricted to vehicles that are equipped with a braking system other than an air brake system. Vehicles inspected in accordance with this paragraph must be able to be physically accommodated inside the inspection facility, and the licensee must have sufficient means of safely lifting the vehicle for inspection.

C. A Class A Inspection Station may also inspect trailers or semi trailers that are not equipped with air brakes.

~~C.Fees~~

~~(1) Unless otherwise authorized or specified by statute, the Motor Vehicle Inspection Unit shall publish recommended fees for inspections. Fee information may be obtained online, by consulting additionally provided guides or material, or by contacting the Maine State Police Inspection Unit.~~

7. Class B Inspection

A. A Class B Inspection is an inspection of a school bus.

B. School buses shall be inspected, and fees assessed pursuant to Maine law.

8. Class C Inspection

A Class C inspection is an inspection of a motorcycle.

9. Class D Inspection

A. A Class D station may elect to exclusively inspect trailers and semi-trailers. ~~Class D stations that elect to exclusively inspect trailers and semi-trailers must be primarily engaged in the sale and/or service of trailers and semi-trailers, and may only purchase Trailer stickers.~~

B. All motor vehicles with a gross vehicle weight rating of 26,001 pounds or more, except school buses.

C. Motor vehicles with a gross vehicle weight or gross vehicle weight rating of between 10,001 and 26,000 pounds and engaged in commerce, except school buses. (Vehicles in this category, must meet all of the requirements of a Class A -and D inspection), and Class E when applicable.

D. Vehicles used to transport hazardous materials in quantities required to be placarded.

E. Vehicles designed to transport more than 15 passengers.

F. Trailers or semi-trailers required to be commercially inspected.

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~~G.Unless otherwise authorized or specified by statute, the Motor Vehicle Inspection Unit shall publish recommended fees for inspections. Fee information may be obtained online, by consulting additionally provided guides or material, or by contacting the Maine State Police Inspection Unit.~~

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10. Class E Inspection

A. A Class E Inspection is the enhanced inspection of a motor vehicle that is required to be registered in Cumberland County.

B. The age of a vehicle is determined by the year of the chassis.

C. Vehicles manufactured before 1974 are not subject to the enhanced inspection requirements. These vehicles, if registered or inspected in Cumberland County shall receive a Class E inspection sticker.

D. Gasoline powered vehicles manufactured during or after 1974 and registered in Cumberland County shall be subject to a gas cap pressure test. These vehicles shall receive a Class E sticker.

E. Vehicles manufactured during or after 1996 and registered in Cumberland County are subject to both the gas cap pressure test and the on-board diagnostic test. These vehicles shall receive a Class E sticker.

F. Vehicles not registered in Cumberland County may receive a Class E enhanced inspection and receive a Class E sticker. Vehicles not registered in Cumberland County must receive a Class E inspection if they are inspected at a station that is located in Cumberland County.

~~G.Unless otherwise authorized or specified by statute, the Motor Vehicle Inspection Unit shall publish recommended fees for inspections~~.

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FEES: Fee information may be obtained online, consulting additionally provided guides or material, or by contacting the Maine State Police Inspection Unit.

115.03 SEQUENCE OF INSPECTION

1. Sequence of Inspection for Motor Vehicles

A. Verify the vehicle documentation.

B. Examine both registration plates. (May be inspected with transit, dealer or temporary plates. Out-of-state vehicles may have one or two plates).

C. Examine the vehicle registration. If the information as to the vehicle description is not accurate, do not inspect the vehicle. If the registration is not current or is not valid, do not inspect the vehicle.

D. Compare the vehicle identification number to that on the registration.

NOTE: If there is a mistake in the VIN on the registration, complete form MV-141 and mail to the Maine Bureau of Motor Vehicles.

E. Determine the gross vehicle weight rating of the vehicle and if the vehicle is engaged in commerce to establish the appropriate class of inspection required.

F. Determine if the vehicle is registered in Cumberland County to determine if a Class E inspection is required.

G. Check the sufficiency of the service and emergency brakes before beginning the inspection.

H. Proceed with the inspection appropriate for the class of vehicle.

I. If the vehicle passes inspection, the inspection technician shall legibly complete the sticker and stub sheet information as required in 140.03.

J. The Inspection Technician shall remove the old inspection sticker and affix the new sticker.

K. If the Inspection Technician fails the vehicle for inspection, the Technician shall cut the sticker diagonally and remove the portion of the sticker that does not display the month of expiration. The Technician shall supply the owner of the vehicle with a written list of the vehicle deficiencies.

115.10 Class A Inspection Sequence

The following items, at a minimum, shall be inspected as part of a Class A inspection;

1. Brakes
2. Windshield
3. Horn
4. Rearview Mirror
5. Window Glass
6. Seat Belts
7. Steering Mechanism
8. Suspension System
9. Wheels and Axles
10. Frame
11. Exhaust System
12. Tires

13. Headlights~~, including aim specifications~~
14. Taillights
15. Registration Plates and Rear Plate Lighting
16. Directional Lights
17. Rear Reflector
18. Body elements and Sheet Metal Hazards
19. Splash Guards
20. Catalytic Converter on 1983 and subsequent models
~~21.Fuel Pipe Restrictor on 1983 and Subsequent Models~~
~~22.~~21. Gas Cap Pressure (if applicable)
~~23.~~22. On-Board Diagnostic (if applicable)

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115.20 Class D Inspection Sequence

The following items, at a minimum, shall be inspected as part of a Class D inspection:

1. Service Brakes
2. Emergency and/or Parking Brakes
3. Brake Hoses and Tubing
4. Low Air Pressure Warning Device
5. Tractor Protection Valve
6. Air Compressor
7. Vacuum Systems
8. Coupling Devices
9. Exhaust System
10. Fuel System
11. Lighting Devices
12. Turn Signal System
13. Wiring and Switches
14. Rear Lamps and Lighting Devices
15. Reflectors
16. Steering System
17. Suspension
18. Frame
19. Tires
20. Wheels and Rims
21. Window Glazing
22. Windshield Wipers
23. Rearview mirrors
24. Sun visor
25. Gas Cap Pressure (if applicable)
26. On Board Diagnostics (if applicable)

115.30 Class C Inspection Sequence

The following items, at a minimum, shall be inspected as part of a Class C inspection:

1. Brake
2. Horn
3. Rearview Mirror
4. Steering Mechanism

5. Suspension System and Drive Shaft or Chain
6. Wheels and Axles
7. Frame
8. Exhaust System
9. Tires
10. Headlights
11. Taillights
12. Registration Plate and Rear Plate Lighting
13. Directional Lights
14. Rear Reflector
15. Body Elements and Sheet Metal Hazards

115.40 Class E Inspection Sequence and reporting requirements

In addition to inspection items required for the appropriate class of vehicle, the following procedures shall be performed as part of a Class E inspection:

1. Gas Cap Pressure Test Procedure

   A. The inspecting technician shall follow the manufacturer's instructions when using the gas cap pressure-testing device.

   B. Reject the vehicle if it does not pass the gas cap pressure test.

2. On-Board Diagnostic Test Procedure

   The inspecting technician shall conduct a visual and electronic examination of the on-board diagnostic system.

   A. Test Sequence

      (1) Connect an acceptable scan tool to the vehicle's data link connector.

      (2) Visually examine the instrument panel to determine if the Malfunction Indicator Light (MIL) illuminates when the ignition key is turned to the "key on, engine off" position.

      (3) Start the vehicle's engine, and following the scan tool manufacturer's instructions, determine:

         (a) The vehicle's readiness status;

         (b) Whether or not diagnostic trouble codes (DTCs) are present;

         (c) Malfunction Indicator Light (MIL) status (on or off).

   B. Reject the vehicle if the data link connector is missing, has been tampered with, or is otherwise inoperable.

   C. Reject the vehicle if the Malfunction Indicator Light (MIL) does not illuminate when the ignition key is turned to the "key on, engine off" position. It is acceptable for the MIL to go out within a few seconds after the key is turned to the "key on, engine off" position.

   D. Reject the vehicle if the Diagnostic Trouble Codes (DTC's) are present and the MIL status, as indicated by the scan tool, is on. Do not fail the vehicle if DTC's are present and the MIL status is off. MIL status must be determined with the engine running.

E. A vehicle shall be considered “not ready” for testing if; no DTC’s are present, the MIL is not commanded to be illuminated, and -- for 1996 to 2000 vehicles, 3 or more monitors are incomplete or (for 2001 or newer model year vehicles), 2 or more monitors are incomplete.

F. All new vehicles with less than 1000 miles on the odometer are exempt from the readiness status. Some makes of vehicles are also exempt from the readiness status because of manufacturer’s problems. A list of exempted vehicles may be obtained from the Maine Department of Environmental Protection.

G. The station shall provide information to the vehicle owner on how to make the vehicle ready for testing. The vehicle shall return after self-correction. An additional inspection fee may be charged for a retest.

115.50 Class E Inspection Reporting Requirements

Inspection Technicians who perform an OBD-II Class E inspection on any vehicle must fill out and return within 30 days of completion the OBD form provided by the Maine Department of Environmental Protection. The forms must be returned to the Maine State Police Inspection Unit office with stub sheets, or returned directly to the Maine Department of Environmental Protection.

16 DEPARTMENT OF PUBLIC SAFETY

222 BUREAU OF STATE POLICE

SECTION 120: RESPONSIBILITIES OF INSPECTION TECHNICIAN LICENSEES

SUMMARY: This section describes the responsibilities and requirements of an Inspection Technician licensee. For the purposes of this section, the terms “Inspection Technician” and “licensee” are used interchangeably.

120.01 RESPONSIBILITIES OF INSPECTION TECHNICIANS

1. Every Inspection Technician is required to be familiar with and understand this Chapter. An Inspection Technician is required to have access to a written or electronic copy of the Motor Vehicle Inspection rules.

NOTE: This Chapter is available online or available in various formats from the Maine State Police.

2. Prior to engaging in motor vehicle inspections for a new employer, an Inspection Technician shall notify the State Police Inspection Unit of the change of place of employment. The notification may be made by the Licensee at the request of the Inspection Technician.
3. During the term of licensure, an Inspection Technician must immediately report to the State Police Inspection Unit any convictions for violating 29-A MRSA § 1768, any suspension of the Inspection Technician’s license to operate a motor vehicle, and any criminal convictions. Failure to report such convictions shall be grounds for suspension or revocation of the Inspection Technician’s motor vehicle inspection license.
4. If an Inspection Technician’s driver’s license is suspended or revoked for any reason, the Inspection Technician must immediately inform the State Police Inspection Unit of the reason and the dates of the suspension or revocation and must return his or her license certificate to the State Police.
5. If a certified Inspection Technician, based on training, education, and experience, believes that a vehicle is not `mechanically safe or that it poses a hazard to the occupants of the vehicle or to the general public under Maine law, the Inspection Technician must refuse to issue an inspection sticker to that vehicle. If the Inspection Technician refuses to issue an inspection sticker to the vehicle pursuant to this paragraph, the Inspection Technician shall supply the owner of the vehicle with a written list of the vehicle’s deficiencies. The Inspection Technician shall cut the sticker diagonally and

remove the portion of the sticker that does not display the month of expiration.

Note: Inspection Technicians should remember that some vehicles with a gross vehicle weight or gross vehicle weight rating in excess of 10,001 pounds, as well as many Class D vehicles, are subject to the Federal Motor Carrier Safety Regulations. Inspection Technicians therefore should be familiar with those regulations.

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16 DEPARTMENT OF PUBLIC SAFETY

222 BUREAU OF STATE POLICE

SECTION 130: STICKER REPLACEMENT STATIONS, WINDOW TINT STATIONS AND AGENTS

SUMMARY: This Section describes the requirements and responsibilities of Sticker Replacement Stations, Window Tint Stations, and their Agents.

130.01 REPLACEMENT STICKER & WINDOW TINT STATIONS - GENERAL REQUIREMENTS AND RESPONSIBILITIES

1. An agent must comply with Maine statutes and this Chapter regarding motor vehicle inspections.

2. An agent shall be responsible for maintaining in good condition all equipment and supplies issued by the Maine State Police.

3. An agent shall have available during normal business hours for inspection by a State Police officer or an employee of the State Police designated as a Motor Vehicle Inspector, all materials concerning inspection stickers or Window Tint certificates that are required or issued.

4. A sticker replacement station with a mobile glass replacement service must ensure the security of inspection stickers by establishing procedures for stickers that travel with the mobile service.

5. An agent shall inform the Maine State Police Inspection Unit of the names of those employees who are authorized to issue replacement stickers or tint certificates.

6. An agent shall inform, in writing, the Maine State Police Inspection Unit when a person authorized to issue replacement stickers or tint certificates leaves the employ of the station or is no longer authorized to issue stickers or certificates.

7. An agent shall inform, in writing, the Maine State Police Inspection Unit when a new employee is authorized to issue replacement stickers or tint certificates.

130.10 RESPONSIBILITIES OF AGENTS

1. An agent shall not conduct a safety inspection on any vehicle.

2. Replacement Sticker Agent responsibilities:

   A. The Agent shall issue a replacement sticker for a replacement windshield only when the original sticker is destroyed or damaged to the point where it cannot be transferred to the replacement windshield.

   B. Agents shall clearly write the word “replacement” on the back of the replacement sticker.

   C. Agents shall cut out the same month block as was cut out on the original sticker.

   D. Agents may charge the customer the actual cost of the sticker.

   E. Agents shall copy all the information from the old sticker onto the back of the replacement sticker. In the station number space, agents shall write both the station number of the original station and station number of the replacement station.

   F. Agents shall write the original station number and the serial number of the original sticker on the stub sheet of the replacement sticker. The original sticker shall be attached to the back of the stub sheet of the replacement sticker.

   G. Agents shall ensure that replacement stickers are issued only for a vehicle that had a valid, current inspection sticker attached at the time of replacement.

   H. Agents shall ensure that replacement stickers are issued to only those vehicles for which the agent replaced the windshield.

   I. Agents shall ensure that all employees are familiar with Maine statutes and rules regarding the replacement of inspection stickers.

   J. Agents shall only attest to the fact that a valid inspection sticker was displayed on the original windshield at the time of the glass replacement.

3. Window Tint Agent responsibilities:

   A. Agents shall install tint material and issue tint certificates in accordance with Maine law and this Chapter.

   B. Agents shall utilize a light meter for determining the percentage of light transmittance and compliance with Maine law and this Chapter. The meter shall be the “two piece” style capable of measuring a fixed window.

16 DEPARTMENT OF PUBLIC SAFETY

222 BUREAU OF STATE POLICE

SECTION 140: CERTIFICATES OF INSPECTION ("INSPECTION STICKERS")

SUMMARY: This section describes the processes for ordering, maintaining, and issuing certificates of inspection ("inspection stickers"). This section also describes the procedures for returning inspection sticker stub sheets and reporting stolen inspection stickers.

140.01 ORDERING INSPECTION STICKERS

1. Inspection stickers must be ordered by utilizing the form designated by the Maine State Police Inspection Unit. Requests for inspection stickers without the proper form and full payment will not be processed.

2. Payment for inspection stickers must be made by check or money order. Checks and money orders must be made payable to: "Treasurer - State of Maine."

3. Inspection stickers will not be issued or sold to stations that have been suspended, revoked, or have been listed as inactive for any reason.

~~4.Inspection stickers shall only be mailed to the inspection station's business address. This address must be a secure physical mailing address.~~

~~5.~~4. Inspection stickers shall be ordered through the mail. Walk-in customers may purchase stickers at the Traffic Division office, but these transactions are to be reserved for emergencies only. Walk-in customers must pay for the stickers with a business check that bears the name of the business, or a personal check from the inspection station licensee. Verification of the identity of the purchasing agent may be required. The amount of stickers sold to walk-in customers may be limited.

~~NOTE: Inspection station licensees should order at least a three-month supply of stickers per order.~~

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140.05 ISSUANCE OF INSPECTION STICKERS.

1. After a vehicle has passed an inspection, the Inspection Technician shall completely and legibly fill out all information on the inspection sticker and corresponding stub sheet, to include the inspection station number, full date

of the inspection, full vehicle identification number, full current odometer reading, registration number and type code.

2. The Inspection Technician shall fill in the complete Vehicle Identification Number.

3. The Inspection Technician shall sign and legibly print his or her full name.

4. The Inspection Technician shall remove the numerical block indicating the month of expiration. The entire block shall be removed. The inspection sticker shall not be modified or altered other than as required by rule.

5. The Inspection Technician shall apply the inspection sticker to the windshield of the vehicle, either in the lower left corner or in the center of the windshield behind the rear view mirror. If the vehicle does not normally come with a windshield, the inspection sticker must be kept with the registration.

6. Motorcycle inspection stickers shall be affixed to the registration plate.

~~6.~~7. If the inspected vehicle is a limited use vehicle subject only to a partial inspection, the word "partial" shall be legibly written in the margin of the corresponding sticker and stub sheet.

~~7.~~8. If the vehicle does not pass inspection, the Inspection Technician shall cut the sticker diagonally and remove the portion of the sticker that does not display the month of expiration. The inspection technician shall supply the owner of the vehicle with a written list of the vehicle deficiencies.

~~8.~~9. Class E Inspection Stickers

A. Class E inspection stations in Cumberland County shall issue only Class E inspection stickers for automobiles and trucks.

B. Class E inspection stickers shall be printed with a large E in the center of the sticker. Class E inspection stickers shall be printed as either "MOTOR VEHICLE" for Class A vehicles or "COMMERCIAL" for Class D vehicles.

C. Motorcycles registered in Cumberland County shall be issued "MOTORCYCLE" stickers.

D. School buses registered in Cumberland County shall be issued "SCHOOL BUS" stickers.

140.10 RETURN OF STUB SHEETS

Completed stub sheets must be returned to the Maine State Police Inspection Unit office within 30 days after the issuance of the last sticker on the sheet. The stub sheets must be completely filled out and shall not be separated at the perforations.

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The date of receipt of the stub sheets by the Motor Vehicle Inspection Unit shall be used to determine compliance with this requirement. (Stations must maintain photocopies of all stubs sheets at their location for a period of two years and make them available to Law Enforcement Officers or Motor Vehicle Inspectors during normal business hours. Other in house tracking systems may be approved by the Motor Vehicle Inspection Unit, if a photo copier is not available.

140.15 EXPIRATION OF STICKERS

1. Inspection stickers expire one year from the last day of the month in which they were issue~~d.~~ d.

NOTE: For example, any sticker issued any time during the month of June 2011~~06~~ will expire at midnight on June 30, 2012~~07~~.

2. Licensees or Inspection Technicians may not issue after December 31 an inspection sticker provided for use during the prior calendar year. School Bus stations may use the prior ~~years~~year's stickers ~~for their spring inspection~~during the first 6 months of the year.

140.20 VOID STICKERS AND STOLEN OR LOST STICKERS

1. If an inspection sticker is damaged, unusable, or must be declared void for any reason, the Technician shall write on the stub sheet the reason for voiding the corresponding sticker, and attach the voided sticker to the stub sheet.

2. A licensee who discovers or becomes aware of the theft or loss of inspection stickers shall report that information to the station licensee immediately. The Technician or Inspection Station Licensee shall immediately report the loss or theft to the Maine State Police Inspection Unit. This report shall include the facts surrounding the loss or theft, the serial numbers of all missing stickers, and a list of person(s) who had access to the stickers at the time of the loss.

3. The loss or theft must also be reported to the appropriate law enforcement agency for further investigation.

140.25 SCHOOL BUS INSPECTION STICKERS AND FORMS

1. All school buses must be inspected twice annually~~, during months to be designated by the State Police~~. The expiration date shall be the last day of the month six months after the issuance of the sticker. The Inspection Technician shall remove the block indicating the following six-month expiration.

NOTE: For example, stickers issued during February shall have block 8 removed and expire the last day in August. Stickers issued during August shall have block 2 removed and expire the last day in February. ~~Pursuant to applicable law, the inspection sticker of a school bus that is inspected other than during these designated months shall expire during the following designated inspection.~~

2. An Inspection Technician who inspects a school bus and issues an inspection sticker shall complete and furnish a minimum of two copies of the "Report of School Bus Inspection" form. The "Report of School Bus Inspection" shall be kept inside the bus and shall be available at the time of subsequent inspection to the Maine State Police.

140.30 TRAILER STICKERS

Trailer inspection stickers are bound in sheets with an attached, corresponding stub sheet. Trailer inspection stickers have an adhesive backing. The completed sticker shall be placed on the lower left lateral side of the trailer. The sticker must be readily visible to a person standing upright next to the trailer.

16 DEPARTMENT OF PUBLIC SAFETY

222 BUREAU OF STATE POLICE

SECTION 150: STANDARDS AND PROCEDURES FOR LICENSURE

SUMMARY: This section describes the standards and procedures for application of the various types of licenses.

150.01 INSPECTION TECHNICIAN APPLICATION PROCESS

1. Application Requirements

   A. An Inspection Technician must be at least 18 years of age. The State Police may process an application and test an applicant up to six months prior to the applicant's 18th birthday, but shall not issue the certificate (hereafter "license") until the applicant is 18 years of age.

   B. An Inspection Technician must have an active driver's license and a valid right to operate a motor vehicle in Maine.

2. Application Process

   A. An applicant for an Inspection Technician's license must apply on form(s) designated by the Maine State Police.

   B. The completed application and full payment of fees shall be sent to the Maine State Police Motor Vehicle Inspection Unit. Payment must be made by check or money order made payable to "Treasurer - State of Maine."

   Note: Applicants should contact the Maine State Police Inspection Unit or check the Inspection Unit's website for current fee information. Applicants should note that there will be a charge for a State Bureau of Identification criminal records check.

   C. False written statements on the application will be grounds to deny the applicant a license or will result in a license suspension if an Inspection Technician's license has been issued. False written statements may also result in criminal prosecution.

   D. An applicant must take an examination designed to test knowledge of motor vehicle inspection and the method(s) of inspecting and testing motor vehicle equipment. An applicant must pass this examination with a score of at least 70%.

E. A person who fails the examination may be required to wait 90 days before re-testing.

F. Applicants for a Class E Inspection Technician's license must either already be licensed to inspect vehicles that an Inspection Technician with a Class A license may inspect, or must be concurrently applying to receive a Class A Inspection Technician's license. An applicant may test for both classes of license at the same time.

G. Applicants for a Class D Inspection Technician's license must either already be licensed to inspect vehicles that an Inspection Technician with a Class A license may inspect, or must be concurrently applying to receive a Class A Inspection Technician's license. An applicant may test for both classes of license at the same time.

H. Applicants for a Class B Inspection Technician's license must either already be licensed to inspect vehicles that an Inspection Technician with a Class A and Class D license may inspect, or must be concurrently applying to receive both Class A and Class D Inspection Technician's licenses. An applicant may test for all three classes of license at the same time.

3. Criteria for licensure for any class of Inspection Technician license

A. An Inspection Technician must be a person of honesty, integrity, and reliability, which shall be determined by considering the following criteria:

(1) Criminal convictions, subject to Maine law.

(2) Whether the applicant has been adjudicated for a motor vehicle infraction or infractions related to vehicle equipment or motor vehicle inspections during the twelve (12) months prior to the date of application.

(3) Whether the applicant's driver's license or right to operate a motor vehicle has been suspended or revoked during the three (3) years prior to the date of application.

(4) Any other information that the Maine State Police deems relevant to ascertaining the honesty, integrity, and reliability of an applicant including, but not limited to, violations of these rules.

4. The Maine State Police shall utilize, at a minimum, the following resources to determine the suitability of an applicant for licensure pursuant to this Chapter and applicable law:

A. State Bureau of Identification criminal history check;

B. Criminal history information from other states or jurisdictions;

C. Records of motor vehicle violations;

D. Records of administrative violations or other information relating to motor vehicle equipment or inspections.

5. An Inspection Technician license is valid for five years from the date of issue.

6. The license issued to an Inspection Technician shall designate the type(s) of vehicles that may be inspected by that Inspection Technician.

7. If a license application is denied, an applicant must be notified of the denial in writing. The denial must include a brief explanation of the reason for the denial. A denial of a license application is final agency action.

~~8.~~If a license application is denied, the operator applicant may reapply for licensure after a specified time period ~~of up to six months~~noted in the denial letter.~~, as measured from the date appearing on the letter denying licensure.~~

8.

9. An applicant may appeal a decision denying an application for licensure pursuant to Title 5 MRSA, Chapter 375.

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150.05 INSPECTION STATION LICENSE APPLICATION PROCESS

1. Application Process

A. The owner (licensee) may apply for an Inspection Station license using form(s) designated by the Maine State Police.

B. The completed application and full payment of fees shall be sent to the Maine State Police Motor Vehicle Inspection Unit. Payment must be made by check or money order made payable to "Treasurer – State of Maine."

Note: Applicants should contact the Maine State Police Inspection Unit or check the Inspection Unit's website for current fee information. Applicants should note that there will be a charge for a State Bureau of Identification criminal records check.

C. False written statements on the application will be grounds to deny the applicant a license or will result in a license suspension if a license has been issued. False written statements may also result in criminal prosecution.

2. Criteria for licensure

A. Pursuant to statute, an application for licensure as an inspection station shall require that the station premises be examined and that the owner (licensee) and on-site manager be evaluated as to fitness

and reliability. The determination of fitness and reliability of each applicant shall be made by considering the following criteria:

(1) Criminal convictions, subject to Maine law.

(2) Whether the applicant has committed a motor vehicle infraction related to vehicle equipment or motor vehicle inspections during the twelve (12) months prior to the date of application.

(3) Whether the applicant's driver's license or right to operate a motor vehicle has been suspended or revoked during the three (3) years prior to the date of application.

(4) Any other information that the Maine State Police deems relevant to ascertaining the honesty, integrity, and reliability of an operator applicant including, but not limited to, violations of these rules.

B. The Maine State Police shall utilize, at a minimum, the following resources to determine the suitability of an applicant for licensure pursuant to this Chapter and applicable law:

(1) State Bureau of Identification criminal history check.

(2) Criminal history information from other states or jurisdictions.

(3) Records of motor vehicle violations.

(4) Records of administrative violations or other information relating to motor vehicle inspections.

C. The station must meet the criteria for premises and tools as set forth in this Chapter.

D. An Inspection Station license is valid for two years. ~~from January 1st of the year of issuance.~~

3. The station license certificate issued to an inspection station shall designate the type of vehicle(s) that may be inspected at that station.

4. If an Inspection Station license application is denied, the applicant must be notified of the denial in writing. The denial must include a brief explanation of the reason for the denial.

5. If a license application is denied, the operator applicant may reapply for licensure after a specified time period ~~of up to six months, as measured from the date appearing on the letter denying licensure.~~noted in the denial letter.

6. Hearings and appeals:

If a person is aggrieved by a decision to deny licensure, that person may, within thirty (30) days of notification of the denial of licensure, request a hearing before the Chief of the State Police or his or her designee. After the hearing, if an applicant is aggrieved by the final decision of the Chief, which decision is final agency action, the applicant may appeal the decision in

accordance with applicable law. The date of receipt by the State Police of this written request shall be used to determine compliance with this requirement.

150.10 STICKER REPLACEMENT AND WINDOW TINT STATION LICENSE APPLICATION PROCESSES

1. A business engaged in glass replacement as the primary source of income may apply to the Maine State Police for a license as a Sticker Replacement Station. A business engaged in vehicle window treatment or tinting may apply for a license as a window tint station.

~~2.A person or business issuing window tint certificates pursuant to Maine law must apply for a Window Tint Station license on or before January 1, 2008.~~

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~~3.~~2. Application Process

A. An applicant for a Sticker Replacement Station or Window Tint Station license must apply on form(s) designated by the Maine State Police.

B. The completed application and full payment of fees shall be sent to the Maine State Police Motor Vehicle Inspection Unit. Payment must be made by check or money order made payable to "Treasurer – State of Maine."

NOTES: Sticker Replacement or Window Tint Station applications, materials, and licensing fee information may be obtained online, by consulting additionally provided guides and materials, or by contacting the Maine State Police Inspection Unit office.

Applicants should contact the Maine State Police Inspection Unit or check the Inspection Unit's website for current fee information. Applicants should note that there will be a charge for a State Bureau of Identification criminal records check.

C. False written statements on the application will be grounds to deny the applicant a license or will result in a license suspension if a license has been issued. False written statements may also result in criminal prosecution.

3. Criteria for licensure

A. An application for licensure shall require that the station premises be examined, and the on-site manager (operator) applicant be evaluated as to fitness and reliability. The determination of fitness and reliability of an operator applicant shall be based upon consideration of the following criteria:

(1) Criminal convictions, subject to Maine law.

(2) Whether the applicant has committed a motor vehicle violation related to vehicle equipment or motor vehicle inspections during the twelve (12) months prior to the date of application.

(3) Whether the applicant's driver's license or right to operate a motor vehicle has been suspended or revoked during the three (3) years prior to the date of application.

(4) Any other information that the Maine State Police deems relevant to ascertaining the honesty, integrity, and reliability of an operator applicant including, but not limited to, violations of these rules.

B. The Maine State Police shall utilize, at a minimum, the following resources to determine the suitability of an applicant for licensure pursuant to this Chapter and applicable law:

(1) State Bureau of Identification criminal history check.

(2) Criminal history information from other states or jurisdictions.

(3) Records of motor vehicle violations.

(4) Records of administrative violations or other information relating to motor vehicle inspections.

C. The station must meet the criteria for premises and tools as set forth in this Chapter.

D. A Sticker Replacement or Window Tint Station license is valid for two (2) years from the date of issuance.

4. If a license application is denied, the operator applicant may reapply for licensure after a specified time period noted in the denial letter.~~of up to six months, as measured from the date appearing on the letter denying licensure.~~

5. Notice; appeal.

A. If a Sticker Replacement or Window Tint Station license is denied, the operator applicant making application must be notified of the denial in writing. The denial must include a brief explanation of the reason for the denial. A denial of a license is final agency action.

B. An applicant may appeal a decision denying an application for licensure pursuant to Title 5 MRSA, Chapter 375.

16 DEPARTMENT OF PUBLIC SAFETY

222 BUREAU OF STATE POLICE

SECTION 160: LICENSE RENEWAL, SUSPENSION OR REVOCATION PROCESSES

SUMMARY: This Section describes the license renewal criteria, as well as the process for the suspension or revocation of a license. The Section also explains the process for a licensee to request a hearing to appeal a suspension or revocation pursuant to the Maine Administrative Procedures Act. For the purposes of this Section, the term "licensee" applies to a person licensed as an Inspection Technician or to whom an Inspection Station license, Fleet Station license, Sticker Replacement Station license, or Window Tint Station license has been granted.

160.01 LICENSE RENEWAL CRITERIA

1. An Inspection Technician shall submit an application for renewal prior to the expiration date of the license.

Note: To ensure timely processing, the application should be submitted thirty (30) days prior to the expiration of a license. An application will not be accepted as complete unless it includes all materials required for licensure. Information regarding current fees for license renewal may be obtained from the Inspection Unit.

2. A person may renew a license for up to 180 days following the date of expiration. The 180-day period does not postpone the expiration date of the license. Inspection Technicians whose licenses have lapsed as of the expiration date cannot exercise the privileges of the license until a renewed license has been issued.

3. An application submitted more than 180 days after the license expiration date shall be considered an application for a new license and subject to all requirements governing new applications, with the exception that an examination is not required if application is made within one year of expiration. The date of receipt of the application at the Motor Vehicle Inspection Unit office shall be used to determine compliance with this requirement.

160.02 SUSPENSIONS OR REVOCATION OF LICENSE

For the purposes of this subsection and subsection 160.03 the "licensee" means either the station license holder or an Inspection Technician.

1. If a licensee violates any Maine law or any rule relating to motor vehicle inspections including, but not limited to, this Chapter generally ~~and section 120 of this Chapter specifically,~~ a State Police officer or an employee of the State Police designated as a Motor Vehicle Inspector may suspend the

license pursuant to Maine law. The suspension shall be for a period of up to six months for the first offense. A second violation will be grounds for a suspension of up to one year or complete revocation of license.

In determining the applicability of previous violations, the Bureau shall ascertain whether or not a previous violation has been committed within the previous five (5) years.

2. A State Police officer or an employee of the State Police designated as a Motor Vehicle Inspector may warn a licensee for minor violations of statute or rules relating to motor vehicle inspections. Repeated warnings may become the basis for a license suspension or revocation.

3. If a license expires during the period of suspension, the licensee must apply for a license renewal as described in this Chapter.

160.03 APPEALS AND HEARING PROCESS

1. A licensee who wishes to contest a suspension or revocation must request a hearing pursuant to Title 5 MRSA, Chapter 375. This request must be made in writing within thirty (30) days of the date of the suspension or revocation and must be sent to the Maine State Police Inspection Unit. The suspension or revocation shall remain in effect pending hearing or appeal. The date of receipt of such request at the Motor Vehicle Inspection Unit office shall be used to determine compliance with this requirement.

2. Hearing shall be conducted pursuant to Title 5 MRSA, Chapter 375.

3. A decision issued following a hearing is final agency action.

16 DEPARTMENT OF PUBLIC SAFETY

222 BUREAU OF STATE POLICE

SECTION 170: CLASSES A & E MOTOR VEHICLE INSPECTION STANDARDS

SUMMARY: This section describes the inspection procedures, standards, and parts of the vehicle that must be inspected for class A and E vehicles. This section also establishes the standards for rejecting the vehicles for inspection. All vehicles inspected in the State Maine must have met~~et~~ all applicable Federal Motor Vehicle Safety Standards, Environmental Protection Agency pollutant requirements and National Highway Traffic and Safety Administration crash testing requirements at the time of manufacture, unless otherwise authorized by law.

DEFINITION: For the purposes of this section, the term "**reject vehicle"** means to fail to approve a vehicle for inspection or refuse to issue an inspection sticker.

170.01 CLASS A MOTOR VEHICLE INSPECTION

1. BRAKES

A. Procedure and Standard;

(1) Brake Hydraulic System: ~~Test the vehicle in a standing position.~~ Depress the brake pedal using moderate foot force. There should be a minimum of approximately 1/3 of the available pedal travel remaining. Moderate force is defined as 40 to 60 pounds in a non-power system, and 15-20 pounds in a power-assist system. Check power-assist system with the engine running.

(a) Reject vehicle if less than 1/3 of the total available pedal travel remains when the pedal is depressed under moderate foot pressure.

(2) Service Brake and Transmission Test: Test the vehicle by driving it into the service area. Observe whether the vehicle comes to a smooth stop without pulling to the left or right. Test the vehicle's transmission forward and reverse gears as well as the park position in automatic transmissions to ensure proper working order.

(a) Reject vehicle if it does not stop smoothly or if it pulls to the left or right.

(b) Reject vehicle if it not equipped with brakes on all axles.

(c) Reject vehicle if the forward or reverse gears are inoperative.

(d) Reject vehicle if the park position is inoperative.

~~(e)Reject vehicle if the gear selection indicator is inoperative.~~

~~(f)~~(e) Reject vehicle if any brake malfunction light indicates a malfunction with any equipment required to be inspected.

~~(g)~~(f) Reject vehicle if any ~~brake~~ malfunction light for any equipment required to be inspected fails to illuminate properly. The lights should illuminate when the ignition key is in the on position with the engine not running.

(3) Anti-Lock Braking Systems: If the vehicle is equipped with an ABS brake system, visually and manually inspect the warning light.

(a) Reject vehicle if the warning light fails to illuminate during the cycle or self-check, or if the light remains on, or a self-diagnostic error is indicated.

(b) Reject vehicle if the ABS braking systems is disconnected or disabled or removed.

(4) Parking Brake Performance

Set the parking brake firmly to determine the reserve travel of the hand lever or foot pedal. If the vehicle is equipped with the "band" type parking brake, inspect the propeller (drive) shaft for the presence of oil or grease, the condition of the lining, and tightness.

(a) Reject vehicle if the parking brake does not hold the vehicle upon testing.

(b) Reject vehicle if the method of applying the parking and service brakes are connected and are constructed so that failure of one part leaves the vehicle without operative brakes.

(c) Reject vehicle if there is no reserve travel in the lever or pedal unless designed with no reserve by the manufacturer.

(d) Reject vehicle if there is oil or grease on the drum or lining.

(e) Reject vehicle if the lining is worn through to the steel band.

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~~(f)Reject vehicle if the lining does not make proper contact with the drum when the brake is applied.~~

~~(g)~~(f) Reject vehicle if parking brake fails to properly disengage.

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B. ~~Visual~~ Inspection of Braking Mechanisms

(1) Brake Linings and Disc Brake Pads

If in the judgment of the Inspection Technician it is necessary (and with the customer's consent), the Technician may remove at least one front wheel and one rear wheel and drum to further examine the brakes.

(a) Reject vehicle if, on a bonded lining, the thinnest point is less than 2/32 inch.

(b) Reject vehicle if, on a wire-backed lining, the wire backing is visible on the friction surface.

(c) Reject vehicle if, on a riveted lining, the lining is worn to within 2/32 inch of any rivet head.

(d) Reject vehicle if, on a riveted lining, any rivets are loose or missing.

(e) Reject vehicle if the lining is broken or not firmly and completely attached to the shoe.

(f) Reject vehicle if the lining is cracked to a depth in excess of 50% of the lining thickness.

(g) Reject vehicle if the lining friction surface is contaminated with oil, brake fluid, or grease.

(h) Reject vehicle if the lining wear is extraordinarily uneven.

(2) Brake Drums and Brake Discs

(a) Reject vehicle if there are substantial cracks on the friction surface extending to the open edge.

(b) Reject vehicle if there are external cracks.

(c) Reject vehicle if there is evidence of mechanical damage other than wear.

(d) Reject vehicle if the friction surface is contaminated with oil, grease, brake fluid, or appears excessively

rusted so that the integrity of the drum or disk is compromised or the braking efficiency is compromised.~~.~~

(e) Reject vehicle if the inside diameter is greater than the maximum diameter stamped on the drum, or the manufacturers discard limit.

(f) Reject vehicle if the thickness of a disc is less than the minimum thickness stamped on the disc, or less than the manufacturers discard limit.

C. Visual Inspection of the Hydraulic System.

(1) Reject vehicle if the master cylinder leaks.

(2) Reject vehicle if the master cylinder is less than ½ full or below the manufacturer's specifications.

(3) Reject vehicle if the gasket is torn or missing.

(4) Reject vehicle if the wheel cylinders leak.

~~(5)~~Reject vehicle if the hoses or tubing's leak, or are cracked, chafed, flattened, restricted, or are insecurely fastened. ~~or supported.~~

~~(6)~~(5) ~~Reject vehicle if there is any evidence of contaminated brake fluid. (Visible check is suitable).~~

~~(7)~~(6) Reject vehicle if the brake tubing is rusted to a point of flaking, is bulging, pitting or has welded sections. **Surface rust is not a cause for rejection.**

~~(8)~~(7) Reject vehicle if any replacement hydraulic brake lines are made with material other than automotive rated tubing that meets SAE standards or if the safety tubing is not joined with an ~~double-lap flared fitting, or bubble flare~~SAE approved fitting to ensure a leak proof joint.

D. Visual Inspection for Hydraulic Brakes

This includes "power assist over hydraulic" and "engine drive hydraulic booster" systems.

(1) Reject vehicle if, while the engine is running there is no pedal reserve except by pumping the pedal.

(2) Reject vehicle if the power assist unit fails to operate.

(3) Reject vehicle if any brake hose seeps or swells under application of pressure.

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(4) Reject vehicle if the check valve is missing or inoperative.

(5) Reject vehicle if there is any visually observed leaking hydraulic fluid in the brake system.

(6) Reject vehicle if any hydraulic hose is abraded (chafed) through the outer cover-to-fabric layer.

~~(7)~~Reject vehicle if any fluid line or connections are leaking, restricted, crimped, cracked, or broken.

~~(8)~~(7) ~~Reject vehicle if either the brake failure light or the low fluid warning light is on or is inoperative.~~

~~(9)~~(8) Reject vehicle if the hydraulic pump drive belt is loose, cracked, slipping, or missing.

E. Visual Inspection for Power-Braked Vehicles

(1) Reject vehicle if any hoses or tubes are leaking or collapsed, broken, excessively rusted, badly chafed, improperly supported, or loose because of broken clamps.

(2) Reject vehicle if there is insufficient vacuum reserve to permit one full brake application after the engine is shut off.

(3) Reject vehicle if any vacuum hose or line is restricted, abraded, or chafed through the outer cover to the cord ply, crimped cracked, broken or if any vacuum hoses collapses when vacuum is applied.

F. Visual Inspection of the Mechanical Linkage

(1) Reject vehicle if any pins are worn or missing or if there are defective cotter pins.

(2) Reject vehicle if there are any weak, broken or missing springs or worn cables, clevises, coupling rods, or anchor pins.

(3) Reject vehicle if there are any frozen, rusted, or inoperative connections.

(4) Reject vehicle if the pedal shaft or any bearings are worn from high friction or are misaligned.

(5) Reject vehicle if the shoe movement is restricted at the backing plate or if there is binding between the brake shoes or pads and the anchor pins.

(6) Reject vehicle if any mechanical parts are missing, broken, or badly worn.

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(7) Reject vehicle if there is high friction in pedal and linkage or in brake components.

(8) Reject vehicle if any brake operating levers are improperly positioned or misaligned.

(9) Reject vehicle if the brake pads are binding on the caliper brackets or if the brake slides are frozen.

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2. BODY COMPONENTS

A. Vehicle Exterior

(1) Reject vehicle if body exterior components or sheet metal parts are rusted or damaged to an extent that the rust or damage presents a safety hazard to occupants, pedestrians, cyclists or other vehicles.

(2) Reject vehicle if exterior sheet metal directly surrounding and leading to the trunk and passenger compartment has holes caused by damage or rust. **Surface rust is not a cause for rejection.**

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(3) Reject vehicle if any required body exterior components, including hood, fenders, quarter panels, and side panels, are loose, missing or not securely attached to the body as a result of damage, modification or rust.

(4) Reject vehicle if any door has inoperable latches, ~~worn hinges,~~ broken or missing parts, or otherwise fails to function properly. Rear door latches can be disabled on a police cruiser. A vehicle may have the door handles removed and the sheet metal and door opening mechanism of the vehicle modified to create a smooth appearance. There must be a mechanical method of opening any door from the inside of the vehicle.~~.~~

(5) Reject vehicle if any rocker panel~~s~~ or floor pan has~~ve~~ any holes ~~or are rusted through~~ so as to permit the passage of fumes or gases into the trunk or passenger compartments.

(6) Reject vehicle if any replacement repairs on the motor vehicle are not made with materials of the same strength as the original or that ~~are not welded, riveted and sealed, or bonded in the case of a composite body, so as to prevent the~~allow the passage of fumes or gases into the trunk or passenger compartments.

(7) Reject vehicle if, on a vehicle with unit construction, the body is rusted or modified to the extent that there is a danger of a vital part failure.

(8) Reject vehicle if the chassis frame is broken or rusted to such a degree that structural weakness is probable.

(9) Reject vehicle if the trunk compartment is not properly sealed and secured so as to prevent suction of exhaust fumes or gases into the trunk.

(10) Reject vehicle if the hood latch mechanism fails to operate properly unless it is otherwise secured so it will not open accidentally.~~. Manually attempt to open the fully closed hood without disengaging the catch. Open the hood to the safety catch and inspect for full and proper engagement. Close the hood with the minimum force necessary to give apparent full closure (as determined visually), and then manually check again to determine whether the hood can be opened without disengaging the catch.~~

B. Fenders and Bumper protection systems

(1) Reject vehicle if, on a vehicle originally equipped with bumpers, any bumpers are missing or are not securely attached.

(2) Reject vehicle if any modification to, or replacement of the vehicle's originally equipped bumper protection system is not of the same apparent strength or results in less protection. A bumper protection system may consist of structural and/or cosmetic components (sheet metal or other material) designed to limit damage in a frontal or rear impact.

(3) Reject vehicle if the front or rear fenders have been removed.

(4) Reject vehicle if the fender does not cover the tire tread.

~~(5) Reject vehicle if any required lighting device has been removed due to the replacement of a fender. Reinstallation or replacement of such device(s) must occur.~~

3. FUEL TANKS AND DELIVERY SYSTEM

A. Reject vehicle if the fuel tank is not properly or securely attached to the vehicle body or chassis.

B. Reject vehicle if the fuel cap is missing or broken.

C. Reject vehicle if any fuel evaporation hose is broken or not connected.

D. Reject vehicle if the fuel tank was not of a type originally manufactured for motor vehicles. Aftermarket auxiliary fuel tanks and fuel cells are acceptable as long as they meet all other requirements of this section, and any applicable federal or state law.

E. Reject vehicle if there is any fuel or gas leak anywhere in the fuel delivery system.

F. Reject vehicle if the fuel line is rusted to the point that failure is imminent.

G. Reject vehicle if the fuel tank or fuel tank filler, vent, or drain openings are not located outside the passenger or trunk areas.

~~H.Reject vehicle if it is not equipped with a fuel pipe restrictor on vehicles manufactured after the 1982 model year if the vehicle was originally equipped with a fuel pipe restrictor.~~

~~I.~~H. Reject vehicle if any replacement fuel lines are made with material other than automotive-rated tubing or braided hose for fuel line use.

4. SEATS AND PASSENGER RESTRAINT SYSTEMS

A. Reject vehicle if any seat is not properly and securely attached to the floor.

~~B.~~Reject vehicle if any seat adjusting mechanism slips out of the set position or fails to function properly.

~~C.~~B. ~~Reject vehicle if any seat has springs or parts protruding.~~

~~D.~~C. Reject vehicle if any replacement seat was not originally designed for motor vehicles.

~~E.~~D. Reject vehicle if seat belts are not installed in 1966 and subsequent models and retractable seat belts are not installed and functioning in 1980 and subsequent models.

~~F.~~E. Reject vehicle if any seat belts are not completely functional or if they have cuts or excessive fraying.

~~G.~~F. Reject vehicle if, with the engine running, any diagnostic light or malfunction code indicates that an air bag is not functioning properly.

~~H.~~G. Reject vehicle if any air bag diagnostic light fails to illuminate with the ignition key in the on position when the engine is not running.

~~I.~~H. Reject vehicle if any deployed air bag has not been properly replaced with a functioning air bag system.

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~~J.~~I. Reject vehicle if any air bag has been disconnected or a non-factory disconnect switch has been installed, unless the vehicle owner has a letter of authorization from the National Highway Traffic Safety Administration. Law enforcement and mail carrier vehicles are exempt from this paragraph if in the opinion of the inspection technician the alteration is necessary. ~~for the safe operation of the vehicle.~~

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5. OTHER VEHICLE COMPONENTS

A. Reject vehicle if automotive batteries are installed in the passenger compartment, other than those originally installed by the manufacturer.

B. Reject vehicle if the battery is not secured by a hold down.

C. Reject vehicle if the battery tray is rusted to the point where it no longer securely supports the battery.

D. Reject vehicle if automotive batteries originally installed by the manufacturer in the passenger compartment are not secured and equipped with a protective covering to prevent injury to or contact with any person.

E. Reject vehicle if it leaks oil in an amount or in such a location as to constitute a fire hazard.

F. Reject vehicle if it is registered for over 6,000 pounds and does not have splashguards. This does not apply to those vehicles exempt pursuant to applicable Maine law.

G. Reject vehicle if it is a truck with a dump body, and does not have a positive means of support, permanently attached and being capable of being locked in a position to prevent the unintentional lowering of the dump body.

H. Registration Plates;

(1) Reject vehicle if it does not have a registration plate attached to the front and the rear that are clearly visible and legible. Exception: only one dealer registration plate, transit registration plate or temporary registration plate is required to be displayed on applicable vehicles. Vehicles registered in another state may require only one registration plate.

~~(2)~~Reject vehicle if all registration plates are not displayed horizontally. ~~Trailers and motorcycles are exempt from this paragraph.~~

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~~(3)~~(2) ~~Reject vehicle if any covering or discoloration affects the original color or reduces the visibility of the registration plates.~~

~~(4)~~(3) A vehicle that is missing a registration plate because an original was lost, mutilated, or illegible may be inspected if it has a temporary registration plate bearing the registration number that is displayed as nearly as possible in the position occupied by the original plate and if the vehicle owner has a receipt from the Bureau of Motor Vehicles showing that a replacement registration plate has been ordered.

6. EXHAUST SYSTEM

A. Exhaust System Examination;

(1) The exhaust system includes the exhaust manifold, the piping leading from the flange at the exhaust manifold to and including the mufflers, the tail piping, and the catalytic converter.

(2) The exhaust system shall be examined by listening for exhaust leaks and shall be examined visually after either the vehicle has been lifted on a hoist, or has been jacked up sufficiently to allow a proper examination or is over a pit. Rusted or corroded areas must be examined carefully.

B. Rejection Standards;

(1) Reject vehicle if there are any loose or leaking joints or seams in the exhaust system.

(2) Reject vehicle if there are any holes in the exhaust system, other than small holes obviously made by the manufacturer to provide drainage.

(3) Reject vehicle if there are any loose interior baffles.

(4) Reject vehicle if the exhaust system has been inadequately repaired. ~~with a jacket, patch, or in any other manner.~~

(5) Reject vehicle if any exhaust system elements are not fastened securely by use of hangers or clamps.

(6) Reject vehicle if any part of the exhaust system passes through the passenger compartment.

~~(7)Reject vehicle if flexible tubing has been used to replace any part of the exhaust system, unless such seamless bendable tubing was factory installed as original equipment.~~

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~~(8)~~(7) Reject vehicle if the exhaust system ~~or a modified exhaust system~~ does not discharge completely to the side or rear of the enclosed passenger portion of the body of the vehicle.

~~(9)~~(8) Reject vehicle if it is not equipped with a muffler or mufflers that are effective in reducing noise. No muffler may be altered to amplify noise, and all mufflers must prevent excessive or unusual noise.

~~(10)~~(9) Reject vehicle if it was manufactured after the 1982 model year~~s~~ and it is not equipped with a catalytic converter unless the vehicle was not originally equipped with a catalytic converter.

7. VEHICLE GLAZING

A. General Inspection;

(1) Inspect all glazing on the vehicle to ensure that all glazing is marked by a manufacturer's trademark and the words "American Standard'' or the letters "AS" followed by a number indicating the position in the vehicle where that glass may be used. AS-1 glass must be used in the windshield. AS-1 or AS-2 glass may be used in the side and rear windows.

NOTE: Reference: The American Standard Safety Code Z26.1 - 1969 "Safety Glazing Materials for Glazing Motor Vehicles Operating on Land Highways."

~~(2)~~Reject vehicle if it is not equipped with approved safety glass wherever glass is used in doors, windows, and windshields, if ~~t~~the vehicle was manufactured after December 31, 1937.

~~(3)~~(2) ~~Reject vehicle if any replacement of a glass partition, door, window or windshield on any vehicle is not made with safety glass~~.

~~(4)Reject vehicle if any glass has been removed in instances in which the vehicle was originally manufactured with a glass windshield or glass windows.~~

~~(5)~~(3) Reject vehicle if cloudiness extends more than 1 inch from the top or sides or more than 4 inches from the bottom edge of the windshield and in the opinion of the inspecting technician obstructs the driver's clear view of the road.~~.~~

~~(6)~~(4) Reject vehicle if cloudiness on a divided windshield extends more than 1 ~~½~~ inch on either side of the divider strip and in

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the opinion of the inspecting technician obstructs the driver's clear view of the road.

~~(7)~~(5) Reject vehicle if, in the critical vision area of the windshield, there are any un-repaired bull's eye fractures, star fractures, stone bruises, cracks or chips that measure more than 1~~½~~ inch at the extreme edges and in the opinion of the inspecting technician obstructs the driver's clear view of the road.

~~(8)~~(6) Reject vehicle if there is any crack more than 6~~4~~ inches long in the windshield.

~~(9)~~(7) Reject vehicle if there is a windshield wiper scratch, mar or marks more than 4 inches long and ~~1/~~¼ ~~8~~ inch wide on the windshield ~~within the critical view area~~ and in the opinion of the inspecting technician obstructs the driver's clear view of the road.~~.~~

~~(10)~~(8) Reject vehicle if it was originally equipped with a windshield by the manufacturer, and it does not have a windshield.

~~(11)Reject vehicle if any window has cloudiness or a defect that would constitute an obstruction to the driver's vision.~~

~~(12)Reject vehicle if either the left or right front window mechanism is not in working order.~~

~~(13)~~(9) Reject vehicle if any glass is broken or shattered so as to obstruct the vision of the operator or endanger the occupants of the vehicle.

B. Glazing Repairs

(1) Reject vehicle if repairs made to a windshield impair the vision in the critical vision area.

(2) Reject vehicle if repairs to the windshield are not clear, are not refracting light in the same manner as the windshield, or are not free of cosmetic blemishes that extend more than ~~½~~ 1 inch~~.~~ and in the opinion of the inspecting technician obstructs the driver's clear view of the road.

NOTE: Cosmetic blemishes are visible dirt, visible air bubbles that appear as silver or black spots, visible cracks with a discernible thickness and that appear as a black or silver lines, or cloudiness of the laminate.

~~(3)Reject vehicle if there are any repaired cracks in the windshield that have the appearance of being un-repaired, unless such cracks are in an area of the windshield where cloudiness is permitted.~~

C. Window Tinting, Treatments, or Coverings

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(1) Reject vehicle if there are any items, other than items allowed by statute, hanging in or on the windshield, front side windows or rear window that obstruct or obscure the driver's view.

(2) Reject vehicle if any window is composed of, covered with or treated with any reflective material.

(3) Reject vehicle if the windshield has any tint that is not part of a factory installed original equipment windshield installed in accordance with FMVSS §205. A tinted sunshield strip that extends no more than 54 inches from the top of the windshield is permissible.

(4) Reject vehicle if the vehicle has tinted windows and the owner of the vehicle cannot provide the Inspection Technician with a certificate of compliance approved by the Bureau of the Maine State Police that states that the vehicle meets the standards set forth by Maine law and this Chapter for light transmittance.

(a) Any window tinting treatment or covering must be removed if it fails to meet the inspection standard.

(b) Multi-purpose vehicles such as sport utility vehicles, pick-up trucks, and vans VehAll vehicles equipped with tinted glass on the rear side windows and rear window are exempt from this requirement.

8. OTHER VEHICLE EQUIPMENT

A. Windshield Wipers

(1) Reject vehicle if it is not equipped with an adequate wiper or wipers. The wipers shall be the original equipment length or one size smaller for a winter blade. The path of the blade should cover approximately 75% of the windshield. If the vehicle was equipped with two windshield wipers, both must be in working order.

(2)Reject vehicle if any rear window wiper (if the vehicle is so equipped) is not in working order.

(3)(2) Reject vehicle if any windshield wiper does not operate freely or at a reasonable speed.

(4)(3) Reject vehicle if any wiper blade is worn or if the metal part of the wiper makes contact with the windshield.

(5)Reject vehicle if the driver cannot reach and operate freely a hand wiper, if the vehicle is not equipped with automatice wipers.

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~~(6)Reject vehicle if the windshield washer system fails to function.~~

~~(7)~~(4) ~~Reject vehicle if wiper(s) do not return to normal "rest" or "park" position when turned off.~~

B. Rear View Mirrors

(1) Reject vehicle if it does not have all the original factory installed rear view mirrors or their equivalent replacement. A vehicle with a dump body or similar obstruction (like an ambulance, cube van, etc.) is not required to have the inside rearview mirror.

(2) Reject vehicle if any mirror is not mounted securely to prevent its swinging or excessive vibration.

(3) Reject vehicle if any mirror does not give the driver a view of the road 200 feet to the rear.

(4) Reject vehicle if the reflecting surface is peeled, tarnished, or broken and in the opinion of the inspecting technician obstructs the driver's clear view in the mirror.~~.~~

(5) Reject vehicle if any mirror cannot be adjusted, or will not maintain a set adjustment.

C. Sun visor

~~(1) Reject vehicle if it is not equipped with a sun visor on the driver's side.~~

~~(2)~~(1) Reject vehicle, if so equipped, the sun visor cannot maintain a fixed position.

D. Horn

(1) Reject vehicle if it is not equipped with a horn properly wired to a functioning actuating device.

(2) Reject vehicle if the horn-actuating device is not easily accessible to the driver.

(3) Reject vehicle if the horn is not securely fastened to the vehicle.

9. LIGHTS AND ELECTRICAL

A. General Lamp Inspection

General lamp inspection includes inspection of reflex reflectors and of the following types of lamps: head, tail, stop, license, clearance, signal, marker, side marker and fog/driving lights. Any required original equipment light or

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its equivalent replacement must be present and functioning. Any auxiliary lights, not prohibited by law or regulation, that are added to the vehicle or installed as optional equipment by the manufacturer are not required to function (e.g. fog lights, lights on an off road roll bar, etc).

~~(1)~~ Reject vehicle if any bulb in any lamp required by law or ~~r~~ ~~r~~regulation fails to function properly. ~~Any auxiliary lights, not prohibited by law or regulation, that are added to the vehicle or installed as optional equipment by the manufacturer must function properly or be removed.~~

~~(2)~~(1) ~~Reject vehicle if an improperly connected circuit fails to light the proper filament for the different switch positions.~~

~~(3)~~(2) Reject vehicle if any lens is missing or broken, unless properly repaired.

~~(4)Reject vehicle if any lens repaired using Novus or similar technology permits moisture or dirt to enter the assembly.~~

~~(5)~~(3) Reject vehicle if any headlamp has ~~dirt or moisture inside,~~ obvious discoloration, contamination or reflector deterioration, that reduces the lighting below safe operating levels. ~~.~~

~~(6)~~(4) Reject vehicle if any lamp is not securely fastened to the vehicle.

~~(7)~~(5) Reject vehicle if any lamp shows a beam of color, is installed, or functions in manner contrary to law.

~~(8)~~(6) Reject vehicle if any lens or lamp required by law or regulation is covered by any device that reduces the amount of light transmitted or reduces the area of illumination of a lens or lamp by any amount. This includes, but is not limited to devices such as tints, baskets, louvers, and mesh covers that reduce the amount of light transmittance.

~~(9)~~(7) Reject vehicle if the beam indicator lamps do not indicate the correct beam to the driver. Both high and low beams must be working properly.

~~(10)~~(8) Reject vehicle if any lamp or lens is turned or inclined so that its light is not properly directed.

~~(11)~~(9) Reject vehicle if any lens or reflex reflector is missing or broken, unless properly repaired. ~~.~~

~~(12)~~(10) Reject vehicle if a headlamp, measured from its center, is located less than 22 inches or more than 54 inches above the level surface on which the vehicle stands. This

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restriction does not apply to vehicles equipped with a snowplow.

~~(13)~~(11) Reject vehicle if the back up lights fail to function when the vehicle is placed in reverse gear.

~~(14)~~(12) Reject vehicle if the back-up lights remain on when the vehicle is in any gear other than reverse.

~~(15)~~(13) Reject if the vehicle is equipped with LED lighting and 50% or more of the LEDs are not functioning.

NOTE* Properly repaired means that the repair is made with a clear material or a material that is the same color of the lens and prevents moisture from entering the inside of the lens and that maintains the integrity of the unit. Tape is not considered to be an acceptable repair material.

B. Headlight Aiming

(1) Check for proper headlight aim.

Technicians shall rely on their education, training and experience to determine if the headlights are properly aimed. ~~In order to properly complete the inspection, the station must have the appropriate equipment capable of testing the headlight aim of the vehicle.~~

~~(a) Screen Test: Type 1 Sealed Beam Headlamps~~
~~Beam Setting: Type 1 headlamps are inspected and aimed on the upper beam.~~

~~(b) Aim Inspection Limits~~
~~Vertical Aim: Reject vehicle if the center of the high intensity zone is more than 4 inches above or below the centerline.~~

~~Horizontal Aim: Reject vehicle if the center of the high intensity zone is more than 4 inches right or at all to the left of straight ahead.~~

~~(c) Screen Test: Type 2 Sealed Beam Headlamps~~
~~Beam Setting: Type 2 headlamps are inspected on the lower beam.~~

~~Aim Inspection Limits;~~

~~Vertical Aim: Reject vehicle if the center of the high intensity zone is above the horizontal line or more than 4 inches above or below the centerline.~~

~~Horizontal Aim: Reject vehicle if the center of the high intensity zone is more than 4 inches right or at all to the left of the vertical line.~~

~~(d) Mechanical Method: Type 1 or Type 2 Sealed Beam Headlamps~~

~~Aim Inspection Limits~~

~~Vertical Aim: Reject vehicle if the graduation is higher than ½ ° down or lower than 3 ½ ° down. Mechanical aimer should be set at 2 ° down when re-aiming.~~

~~Horizontal Aim: Reject vehicle if the graduation is more than 4 ° to the right or at all left of straight ahead. Mechanical aimer should be set at 0 (straight ahead) when re-aiming.~~

C. Turn Signal System and Stop Lamps

(1) Reject vehicle if any standard factory equipment turn signal or its equivalent replacement is not in operating condition or does not function properly.

(2) Reject vehicle if the lens is not clear or white or amber to the front, or clear or red or amber in the rear.

(3) Reject vehicle if any lens is broken, unless properly repaired~~.~~

~~(4)Reject vehicle if any wiring is damaged or the electrical connections are poor.~~

~~(5)~~(4) Reject vehicle if any lamp housing is not securely fastened.

~~(6)~~(5) Reject vehicle if any proper signal does not operate properly with each throw of the switch.

~~(7)Reject vehicle if the self-canceling mechanism is not functioning properly, if the vehicle is so equipped.~~

~~(8)~~(6) Reject vehicle if any stop lamp does not operate properly with slight pressure on the brake pedal.

~~(9)~~(7) Reject vehicle if any stop lamp does not emit a steady or pulsating, red light.

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~~(10)~~(8) Reject vehicle if any turn signal or stop lamp is repaired with colored tape.

Note: If, at the time of inspection, the owner of a vehicle provides documentation that a replacement part has been ordered to replace a broken lamp or lens, the Technician may issue an inspection sticker if this replacement part is the sole reason for rejection.

~~D~~. ~~Wiring and Switches~~

~~(1)Reject vehicle if any switch is not in good condition or not functioning properly.~~

~~(2)Reject vehicle if any wiring is in poor condition, improperly installed, or so located as to incur damage.~~

~~(3)Reject vehicle if any connection is not tight or shows an indication of excessive corrosion.~~

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D~~E~~. Rear Lamps, License Plate Lamps and Rear Lamp Combinations

(1) Reject vehicle if any tail light bulb does not produce sufficient light so as to be visible from a distance of 100 feet to the rear.

(2) Reject vehicle if all taillights do not produce a red light.

(3) Reject vehicle if any taillight is broken (u~~U~~nless properly repaired), missing or~~,~~ discolored~~ or does not fit properly.~~.

(4) Reject vehicle if any turn signal or stop lamp is repaired with colored tape.

(5) If, at the time of inspection, any tail light or stop lamp lens is broken and not properly repaired, the vehicle owner shall either replace the defective part or place an order through a selling agent. If the part is on order, the owner shall show proof at the request of the inspection technician, or any police officer, that the part is on order and that the full price of the part has been paid before an inspection sticker may be issued.

(6) Reject vehicle if any lamp is not securely mounted in the center or to the left of the axis.

(7) Reject vehicle if any taillight does not produce a steady light to the rear.

(8) Reject vehicle if any lamp housing is not securely fastened.

(9) Reject vehicle if the tail and rear plate lights do not operate properly in all switch positions.

(10) Reject vehicle if the license plate light bulbs do not produce sufficient steady white light to illuminate the entire rear license plate so as to be visible from a distance of 50 feet or more to the rear of the vehicle.

Reject vehicle if any after-market lighting device is installed around or near the license plate and such device is of a color ~~o~~or function contrary to law.

(11)

NOTE* Properly repaired means that the repair is made with a clear material or a material is the same color of the lens and prevents moisture from entering the inside of the lens and that maintains the integrity of the unit. Tape is not considered to be an acceptable repair material.

E~~F~~. Reflectors

(1) Reject vehicle if it is not equipped with at least one adequate reflector securely attached to the rear. The reflector(s) may be part of the rear lamp.

(2) Reject vehicle if the side marker reflectors on vehicles originally so equipped are missing.

(3) Reject vehicle if any reflector does not have a red lens.

(4) Reject vehicle if any lens is broken ~~.~~and not properly repaired.

(5) Reject vehicle if the reflectors are not adequate to reflect the high-beamed headlight of a vehicle, approaching from the rear and being driven at night on an unlighted highway, from a distance of 200 feet.

~~G.~~ F. Optional Auxiliary Lighting and Under-Vehicle Lighting

(1) A vehicle may only be equipped with or display an auxiliary light if it conforms to the requirements of this section.

(2) Reject vehicle if any auxiliary light is not white or amber on the front of the vehicle.

(3) Reject vehicle if any auxiliary light is not amber on the side of the vehicle.

(4) Reject vehicle if any auxiliary light is not amber or red to the rear of the vehicle.

(5) Reject vehicle if an auxiliary light does not emit a steady beam. An auxiliary light may not blink, oscillate, rotate or flash.

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(6) Reject vehicle if any auxiliary light emits a beam that is brighter than, has a greater candlepower than or distracts from the visibility of standard lighting equipment.

(7) Reject vehicle if any auxiliary light is installed in a manner or on the vehicle so that it distracts or impairs the vision of the driver.

(8) Reject vehicle if any blue interior auxiliary lighting or dash lighting is visible at a height of 42 inches or more above a surface parallel with the level surface on which the vehicle stands at a distance of 20 feet from any part of the vehicle.

(9) An auxiliary light is under-vehicle lighting if it is a lighting device or lamp, including, but not limited to, a neon or fluorescent tube, installed under the chassis and it is designed to illuminate and reflect from the surface beneath the vehicle.

(10) A vehicle may be equipped with under-vehicle lighting for the purpose of participating in shows, events or other exhibitions, but the under-vehicle lighting shall not be used when the vehicle is on a public way.

G~~H~~. Speedometer

Reject vehicle if speedometer fails to operate.

10. STEERING, ALIGNMENT, AND SUSPENSION

A. Testing Methods

(1) All items listed under the definitions of steering linkage and suspension systems shall be examined and/ or tested as applicable.

(2) When specific technical measurements or tolerances are not listed in the inspection manual, the Inspection Technician shall refer to and follow the manufacturer's technical guides or service manuals for the vehicle being inspected.

(3) Tie rods, idler arms, and pitman arms can be tested by the "dry park" method, described as follows; leave the weight of the vehicle on its suspension. Have an assistant rock the steering wheel back and forth while the Inspection Technician watches for any play or movement in the steering linkage.

~~This may also be performed by having the owner rock the steering wheel. Leaving the weight on the wheels and~~

~~suspension creates resistance that makes the play in the linkage more visible.~~

Note: Tie rods shall not be tested by squeezing them with pliers or by other mechanical means. Use hand pressure only to test for looseness in an up and down direction. Excessive force can cause the pre-loaded spring inside the tie rod socket to compress, giving a false impression of looseness.

B. Tie Rods

(1) Reject vehicle if there is any looseness or play in the tie rod end, unless within the manufacturer's tolerance.~~.~~

~~(2)Reject vehicle if the rubber boots on a tie rod end are torn.~~

~~(3)~~(2) Reject vehicle if the tie rod-adjusting sleeve is bent, cracked, or stripped.

~~(4)~~(3) Reject vehicle if there is power steering fluid inside the boots of an inner rack and pinion tie rod end.

~~(5)~~(4) Reject vehicle if the tie rod ends bind or do not rotate normally through the proper range.

~~(6)~~(5) Reject vehicle if the movement of any steering component is in excess of the manufacturer's specifications.

C. Steering Lash

Testing: The vehicle must be on a smooth, dry, and level surface. On vehicles equipped with power steering, the engine must be running and the fluid level, belt tension, and belt condition must be adequate before testing.

With the wheel in a straight-ahead position, turn the steering wheel until the turning motion can be observed at the road wheels. Align a reference mark on the steering wheel with a mark on a ruler and slowly turn in the opposite direction until the front wheel motion is again detected. The steering lash is measured at the steering wheel.

~~(1) Reject vehicle if any rack and pinion boot is torn.~~

~~(2)~~(1) Reject vehicle if the power steering fluid is leaking from the rack and pinion.(Seepage is not a cause for rejection).

~~(3)~~(2) Reject vehicle if any binding in the steering linkage is detected.

~~(4)~~Reject vehicle if the total movement is greater than the manufacturer's specifications ~~shown in the following table is encountered at the steering wheel rim before the front road wheels indicate movement.~~

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~~(5)~~(3)

~~Steering Lash Free Play Values~~

~~Steering Wheel Diameter in inches~~	~~Lash in inches~~
~~15 or less~~	~~1 ¾~~
~~16~~	~~2~~
~~18~~	~~2 ¼~~
~~20~~	~~2 ½~~
~~22~~	~~2 ¾~~

D. Linkage Play

Testing for linkage play:

(1) While the front end is supported on the lower control arm, hoist the vehicle from the cross member or frame. While the front spring is supported by the upper control arm, hoist the vehicle at the lower control arm.

(2) With the front end lifted properly and the wheels in the straight ahead position, grasp the front and rear of a front tire and attempt to turn the assembly right and left. Record the movement of the extreme front or rear of tire.

NOTE* Do not jerk the wheel. Follow the manufacturer's recommendations for testing.

~~(2)~~(3) On power steering equipped vehicles, the engine must be running while checking steering linkage play. Eliminate all wheel bearing movement by applying the service brake either with assistance from another person or by a mechanical brake holder.

~~(3)~~(4) Reject vehicle if the measurement or movement is in excess of the manufacturer's specifications.

E. King Pins

(1) Testing: With the front end lifted from the axle, measure the movements at the top or bottom of the tire at the outer circumference. Eliminate all wheel bearing movement by applying the service brake either with assistance from another person or with a mechanical brake holder.

(2) Reject vehicle if the measured movement at the top or bottom of the tire is greater than the manufacturer's specifications.

F. Ball Joints

Inspection of ball joints on vehicle models prior to 1973 must be conducted with the joints unloaded. Ball joints with wear indicators (generally found on 1973 and subsequent models of vehicles) must be inspected with the ball joints loaded. Before inspecting the ball joints, check to see whether the joints need to be loaded or unloaded.

Testing:

(1) Testing of vehicles without wear indicators: Hoist the vehicle either by the lower control arm when the spring is supported by the lower control arm, or by the frame when the upper control arm supports the spring.

(2) To test the vertical movement, position a pry bar under the tire and with a lifting motion sufficient to overcome the weight of the wheel assembly, move the wheel up and down and observe the movement shown on the dial indicator.

(3) To test the horizontal movement, grasp the tire and wheel assembly at the top and bottom. Move it in and out to detect looseness.

(4) Testing of Vehicles with Wear Indicators: Support the vehicle with the ball joints in a loaded condition. Wipe the grease fitting and boss free of dirt and grease.

~~(5)Reject vehicle if a ball joint repair kit has been installed on any vehicle.~~

~~(6)~~(5) Reject vehicle if the movement of the load carrying and/or non-load carrying ball joints exceed the manufacturer's specifications.

~~(7)~~(6) Reject vehicle if the fitting boss is flush or inside the cover surface.

~~(8)~~Reject if the ball joint is severely rusted.

~~(9)~~(7) ~~Reject vehicle if rubber boots on a ball joint are torn, if equipped with sealed boots.~~.

G. Springs, Torsion Bar, Shocks, Bushings, and Axles

(1) Reject vehicle if the leaf springs have loose, welded or broken leaves.

(2) Reject vehicle if the coil springs or spring perches are broken, not securely mounted or are extended by spacers or blocks.

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(3) Reject vehicle if coil springs are welded.

(4) Reject vehicle if there are loose, missing, broken, severely rusted, or worn spring shackles, spring perches, hangers, u-bolts, or spring clips.

(5) Reject vehicle if the stabilizer bar, caster struts or trailing arms are loose, bent, broken, or severely rusted.

(6) Reject vehicle if the control arms, radius rods, equalizer beam assemblies, beam assemblies, torque rods, struts, track bar or steering arm are loose, broken or bent or rusted to the degree that failure of the component is imminent.~~.~~

(7) Reject vehicle if any bushings are missing, split, badly deteriorated, or badly extruded from the suspension joints.

(8) Reject vehicle if the shock absorbers or struts leak or have loose or broken mountings, or worn, missing, or defective bushings. Shock absorbers in satisfactory condition should not have more than two cycles of free rocking motion. NOTE* seepage is not a cause for rejection; please refer to supplemental info 12 in the back of this manual for clarification.

(9) Reject vehicle if the suspension mounting brackets on the vehicle frame are crooked or broken.

(10) Reject vehicle if the torsion bars are broken or improperly adjusted, on vehicles so equipped.

(11) Reject vehicle if the rear axle is bent or not in proper alignment with the longitudinal axis, as determined by a visual inspection.

(12) Reject vehicle if any part of the steering linkage or components have been modified so as to affect the proper steering of the vehicle.

(13) Reject vehicle if the drive shaft universal joints, constant velocity joints, or center bearings show excessive wear or play.

~~(14)Reject vehicle if any constant velocity boot is torn or cracked to the extent that the CV joints are contaminated with dirt, salt, or water.~~

~~(15)~~(14) Reject vehicle if the front of the vehicle has been altered or modified to raise or lower the front end by the use of blocks, universal spring shackle extensions, or the improper use of air shocks, spacers, or other similar means.

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~~(16)~~(15) If an axle ~~vehicle~~ was originally manufactured with the leaf springs mounted beneath the axles, reject vehicle if the springs are mounted above the axles.

~~(17)~~(16) Reject vehicle if equipped with a suspension system that allows for manually raising or lowering of the vehicle during operation on a public way unless the vehicle was originally equipped by the manufacturer with such suspension.

H. Steering Column

(1) Examine the energy absorbing steering column carefully to determine if there is any evidence of a front-end collision or if a force has been exerted on the steering wheel, steering column, or its components.

(2) Reject vehicle if there is damage to the steering column or components.

(3) Reject vehicle if there is a separation of the mounting capsule from the bracket.

(4) Reject vehicle if there are bulges or bends in the mesh section of the column.

(5) Reject vehicle if the latching mechanism on a tilt steering wheel fails to lock or if there is any play in the tilt mechanism.

I. Wheel Bearings

(1) Reject vehicle if the bearing's end play exceeds the manufacturer's specifications.

(2) Reject vehicle if roughness or noise is evident during wheel rotation.

(3) Reject vehicle if binding or roughness is detected while rotating bearing.

(4) Reject vehicle if the bearing adjustment locking device is missing, not engaged, or not functioning.

J. Vehicle Heights

(1) Frame height limits are based on the manufacturer's gross vehicle weight rating of the vehicle. Heavy-duty springs will not be considered to increase the gross vehicle weight rating over the manufacturers original rating.

(2) Frame end measurement must be taken when the vehicle is parked on a level surface with the vehicle unladed. All tires must be inflated to the manufacturer's recommended tire pressure.

(3) Measurements must be taken from a level surface to the bottom edge of the original manufacturer's frame rail. The frame rail must be measured at the end where the bumper brackets attach. Any frame component or sub-frames added to the vehicle after original manufacture shall be disregarded for purposes of frame height measurements.

~~(a)~~ Reject vehicle if the frame height exceeds the specifications established in this section.

~~(b)~~(a)

(4) Maximum frame end heights are established by Maine statute and are restated below;

Type of Vehicle	Front	Rear
Vehicles up to and including 4,500 lbs GVWR	24 inches	26 inches
Vehicles from 4,501 lbs. to 7,501 lbs. GVWR	27 inches	29 inches
Vehicles from 7,501 lbs. to 10,000 lbs. GVWR	28 inches	30 inches

~~(5)~~Reject vehicle if the minimum frame end height is less than 10 inches, or less than the frame end height if the vehicle was originally manufactured lower than 10 inches. ~~Street rods and custom vehicles are exempt from this requirement.~~

~~(6)~~(5)

~~(7)~~(6) Suspension lifts are permitted if they are manufactured by an after market manufacturer, are designed for the make and model vehicle on which they are installed, and if the kit is installed according to the manufacturer's recommendations. The entire kit must be used.

~~(8)~~(7) Lowering kits are permitted if they are manufactured by an after market manufacturer, are designed for the make and model vehicle on which they are installed, and if the kit is installed according to the manufacturer's recommendations. The entire kit must be used.

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~~(9)~~(8) Body lifts are permitted on any vehicle that is not equipped with an anti-lock braking system, provided that they are manufactured by an after market manufacturer, are designed for the make and model vehicle on which they are installed, and the kit is installed according to the manufacturer's recommendations. Body lifts may not use more than a three-inch spacer.

~~(9)Body lifts may not use more than a three-inch spacer.~~

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K. Tires and Wheels

(1) Tires

(a) Tire tread depth shall be measured with a tread depth gauge calibrated in 1/32 inch. Readings shall be taken in accordance with Maine law.

(b) Reject vehicle if any tire is worn to the point where less than 2/32 inch tread design remains at all points where readings are obtained, or where any part of the ply or cord is exposed.

(c) Reject vehicle if any tire has any bump, bulge, or knot, or a shifted or broken belt. Do not reject if a tire has a slight bulge in the sidewall that is the result of the manufacturing process.

(d) Reject vehicle if any tire has tread cuts or snags in excess of 1 inch in any direction or a cut deep enough to expose the tire cords.

(e) Reject vehicle if any tire sidewall has been repaired, or is damaged to the extent that the body cords are damaged.

~~(f) Reject vehicle if a tire has been repaired using a tire plug only. A tire puncture may be repaired by the use of a plug and a vulcanizing patch applied to the inside of the tire. The tire must be removed from the rim for repair and the casing must be inspected for damage.~~

(f~~g~~) Reject vehicle if, on the same axle there is a mismatch in nominal size, construction, or profile between tires.

(g~~h~~) Reject vehicle if it is equipped with studded tires in violation of law.

(h~~i~~) Reject vehicle if it is a front wheel drive ~~vehicle~~ with studded tires only on the front.

(~~j~~i) Reject vehicle if any tire is marked “off highway use only” or “for racing only.”
~~ly.”~~

~~(k)~~(j) Reject vehicle if it is equipped with tires that are ~~m~~more
~~than 2 sizes larger or smaller than manufacturer’s recommended tire sizes, or if any tire change results in more than a two-inch change in overall tire diameter.~~in violation of the size restrictions in Title 29-A Section 1917 (see supplement).

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Note: A tire specification guide or the formula provided in the ~~appendix~~ supplement may be helpful in determining tire diameter and the recommended sizes for a specific vehicle.

(k~~l~~) Reject vehicle if any tire contacts any portion of the body, the steering components or the frame during normal vehicle operation.

~~(lm) If the size of any tire is changed beyond the range of tires recommended by the manufacturer on a vehicle that is equipped with an anti-lock braking system, the vehicle’s computer and/or other appropriate components must be changed, re-programmed or modified so that the vehicle is synchronized to the new tire size. This change must be documented, and that documentation must be kept with the vehicle. The documentation must include, at a minimum:~~
~~(1)The date of the alteration.~~
~~(2)The original and replacement tire sizes; and~~
~~(3)The name of the person who performed the re-calibration or re-synchronization.~~

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(l~~mn~~) Reject vehicle if radial and bias ply tires are mixed on a vehicle.

(m~~no~~) Reject vehicle if the load rating of any tire does not meet or exceed the tire load rating specifications or recommendations of the vehicle manufacturer~~. This does not apply to vehicles equipped with tires purchased on or before January 01, 2007. Proof of purchase or other documentation may be used to verify date of purchase.~~

(2) Wheels

(a) Reject vehicle if any wheel is loose or if there are missing or defective bolts, nuts, or lugs.

(b) Reject vehicle if any wheel is bent, loose, cracked, damaged, or has defective rim or wheel flanges.

(c) Reject vehicle if any parts are designed or installed so that the nuts are not fully engaged.

L. Coupling Devices

(1) Reject vehicle if any attaching bolts, bushings, mounts, or jaw assemblies have any crack, excessive wear points, looseness, or any other condition that may render the fifth wheel assembly or other coupling device unsafe.

(2) Reject vehicle if any fifth wheel or other coupling device has replacement parts not recommended by the manufacturer or not equivalent to factory original.

170.50 CUSTOM VEHICLES AND STREET RODS

1. GENERAL

A. All parts of all vehicles must comply with all laws and rules pertaining to motor vehicle inspections, other than the exemptions noted in this section.

B. Inspection Technicians must examine custom vehicles and street rods for quality of workmanship, integrity of the vehicle components, and the vehicle geometry. If the Inspection Technician believes, based upon training and experience, that the strength or safety of any component of a street rod or custom vehicle is insufficient, they must not issue an inspection sticker.

2. REGULATIONS AND EXEMPTIONS FOR CUSTOM VEHICLES

A. Glazing:

~~(1)~~ The windshield must be of approved safety glass.

~~(2)~~(1) ~~The windshield must be of sufficient height and width to afford ample protection to the operator and passengers of the custom vehicle.~~

~~(3)~~(2) The glazing must allow the operator a clear and undistorted view directly ahead and to the right and left of the axis of the vehicle. The vertical height of the windshield must be at least 7 inches.

~~(4)~~(3) If the body of the custom vehicle was originally constructed without rear windows, then rear windows are not required.

(4) A custom vehicle may be modified to remove the rear window. If the rear window is removed, there must be a sufficient number of mirrors to afford a clear view to the sides and rear of the vehicle. The vehicle shall not be inspected if the rear window is removed and not replaced with material to block the rear window opening.

~~(4)~~(5) Custom vehicles are not required to have sun visors, but if they are present, they must be secure and able to stay in the upright position when not in use.

B. Exhaust System

(1) A custom vehicle shall be equipped with an exhaust system that is free of leaks including the exhaust manifolds (including headers), the piping leading from the flange of the exhaust manifold(s), the muffler(s) and the tail piping.

(2) Exhaust systems shall discharge exhaust fumes at a location to the rear of the vehicle body or direct the exhaust fumes outward from the side of the vehicle body at a location rearward of any operable side windows.

(3) No part of the exhaust system shall pass through any part of the vehicle that is used as a passenger-carrying compartment.

C. Body and Structure

~~(1) 1969 and subsequent vehicles must comply with all standards of the Federal Clean Air Act.~~

~~(2)~~(1) Bumpers – Custom vehicles are exempt from bumper requirements. If a custom vehicle is equipped with a bumper it must be securely attached and so constructed that it does not pose a safety hazard to occupants, pedestrians, cyclists or other vehicles.

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~~(3)~~(2) Fenders - Custom vehicles must be equipped with fenders or fender and extensions to provide coverage of the exposed tire tread.

~~(4)~~(3) Floor Pan - A floor pan must be in sound condition and completely free of cracks, holes, open seams, or other openings that would allow exhaust fumes to enter the passenger or operator compartments.

~~(5)~~(4) Gas Tank - Gas tanks must be of the type originally manufactured as a motor vehicle gas tank.

~~(6)~~Rear Engine Driven Vehicles - Rear engine driven vehicles must have metal or fiberglass shrouds covering exposed~~d~~ exhaust pipes and drive belts.

~~(7)~~(5) ~~Door handles: A custom vehicle may have the door handles removed and the sheet metal and door opening mechanism of the vehicle modified to create a smooth appearance. There must be a mechanical method of opening any door from the inside of the vehicle.~~

~~(8)~~(6) Windshield Wipers: Custom vehicles are exempt from sections 170(8)(A)(1)-(7) of this Chapter regarding windshield wipers. However, a custom vehicle must have adequate windshield wiper(s) to effectively clear the windshield, and the wipers must be working properly.

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D. Tires and Suspensions

(1) Custom vehicles are exempt from the portions of this Chapter regarding tires, except that no tire may contact any portion of the body, the steering components, or the frame during normal vehicle operations. All tires must be DOT approved and must fit entirely within the body or fenders of the vehicle so that no portion of the tire tread is exposed. Tires must meet the requirements in Title 29-A Section 1917 (see supplement).

(2) Custom vehicles are exempt from the portions of this Chapter regarding minimum frame height requirements, but a custom vehicle must meet the following standard regarding vehicle height:

i. The scrub line of the vehicle shall not be lower than three (3) inches from a level surface.

ii. No portion of a vehicle component may extend below the scrub line. This includes any portion of the suspension system; exhaust system, frame, hoses or other part except body trim or molding.

iii. For purposes of measurement, the scrub line must be measured with the vehicle on a flat level surface, with full weight resting on the tires. The scrub line may be measured using any two tires.

3. REGULATIONS AND EXEMPTIONS FOR STREET RODS

A. A street rod engine must be front-mounted, unless the vehicle was originally manufactured with a rear engine.

B. Glazing:

(1) The windshield must be of approved safety glass.

~~(2)The~~ The glazing must allow the operator a clear and undistorted view directly ahead and to the right and left of the axis of the vehicle. The vertical height of the windshield must be at least 7 inches~~windshield must be of sufficient height and width to afford ample protection to the operator and passengers of the custom or modified vehicle.~~

~~(3)~~(2) ~~The glazing must allow a clear and undistorted view directly ahead and to the right and left of the axis of the vehicle.~~

~~(4)~~(3) If the body of the street rod was originally constructed without rear windows, then rear windows are not required.

(4) A street rod may be modified to remove the rear window. If the rear window is removed, there must be a sufficient number of mirrors to afford a clear view to the sides and rear of the vehicle. The vehicle shall not be inspected if the rear window is removed and not replaced with material to block the rear window opening.

~~(4)~~(5) Street rods are not required to have sun visors, but if they are present, they must be secure and able to stay in the upright position when not in use.

C. Exhaust System

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(1) A street rod shall be equipped with an exhaust system that is intact and that does not have any leaks. The exhaust system includes the exhaust manifolds (including headers), the piping leading from the flange of the exhaust manifold(s), the muffler(s) and the tail piping.

(2) Exhaust systems shall discharge exhaust fumes at a location to the rear of the vehicle body or direct the exhaust fumes outward from the side of the vehicle body at a location rearward of any operable side windows.

(3) No part of the exhaust system shall pass through any part of the vehicle that is used as a passenger-carrying compartment.

D. Body

(1) Bumpers: Street rods are exempt from the requirement to have bumpers.

(2) Fenders: Street rods are exempt from the requirement to have fenders.

(3) Floor Pan; Street rods must have a floor pan that is solid and completely free of cracks, holes, open seams, or other openings that would allow exhaust fumes to enter the passenger compartment.

(4) Gas Tank; Gas tanks must be of the type originally manufactured as a motor vehicle gas tank.

(5) Rear Engine Driven Vehicles; Rear engine driven vehicles must have metal or fiberglass shrouds covering exposed exhaust pipes and drive belts.

(6) Frame heights; Street rods are exempt from the minimum frame height requirements.

~~(7) Door handles: A Street Rod may have the door handles removed and the surface material and door opening mechanism of the vehicle modified to create a smooth appearance. There must be a mechanical method of opening any door from the inside of the vehicle.~~

~~(8)~~(7) Windshield Wipers: Street Rods are exempt from sections 170(8)(A)(1)-(7) of this Chapter regarding windshield wipers. However, a Street Rod must have adequate windshield wiper(s) to effectively clear the windshield, and the wipers must be working properly.

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(8) Hoods: Street Rods are exempt from having hoods.

E. Tires

1) Street Rods are exempt from the portions of this Chapter regarding tires, except that no tire may contact any portion of the body, the steering components, or the frame during normal vehicle operations. All tires must be DOT approved. Tires must meet the requirements in Title 29-A Section 1917 (see supplement).

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16 DEPARTMENT OF PUBLIC SAFETY

222 BUREAU OF STATE POLICE

SECTION 180: CLASS B SCHOOL BUS INSPECTION STANDARDS

SUMMARY: This section describes the inspection procedures and standards for Class B school buses. This section also establishes the standards for rejecting a Class B vehicle for inspection.

180.05 GENERAL PROVISIONS

1. All school buses must undergo a complete Class D inspection of all parts and accessories necessary for safe operation of the school bus. Any exceptions or exemptions to the Class D requirements are noted in this section.
2. All school buses must be inspected for additional specific inspection items noted in this section.
3. Reject vehicle does not equal out of service. Out of service criteria is provided in the s~~S~~upplemental information~~8~~ in the rear of this manual.

180.10 CLASS B SCHOOL BUS INSPECTION STANDARDS

1. SCHOOL BUS BODY AND EXTERIOR

A. EXHAUST SYSTEM

(1) Reject vehicle if the exhaust pipe expels exhaust under the body of the bus.

(2) Reject vehicle if the exhaust pipe terminates more than 2 inches beyond the outside perimeter of the body or rear bumper or terminates inside of the perimeter of the body.

(3) Reject vehicle if, on a commercially operated school bus, the exhaust pipe terminates other than to the rear of the bus.

(4) Reject vehicle if, on a non-commercially operated school bus, the exhaust pipe terminates other than to the rear or to the left side of the bus. If the exhaust pipe terminates on the left side of the bus, it must terminate no more than 18 inches forward of the front edge of the rear wheel well.

(5) Reject vehicle if the exhaust pipe terminates on the right side of the bus.

(6) Reject vehicle if, on a type C or D bus, the tailpipe exits beneath a fuel fill or emergency ~~exit.door.~~door.

B. HOOD OR REAR MOUNTED ENGINE COMPARTMENT DOOR

(1) Reject vehicle if the hood or engine cover is missing.

(2) Reject vehicle if any latch is broken, missing, seized, not securely mounted, or inoperable.

(3) Reject vehicle if any support rod is missing, broken, or bent.

(4) Reject vehicle if the hinge mount area of the body is severely corroded.

(5) Reject vehicle if any safety cable (if the vehicle was originally so equipped) is broken, missing, or not securely attached.

(6) Reject vehicle if any hinge is cracked, missing, broken, or is excessively worn.

(7) Reject vehicle if any secondary latch (if applicable) is broken, missing, or inoperable.

C. BODY

(1) Reject vehicle if torn metal protrudes so as to be hazardous to passengers, pedestrians, or cyclists.

(2) Reject vehicle if the molding is loose or protrudes so as to be hazardous to passengers, pedestrians, or cyclists.

(3) Reject vehicle if any side panel is perforated, any rivets are missing or loose, or corrosion has resulted in weakening of the panel.

(4) Reject vehicle if any fenders are missing.

(5) Reject vehicle if any exterior rub rail is missing, damaged, loose, or has rivets missing.

(6) Reject vehicle if one rub rail is not approximately at seat cushion height.

(7) Reject vehicle if any body-to-chassis fasteners are damaged, loose or missing.

(8) Reject vehicle if there are any holes in body of vehicle that could allow exhaust gases into the passenger compartment.

D. FRONT AND REAR BUMPERS

(1) Reject vehicle if any bumper is loose, missing, or broken.

(2) Reject vehicle if any torn portion of a bumper protrudes so as to be hazardous to passengers, pedestrians, or cyclists.

(3) Reject vehicle if the bumper design is other than a design provided by the original equipment manufacturer.

(4) Reject vehicle if any fender or bumper mounts are loose, missing, or broken.

(5) Reject vehicle if there are any holes cut into the bumper or if the bumper has been altered from original (e.g.: reject vehicle if the bumper has been altered to provide a step or for exhaust).

E. BODY COLORS

(1) Reject vehicle if the body is not painted national school bus glossy yellow. The hood may be a lusterless black. The roof may be white.

(2) Reject vehicle if the bumpers are not a glossy black, unless painting is impracticable through use of rubber, retro reflective material or other devices.

(3) These requirements do not apply to "Allowable Alternative Vehicles", as defined in Maine applicable statute.

F. SCHOOL BUS SIGNS AND LETTERING

(1) Reject vehicle if the "School Bus" sign is not retro-reflective material or lighted.

(2) Reject vehicle if the "School Bus" sign is not displayed on the front and rear.

(3) Reject vehicle if the "School Bus" sign is not black on a yellow background.

(4) Reject vehicle if the "School Bus" sign is not as high as practical on a vertical plane.

(5) Reject vehicle if the "School Bus" sign lettering is not at least 8 inches high and 1.25 inches in width.

(6) Reject vehicle if lettering on the bus body is not black on a yellow background, or white on a black background if a black background is permitted.

(7) Reject vehicle if all emergency exits are not labeled on top of the inside and outside of the exits in accordance with Department of Education Rules.

(8) Reject vehicle if the "Emergency Door" sign is not identified on both the inside and the outside in black or red letters at least 2 inches high.

(9) Reject vehicle if there are any graphics or lettering on the exterior of a bus that do not comply with requirements set forth by Title 29-A MRSA and Department of Education rules.

(10) Numbers 1-6 of this subsection do not apply to "Allowable Alternative Vehicles", as defined in Title 29-A.

G. MIRRORS

(1) Interior Rear View Mirrors

(a) Reject vehicle if the rearview mirror is missing.

(b) Reject vehicle if the rearview mirror is cracked, broken, obscured, or if the mirror surface is peeling, pitting, or covered with any item that prevents complete viewing (i.e., sticker or pictures).

(c) Reject vehicle if the rearview mirror will not maintain a fixed position when adjusted.

(2) Exterior Rear View and Cross-over Mirrors

(a) Reject vehicle if any ~~required~~ mirror required by ~~the FMVSS~~rule or law is missing.

(b) Reject vehicle if any mirror is obstructed, does not provide a clear view of the highway to the rear, or does not provide a clear view of the front hood line to the ground, and the bus sides in the front wheel and loading areas.

(c) Reject vehicle if any mirror mount is not secure, is loose, or protrudes excessively.

(d) Reject vehicle if the glass or other reflective material is cracked, pitted, or clouded to the extent that clear vision is obscured.

(e) Reject vehicle if any exterior rear view mirror does not have 50 square inches of mirror glass or reflective material.

(f) Reject vehicle if any mirror cannot be adjusted or do not maintain a fixed position.

H. AUXILIARY COMPARTMENTS

(1) Reject vehicle if all access doors will not open or close, a latch will not hold, or if the hinges are damaged.

(2) Reject vehicle if compartment is not structurally sound.

(3) Reject vehicle if any counter-balance cable on baggage doors is frayed.

(4) Reject vehicle if any overhead rack or shelf is not securely mounted, the retaining components are missing, broken or mounted insecurely, or if the energy absorbing material on the rack or shelf is missing.

2. STOP LAMPS, ARMS, AND WARNINGS

A. SCHOOL BUS STOP AND WARNING LAMPS

Running lights must pass the Class D inspection standards.

Reject vehicle if the vehicle was originally equipped with a back-up alarm, and the alarm does not function properly.

The following requirements only apply to vehicles that are not allowable alternative vehicles;

(a) Reject vehicle if any school bus stop or warning lamp does not operate or does not alternate or strobe properly.

(b) Reject vehicle if any stop lamp is not red and any warning lamp is not amber. Roof mounted strobe lights may be red or white.

(c) Reject vehicle if the eight-way warning lamps are less than 5 inches in diameter. Reject vehicle if four-way red lights do not activate automatically when opening service door.

(d) Reject vehicle if the manual activation switch for 8-way warning lamps is inoperable.

B. SCHOOL BUS STOP ARMS

(1) Reject vehicle if the stop arm fails to operate per OEM design.

(2) Reject vehicle if the stop arm lamps fail to operate per OEM design.

(3) Reject vehicle if the stop arm lamps are not red.

(4) Reject vehicle if manufactured after September 1992 and not equipped with a stop arm.

(5) Reject vehicle if the lamps do not operate per OEM design.

(6) Reject vehicle if stop arm does not activate automatically with red lights when opening service door.

(7) Numbers 1-6 of this requirement do not apply to "Allowable Alternative Vehicles", as defined in Title 29-A

~~(8)Numbers 1-6 of this requirement do not apply to "Allowable Alternative Vehicles", as defined in Title 29-A.~~

C. CROSSING ARMS *(If Equipped)*

(1) Reject vehicle if crossing arm doesn't fully extend, fully retract to park position, or if manual override switch fails to operate.

(2) Reject vehicle if crossing arm does not activate with reds when opening service door.

~~(2)Reject vehicle if crossing arm is damaged or bent so as to shorten extended length to less than 70 inches.~~

~~(3)Reject vehicle if crossing arm is not painted glossy school bus yellow.~~

~~(4)Reject vehicle if crossing arm does not activate with reds when opening service door.~~

3. DOORS, WINDOWS AND EXITS

A. STEP WELL (ENTRANCE AND EXIT STEPS)

(1) Reject vehicle if the step well is unsafe due to corrosion.

(2) Reject vehicle if step well area is cluttered or blocked.

(3) Reject vehicle if the step risers are loose.

(4) Reject vehicle if the anti-slip material is missing, loose, or is worn smooth.

(5) Reject vehicle if the step well area has been modified from OEM design.

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(6) Reject vehicle if step well light does not function.

B. SERVICE DOOR AND EXIT DOOR

(1) Reject vehicle if binding is evident, jamming occurs, or the remote control door malfunctions.

(2) Reject vehicle if the override device on a power-operated door does not operate or the control is not accessible to the driver.

(3) Reject vehicle if the door edge material is other than a flexible type.

(4) Reject vehicle if the strip seal along the bottom edge of the door is missing, torn, or does not seal properly.

(5) Reject vehicle if there are loose objects, magnets, decals, or pictures in entrance area. (Exception: Decals that are relevant to pupil transportation or AAV transportation service).

(6) Reject vehicle if glass is missing or broken, fogged or discolored such that the driver's view through any glass door panel is obstructed.

(7) Reject vehicle if the glass in the door is not double paned. (Type A buses are excepted from this criterion).

(8) Reject vehicle if there is moisture inside the double paned glass.

C. EMERGENCY DOOR OR EXIT

(1) Reject vehicle if the passage is blocked or restricted.

(2) Reject vehicle if the aisle is less than 12 inches wide.

(3) Reject vehicle if, on a wheelchair-equipped bus, the aisle is less than 30 inches wide from the wheel chair tie-down position to the lift door and at least one emergency door.~~exit~~.

(4) Reject vehicle if the release mechanism fails to function from both inside and outside, has an improper latch, or fails to latch securely when closed. (Side push out windows need only to open from the inside).

(5) Reject vehicle if the emergency door or exit warning device fails to operate.

(6) Reject vehicle if two methods of escape are not present; one of which must be on the left side of the bus or to the rear of the vehicle.

(7) Reject vehicle if the head impact protection located across the top of the door header is missing or damaged.

(8) Reject vehicle if the roof hatch is missing or inoperable on school buses manufactured after January 1998, or on any other bus equipped with a roof hatch.

(9) Reject vehicle if the doors or exits are not as prescribed in the ~~Maine Department of Education Uniform School Bus Standards (Chapter 81).~~FMVSS based on bus type, year ~~-~~and capacity.

(10) Reject vehicle if the protective padding across inside top of door opening is missing, not fastened securely or damaged.

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D. ~~SIDE~~ WINDOWS

(1) Reject the vehicle if any emergency, side or driver's window cannot be opened or closed readily as designed.~~.~~

(2) Reject vehicle if either the driver's side window or the first passenger's window on the right side of the bus is not made of double paned glass. (This criterion does not apply to type A buses).

(3) Reject vehicle if there is moisture, ~~inside any double paned glass, or if any double paned glass is~~ fog~~gging~~ed or discoloration inside a double paned glass~~ed~~ to the point that the driver's view through glass is obstructed.

~~(4)Reject vehicle if any side window or emergency window will not open or close as designed.~~

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~~(5)~~(4) Reject vehicle if the side windows are comprised of a material other than safety glass AS-1, AS-2, AS-3, AS-10 and AS-11.

~~(6)~~(5) Reject vehicle if the side windows are broken, have exposed sharp edges, or if exposed edges are not banded.

~~(7)~~ Reject vehicle if the bus was manufactured after May 30, 2002 and the ~~side or rear~~ side windows are tinted so that less than 28% of the light passes through the glass ~~are tinted, unless the light transmittance is no less than 50% or~~ unless a waiver has been granted by the Maine State Police due to a bona fide medical condition.~~.~~

(6)

(7) Reject vehicle if any ~~No~~ additional ~~window~~ tint is ~~allowed~~ on the windshield (only the tint from the factory is permissible).

(8) Reject vehicle if the bus was manufactured after May 30, 2002 and t~~, the~~ the entrance door, ~~the~~ or driver's side window ~~or~~ or the rear windows that go across the back of the bus are tinted so that less than 80% of the light passes through the glass..~~.~~

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E. PASSENGER VEHICLES FOR THE PHYSICALLY DISABLED

(1) Reject vehicle if the ramp, if the vehicle is so equipped, is not securely attached or if the fasteners are missing, broken, have holes in them or are inoperable.

(2) Reject vehicle if the power lift, if the vehicle is so equipped, is inoperable or not securely attached.

(3) Reject vehicle if the power controls are not operable or the lift does not respond to the controls.

(4) Reject vehicle if the wheelchair hold-downs are not operable, the pins are worn, the cables or belts are broken or frayed, or do not operate per OEM design, or if floor installed latch plates, tracks or tie downs are loose, badly worn, damaged or inoperable.

(5) For each wheelchair position, reject vehicle if the safety lap and shoulder belts are missing, torn or frayed, or if the buckles are not operable.

(6) Reject vehicle if the lift cannot be manually operated.

(7) Reject vehicle if any assistive or support equipment is not secured or cannot be secured during transport.

(8) Reject vehicle if the lift has been removed and if the door has not been either converted to meet all of the requirements of an emergency exit or if the exit has not been sealed, with all exit identification removed except inside and outside signage to indicate that "THIS IS NOT AN EXIT" using two-inch lettering black on yellow background (black on white background for AAV).

(9) Reject vehicle if all wheel chair positions are not forward facing.

(10) Reject vehicle if not equipped with transmission interlock as required by FMVSS 403 and 404.

4. SEATS AND FLOOR

A. DRIVER'S SEAT AND SAFETY BELT

(1) Reject vehicle if the driver's seat is loose, the frame of the seat is broken, the springs are exposed or broken, or if the seat cover material is removed.

(2) Reject vehicle if the driver's seat adjusting mechanisms do not operate or will not lock in position.

(3) Reject vehicle if the originally manufactured driver's safety belt or its equivalent replacement is not present.

(4) Reject vehicle if any safety belt has torn or frayed webbing, is not securely mounted or the buckle is inoperable.

(5) Reject vehicle if either the retractors fail to retract or allow the safety belt to extend to its maximum length, or if they are inoperable or damaged.

(6) Reject vehicle if drivers seat has been replaced with a seat other than a seat that is designed for school buses and does not have the appropriate head impact back.

(7) Reject vehicle if a seat belt cutter is not in reach of driver when the driver is in the normal driving position with seat belts worn.

B. PASSENGER SEATS AND GENERAL INTERIOR

(1) Reject vehicle if any seat frame is loose or broken.

(2) Reject vehicle if any seat frame does not face the front of the bus.

(3) Reject vehicle if the seat covering is torn so that the seat base or frame is exposed or if there are holes in any part of the seat.

(4) Reject vehicle if the seat backs are missing, loose or damaged.

(5) Reject vehicle if the energy absorbing material on any seat back is missing in an area more than 3 square inches and more than ¼ inch deep.

(6) Reject vehicle if any safety belts (if originally so equipped) are missing, have torn or frayed webbing, are not securely mounted or if the buckle is inoperable.

(7) Reject vehicle if any seat that does not comply with FMVSS 210 has been equipped with a safety belt.

(8) Reject vehicle if any child restraint systems are not properly installed per OEM instructions.

(9) Reject vehicle if any safety seat belts are installed on other than a manufacturer certified seat belt ready seat frame. (Reference Federal Motor Vehicle Safety Standard 210).

(10) Reject vehicle if any installed Child Safety Restraint System does not have a registration and use instruction tag/label or is not installed per OEM instructions (In accordance with Federal Motor Vehicle Safety Standard 213).

C. FLOOR

(1) Reject vehicle if the floor is buckled, rusted, or rotted to the point of causing a hazard or allowing exhaust gases to enter the passenger compartment.

(2) Reject vehicle if the floor covering or trim is cracked, curled, worn, not sealed (waterproof) at the seams, or presents a tripping hazard.

(3) Reject vehicle if the sub-floor is not at least 5/8-inch plywood (except type A which may be ½ inch plywood).

(4) Reject vehicle if a hole in the floor is not sealed (i.e.; air line or bolt holes that are not in use).

5. INTERIOR EQUIPMENT AND ACCESSORIES

A. GENERAL INTERIOR

(1) Reject vehicle if there are loose objects, decals, magnets, or pictures in driver and passenger compartment.

(2) Reject vehicle if hooks or other after market accessories have been added that could cause a head impact injury to bus occupants in a collision.

(3) Reject vehicle if the compartment stanchions are loose or support bolts are missing or they were installed contrary to the ~~manufacture's recommendation~~FMVSS in effect at the time of manufacture~~.~~.

(4) Reject vehicle if any guardrails are loose or support bolts are missing.

(5) Reject vehicle if either the service entrance handrail is missing or loose, or if it fails the nut-drawstring test or if the handrail is not in compliance due to a manufacturer's recall.

(6) Reject vehicle if any interior metal is torn or corroded so as to create a hazard.

(7) Reject vehicle if the retaining barrier is missing or not within 24 inches of clear space in front of seat.

(8) Reject vehicle if there are any unsecured objects in the interior of the bus (e.g., brooms, trashcans, or chock blocks).

(9) Reject vehicle if head impact padding above service door is damaged, missing, or altered.

B. INTERIOR EQUIPMENT

(1) Windshield Defroster

(a) Reject vehicle if the fan fails to operate.

(b) Reject vehicle if there is no airflow.

(c) Reject vehicle if there is no defrost heat/temp control.

(2) Interior Heaters

(a) Reject vehicle if the fan fails to function properly.

(b) Reject vehicle if the interior heater fails to function properly.

(3) Dash Instruments and Indicators

(a) Reject vehicle if the horn activating mechanism has been altered from OEM design, the button position is not identified, or if the device does not function as intended.

(b) Reject vehicle if the horn is not clearly audible or does not operate.

(c) Reject vehicle if the speedometer fails to operate.

(d) Reject vehicle if the brake-warning indicator, ABS indicator, high beam indicator, turn signal indicator or hazard indicator lamps fail to operate.

(e) Reject vehicle if any of the following gauges or indicators are present but fail to operate; water temperature gauge, oil pressure gauge, ammeter, fuel gauge, vacuum gauge, or air pressure gauge.

C. OTHER INTERIOR ACCESSORIES

(1) Fire Extinguisher

(a) Reject vehicle if the fire extinguisher is missing or damaged.

(b) Reject vehicle if accessibility to the fire extinguisher is obstructed.

(c) Reject vehicle if the fire extinguisher rating is less than 10-B:C and at least 5 pounds.

(d) Reject vehicle if the mount is not secure, if the extinguisher is not in a quick release holder, or if it is not labeled appropriately in driver's area. There must be at least one fire extinguisher in the driver's area.

(e) Reject vehicle if the fire extinguisher is equipped with a seal, and the seal is broken or not in place.

(f) Reject vehicle if the fire extinguisher is equipped with a gauge, and the charge reading is less than the minimum, indicates "recharge", or is out of the normal range.

(f) Reject vehicle if the extinguisher is not Fire Marshal (FM) or Underwriters Lab (UL) approved and labeled, if it has no nameplate or instructions, or does not have a current (annual) certified agency inspection tag showing the date of inspection and initialed by a school employee every 30 days.

(h) Reject vehicle if any extinguisher, when inverted, the powder cannot be felt shifting freely.

(i) Reject vehicle if the nozzle is deteriorated, clogged, or corroded to the point of affecting the normal operation of the extinguisher.

(2) Hazard Warning Kit

(a) Reject vehicle if the hazard warning kit is missing or the container is not secure, the kit does not contain three reflectors, or if the kit does not have advanced warning triangles (with stands) that are at least 7 inches high, with sides 17 to 22 inches long, and reflectors or electric lanterns.

(b) Reject vehicle if it does not have 2 chock blocks or if the chock blocks are not secured.

(3) First Aid and Biohazard Kits

(a) Reject vehicle if either the first aid or biohazard kit is missing.

(b) Reject vehicle if the first aid or biohazard kit is not secured or it's location is not labeled in view of the driver.

16 DEPARTMENT OF PUBLIC SAFETY

222 BUREAU OF STATE POLICE

SECTION 190: CLASS C MOTORCYCLE INSPECTION STANDARDS

SUMMARY: This section describes the inspection procedures and standards for Class C motorcycle. This section also establishes the standards for rejecting a Class C motorcycle for inspection.

190.05 CLASS C MOTORCYCLE INSPECTION

1. BRAKES.

A. GENERAL

(1) Wheels and drums are not required to be removed from the vehicle being inspected to determine the condition of the brake drums and linings unless the Inspection Technician believes, based upon training and experience, that there is a problem or failure with the brakes and advises the customer that the vehicle cannot be passed for inspection without the removal of wheel(s) or drum(s) to allow further assessment so as to determine whether the vehicle may be passed for inspection.

(2) At the customer's request, and with the clear understanding by the customer that pulling the wheel or drum is not part of the inspection and will be considered as labor at the hourly rate, the Inspection Technician may remove the wheel(s) and/or drum(s) to show the customer why the vehicle will not pass inspection.

(3) Whenever an Inspection Technician feels that a road test of the motorcycle is necessary to ascertain braking efficiency or safe handling characteristics, a road test may be completed before an inspection sticker is issued.

(5) Motorcycles equipped with self-proportioning or anti-lock brakes may have a single brake control operated by the right hand or foot.

(6) Anti-lock braking systems cannot be disconnected.

B. BRAKE SYSTEM TEST PROCEDURES

(1) Brake Hydraulic System Test: ~~Test vehicle in a standing position.~~ The Inspection Technician must be able to maintain

brake pedal or hand lever reserve under moderate pressure (40- 60 lbs.) for one minute.

(a) Reject vehicle if the brake reserve cannot be maintained for one minute.

(2) Pedal Reserve - Hydraulic System Test: Test vehicle in a standing position with the brake pedal or hand lever depressed under moderate force (40- 60 lbs.) There must be a minimum of approximately 1/3 of the total available pedal or hand lever travel remaining.

(a) Reject vehicle if less than approximately 1/3 of the total available pedal or brake lever travel remains when the pedal is depressed under moderate force.

(3) Service Brake Test: Test vehicle on a substantially level, dry, smooth, hard surfaced road or area that is free from loose materials, oil, or grease. Using the service brake only, test the stopping ability of the vehicle. Brake tests on the open highways must be at a speed of 20 mph with the cycle stopping safely within a distance of 30 feet.

(a) Reject vehicle if it does not stop safely within 30 feet at 20 mph.

C. ~~VISUAL~~ INSPECTION OF INTERNAL MECHANISM

(1) Brake Linings and Disc Brake Pads

(a) Reject vehicle if the thickness of bonded brake linings, when measured at the thinnest point, is less than 2/32 inch.

(b) Reject vehicle if any wire in a wire-backed lining is visible in the friction surface.

(c) Reject vehicle if any riveted lining is worn to within 2/32 inch of the rivet head.

(d) Reject vehicle if any rivet is loose or missing or if the lining is not securely fastened.

(c) Reject vehicle if the lining is broken, cracked or loose.

(d) Reject vehicle if the lining is contaminated with oil, grease, or brake fluid.

(e) Reject vehicle if any lining is worn beyond the replacement indicators.

(2) Brake Drums and Brake Discs

(a) Reject vehicle if any brake drum or disc is contaminated.

(b) Reject vehicle if any brake drum has one or more cracks extending to the edge of the drum or disc or mechanical damage to the friction surface other than wear.

(c) Reject vehicle if any brake drum is re-machined beyond the manufacturer's specifications.

(d) Reject vehicle if there are any cracks extending to the edge of the drum or disc.

(e) Reject vehicle if the thickness of any disc is less than the minimum thickness recommended by the manufacturer.

(3) Hydraulic System

(a) Reject vehicle if the fluid level in the master cylinder reservoir is below ¾ full.

(b) Reject vehicle if there are leaks at the master cylinder or wheel cylinders.

(c) Reject vehicle if any hydraulic hose, tubing or connection is leaking, chafed, restricted, crimped, cracked, or broken.

(4) Mechanical Linkage

(a) Reject vehicle if any mechanical part is missing, broken, or badly worn.

(b) Reject vehicle if there is high friction in the pedal, lever or linkage in the brake components.

(c) Reject vehicle if any brake operating lever or pedal is improperly positioned or is misaligned.

(d) Reject vehicle if any brake cable has more than one strand of the cable broken, cut or missing.

(e) Reject vehicle if any portion of the hand brake lever is broken or missing.

(f) Reject vehicle if any cam-operating lever has been repositioned on the shaft as a means of avoiding replacement of a worn cam, shoe, or lining.

(g) Reject vehicle if the brake adjuster is not equipped with a locking mechanism.

(h) Reject vehicle if any brake cable is so routed as to become pinched between the fork and the frame.

(i) Reject vehicle if the brake control/lever has no free play or if less than 1/5 of the total available control travel remains when the brake is fully applied.

(j) Reject vehicle if there is any modification that makes the brake pedal or lever inaccessible for adequate leverage or safe operation.

(k) Reject vehicle if any replacement or modification to the brake assembly is not equal to the manufacturer's specifications for the specific motorcycle on which the replacement or modification has been installed.

(5) Parking Brake System

(a) Reject vehicle if a three-wheeled motorcycle or autocycle is not equipped with a parking brake in working condition. This brake may be the primary hydraulic brake system, provided that there is a mechanical means to hold the brake lever or pedal applied.

2. BODY COMPONENTS

A. CHAIN/BELT, SPROCKET, AND GUARDS

(1) Reject vehicle if the chain links or rollers are damaged or any pins are loose.

(2) Reject vehicle if the rear chain adjustment is not in accordance with the manufacturer's specifications.

(3) Reject vehicle if the sprocket belt is frayed or if the teeth are stripped.

(4) Reject vehicle if the sprocket teeth are bent or missing.

(5) Reject vehicle if the rear sprocket is loose, missing bolts, or is cracked.

(6) Reject vehicle if the chain guard is broken or missing.

(7) Reject vehicle if the chain guard is not securely mounted or is not mounted in such a way that provides shielding from the chain.

B. DRIVE SHAFT

(1) Reject vehicle if the drive shaft is leaking fluid.

C. FENDERS

(1) Reject vehicle if a fender is missing from any wheel.

(2) Reject vehicle if any fender is not mounted securely.

(3) Reject vehicle if any fender, exterior fiberglass or sheet metal part, or molding has sharp or broken edges, or if it has an abnormal protrusion extending beyond the normal vehicle extremities that would be hazardous to driver, passenger, pedestrian or other vehicles. Do not reject for crash bars unless the bars have sharp protrusions.

(4) Reject vehicle if any fender fails to cover the width of the tire.

(5) Reject vehicle if a fender does not cover a minimum of ¼ of the wheel circumference and is positioned so as to protect the operator and passenger from an exposed wheel.

(6) Reject vehicle if a replacement fender has not been refitted with a required lighting device.

D. STANDS

(1) Reject vehicle if the center or side stands do not operate properly.

(2) Reject vehicle if the motorcycle does not remain on the stand when the front wheel is turned from stop to stop.

(3) Reject vehicle if either stand is cracked or broken.

(4) Reject vehicle if the stand will not retract or remain in a fully retracted or stored position.

E. SEATS

(1) Reject vehicle if it is not equipped with seats.

(2) Reject vehicle if any seat is not securely attached.

(3) Reject vehicle if any seat has springs or other parts protruding which might constitute a hazard to the operator or passenger.

(4) Reject vehicle if any seat latching or securing device does not function properly.

F. FOOTRESTS

(1) Reject vehicle if footrests are not provided for each designated seating position.

(2) Reject vehicle if the footrests are not in an accessible position for a passenger's feet.

(3) Reject vehicle if any footrest is not securely attached.

(4) Reject vehicle if any footrest does not fold upward or rearward when not in use.

G. OTHER ACCESSORIES/ SPEEDOMETERS

(1) For the purposes of this subsection, accessories include, but are not limited to, items such as; fairings, windshields, luggage racks and carriers, backrests, highway bars, engine case guards, passenger seats, speedometers/odometers, and trailer hitches. If the motorcycle was originally equipped with a speedometer, it must be present and functioning properly.

(2) Reject vehicle if any accessory interferes with, obstructs or prevents the proper use of any control, component or system required for the operation of the vehicle.

(3) Reject vehicle if any accessory item covers, interferes with, or obstructs any required lighting device, reflector, or registration plate.

(4) Reject vehicle if any accessory has sharp edges, points, or breaks that may present a hazard to a driver, passenger, or pedestrian.

(5) Reject vehicle if any passenger handhold, if vehicle is so equipped, is not securely attached.

(6) Reject vehicle if an installed windscreen is cracked, discolored or scratched so as to obstruct the driver's forward vision.

(7) Reject vehicle if the glazing in an installed windscreen is not of an approved type.

(8) Reject vehicle if an installed windscreen obstructs or obscures the driver's view of the road surface directly ahead of the front wheel.

(9) Reject vehicle if any attaching bracket, clamps, bolt, brace or other similar fastening device anywhere on the motor body is loose, broken, or in other than a safe condition.

3. FRAME

A. Reject vehicle if any part of the frame has been removed so as to weaken the original structure.

B. Reject vehicle if the frame is cracked, broken, or twisted, or if there is evidence of structural damage.

C. Reject vehicle if any weld or joint shows cracks or fatigue breaks.

D. Reject vehicle if the frame is out of alignment.

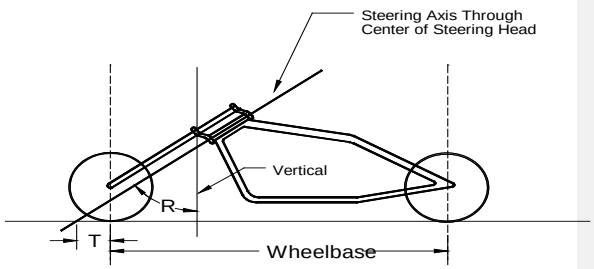
E. Reject vehicle if it fails to meet the following specifications (Table 190.1) in relationship to the front wheel geometry:

Table 190.1

Maximum rake: 45 degrees
Maximum trail: 14 inches
Positive

Minimum rake: 20 degrees
Minimum trail: 2 inches
Positive (2 wheeled cycles
Only)

Motorcycle Front End Geometry



R = Rake (Angle measured in Degrees)
T = Trail (Measured in Inches)

4. STEERING AND SUSPENSION

A. FRONT FORK

(1) Reject vehicle if any fork component is loose or shows any perceptible wear.

(2) Reject vehicle if "fork slugs" have been installed.

(3) Reject vehicle if the length of the original fork has been extended by replacing the original tubes with tubes longer than 16 inches or if the vehicle exceeds the rake and trail limits.

~~(4)~~Reject vehicle if springer-type front forks exceed the origina~~l~~ l design by 18 inches or more.

~~(5)~~(4) ~~Reject any motorcycle if it does not conform to the requirements set forth in this Chapter.~~

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B. SWING ARM

(1) Reject vehicle if the swing arm, if vehicle is so equipped, is bent, cracked, broken or loose, or is excessively worn so as to affect the safe handling of the vehicle.

~~(2)Reject vehicle if any wheel does not track properly or adversely affects the control of the motorcycle.~~

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C. HEAD, STEERING HEAD BEARINGS AND WHEEL BEARINGS

(1) Reject vehicle if there is noticeable play or roughness within the steering head bearings or if the front fork binds when turned left or right.

(2) Reject vehicle if the wheel bearings have perceptible play, roughness, or binding during wheel rotation.

(3) Reject vehicle if the steering head has cracks in or adjacent to any weld.

D. SHOCK ABSORBERS AND SUSPENSION

(1) Reject vehicle if any shock absorber is not securely attached or are missing.

(2) Reject vehicle if any shock absorber has been removed and replaced with a solid connection.

(3) Reject vehicle if any shock absorber is worn, leaking, bent, or has damaged parts.

(4) Reject vehicle if any suspension spring is broken, worn, or loose.

(5) Reject vehicle if a hard tail frame is not of a type manufactured completely as a hard tail. A bolt-on/ weld-on type is not acceptable. This criterion does not apply to 3-wheeled vehicles.

E. HANDLEBARS

(1) Reject vehicle if the handlebars are cracked, broken, or misaligned.

(2) Reject vehicle if the handlebars are positioned so that the handgrips are at a level above the operator's shoulder height when the operator is sitting astride the seat, or if the handgrips are positioned such that the vertical rise is more than 15 inches above the surface of the operator's seat. A motorcycle must meet the lesser of these two values.

(3) Reject vehicle if the handlebar width measures either less than 18 inches or more than 36 inches from grip end to grip end.

(4) Reject vehicle if the handlebars are loose, bent, or cracked in any welds or bends, or if the handlebars have been broken and then welded or brazed.

(5) Reject vehicle if a replacement handlebar is not of the same gauge steel and strength as the original handlebars.

(6) Reject vehicle if the handlebars can be moved up or down by applying manual force other than the movement related to the shock absorbing mounts of the handlebar supports.

(7) Reject vehicle if the handlebars are not equipped with handgrips.

F. HANDLEBAR CONTROLS

(1) Reject vehicle if the throttle does not automatically close to an idle when it is released from the full open position on motorcycles manufactured after September 1, 1974. (Note: Some throttles have an intermediate resistance point for idle adjustment).

(2) Reject vehicle if any throttle or control lever is loose on the handlebars.

(3) Reject vehicle if any control lever is broken or does not operate freely.

(4) Reject vehicle if the outer cable housing is pinched or kinked.

(5) Reject vehicle if there are any loose cable ends, severe bends, kinks, or broken strands on the exposed portion of the inner cables.

(6) Reject vehicle if the brake control lever has no free play and less than 1/5 of the total available control travel remains when the brake force is applied.

(7) Reject vehicle if the clutch control lever has no free play and the clutch lever travel bottoms prior to full clutch engagement.

(8) Reject vehicle if it is not equipped with an operable engine stop control.

(9) Reject vehicle if any cable is excessively slack.

G. STEERING ALIGNMENT

(1) Reject vehicle if the wheel planes do not align with the longitudinal axis of the frame, and thereby causes tracking between the front and rear wheel so as to misalign them by 1 inch or more.

(2) Reject vehicle if there is more than a 3/8-inch run-out in wheel alignment.

5. EXHAUST SYSTEM

A. Reject vehicle if it does not have a muffler that prevents excessive or unusual noise.

B. Reject vehicle if any internal component of the muffler has been removed or altered.

C. Reject vehicle if any mounting or connection is loose, broken, or missing.

D. Reject vehicle if there are any loose or leaking joints, holes, leaking seams or loose interior baffles. Repairs made with a jacket or patch that is welded or brazed securely in place are acceptable. Small holes obviously made by the manufacturer to provide drainage are not cause for rejection.

E. Reject vehicle if the exhaust system is equipped with any bypass or cutout device.

F. Reject vehicle if any flexible tubing has been used to replace any part of the exhaust system unless such tubing was factory installed as original equipment.

G. Reject vehicle if the muffler shield has been removed.

H. Reject vehicle if any unshielded portion of the exhaust system protrudes in a manner that might burn the rider or a passenger seated in a normal position.

I. Reject vehicle if any unshielded portion of the exhaust system is mounted higher than the lowest portion of the passenger seat pan.

J. Reject vehicle if the vehicle is equipped with drag or straight pipes or pipes marked with language or symbols such as “for off-road use only”, indicating that the pipe or pipes are not intended for use on a public way.

K. Reject vehicle if baffles are inserted into the exhaust pipe in place of a muffler. Baffles do not constitute a muffler. The muffler and the exhaust pipe may be welded together.

6. FUEL SYSTEM

A. Reject vehicle if any portion of the fuel system is not securely attached.

B. Reject vehicle if fuel is leaking from any point in the fuel system.

C. Reject vehicle if the fuel tank cap is missing, damaged, or fails to latch.

D. Reject vehicle if any gas line is in direct contact with the engine.

E. Reject vehicle if any fuel system vent or evaporative control system, if originally so equipped, is not present and operational.

7. LIGHTING AND ELECTRICAL SYSTEMS

A. Reject vehicle if any lamp, bulb, lens, or reflective device is broken, severely discolored, inoperable, or shows a color contrary to law or regulation.

B. Reject vehicle if any lens, bulb, or filament is missing or fails to light as designed.

C. Reject vehicle if an improperly connected circuit does not light the proper filaments for the different switch positions.

D. Reject vehicle if any lens is missing, or is rotated, upside down, wrong side out or otherwise improperly installed.

E. Reject vehicle if any lamp, lens or reflective device is improperly located or is not securely fastened to the vehicle.

F. Reject vehicle if any lamp or lens required by law or regulation is covered by any device, that reduces the amount of light, transmitted or reduces the area of illumination of a lamp or lens by any amount. This includes, but is not limited to, tinted, louvered or mesh covers.

G. Reject vehicle if any lamp or lens is turned or inclined so that the light does not function properly.

H. Reject vehicle if it is rated at over 5 horsepower and is not equipped with a multiple-beam headlamp.

I. Reject vehicle if it not equipped with an electrical energy storage source to provide lighting of a constant intensity if the vehicle was originally manufactured with such a source.

J. Reject vehicle if equipped with LED lights and 50 % or more of the LEDs are not functioning.

8. SIGNAL LAMPS

A. Reject vehicle if any lens is not white or amber to the front and mounted on each side of the vertical centerline at the same height.

B. Reject vehicle if any lens is not clear,red or amber to the rear and mounted on each side of the vertical centerline at the same height. Factory smoked directionals are permitted.

C. Reject vehicle if all of the proper signals do not go on with each throw of the switch, if vehicle is equipped with, or was originally manufactured with turn signals.

D. Reject vehicle if the turn signal operating unit is not functioning properly, if vehicle is equipped with, or was originally manufactured with turn signals.

E. Reject vehicle if the turn signals cannot be operated without moving the hand from the handlebars, if vehicle is equipped with, or was originally manufactured with turn signals.

9. STOP LAMPS

A. Reject vehicle if the stop lamp does not go on with slight pressure on the brake pedal or front brake lever.

B. Reject vehicle if the stop lamp lens is not clear or red. The light must be red.

C. Reject vehicle if the stop lamp(s) is (are) not mounted on the vertical centerline, or symmetrically positioned about the vertical centerline if two lamps are used.

D. Reject vehicle if the stop lamp(s) are mounted less than 15 inches or more than 72 inches above the road surface.

10. REAR LAMPS, LICENSE PLATE LAMPS, AND REAR LAMP COMBINATIONS

A. Reject vehicle if the taillight does not produce sufficient light to be clearly visible from a distance of 100 feet to the rear.

B. Reject vehicle if the tail light lens is not clear or red. Light must be red.

C. Reject vehicle if any tail lamp is not mounted securely in the center or to the left of the axis.

D. Reject vehicle if any tail lamp does not produce a steady or pulsating ~~l~~light to the rear with the brakes applied.

E. Reject vehicle if any license plate light bulb does not produce sufficient steady white light to illuminate the entire rear license plate to be clearly visible from a distance of 50 feet to the rear.

F. Reject vehicle if any after market lighting device is installed around or near the license plate, including illuminated license plate frames, neon lights, blinking lights or any light other than the factory original or its equivalent replacement.

G. Reject vehicle if the rear plate is not mounted horizontally on either the rear of the fender or a side mount. ~~The plate can not obstructed and it must have a plate light.~~~~the rear-most portion of the rear fender~~ The plate must be located so that it is clearly visible to the rear.~~.~~

H. Reject vehicle if any light assembly is not mounted on the rear-most part of the rear fender.

I. Reject vehicle if a frame mounted tail lamp assembly extends beyond the outer extremities of the body components. In no event may the lighting devices or components extend beyond the crash bars (if installed).

J. Reject vehicle if the lamp assembly is mounted less than 15 inches or more than 72 inches above the level surface on which the vehicle stands.

11. HEAD LAMPS

A. Reject vehicle if the headlight is mounted more than 54 inches or less than 22 inches above the level surface on which the vehicle it stands.

B. Reject vehicle if the headlamp beam pattern is out of limits and cannot be re-aimed during the inspection.

NOTE: Information regarding headlamp aiming may be obtained from the Maine State Police Inspection Unit online or within additional resource materials.

12. REFLECTORS

A. Reject vehicle if the vehicle is not equipped with at least one adequate reflector securely attached to the rear of the vehicle. The reflector may be part of the rear lamp assembly.

B. Reject vehicle if the rear reflectors are not red or are not mounted on the vertical centerline. If two reflectors are used, reject vehicle if both are not mounted about the vertical centerline.

C. Reject vehicle if the reflectors are not adequate to reflect the high-beamed headlight of a vehicle, approaching from the rear and being driven at night on an unlighted highway from a minimum distance of 200 feet.

D. Reject vehicle if there is not a red reflector mounted on each side of the vehicle as far as practical to the rear, and an amber reflector mounted on each side of the vehicle as far as practical to the front. This section does not apply to motorcycles manufactured before January 1, 1968.

~~E.~~Reject vehicle if any reflector is mounted less than 15 inches or more than 60 inches above the level surface on which the vehicle it stands.

~~13. WIRING AND SWITCHES~~

~~A. Reject vehicle if any switch is not in good condition or is not functioning properly.~~
~~B.Reject vehicle if any wiring is in poor condition, improperly installed, bare or un-insulated, or is so located as to incur damage.~~

~~C.~~E. ~~Reject vehicle if there are any loose connections, evidence of a loose circuit, or if there is any sign of excessive corrosion.~~

13~~4~~. HORN

A. Reject vehicle if it is not equipped with a horn.

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B. Reject vehicle if the horn is not securely mounted or is not audible.

C. Reject vehicle if the horn-actuating device does not function properly or is not accessible to the operator without moving the operator's hand from the handlebar. This section does not apply to a three-wheeled cycle equipped with a steering wheel.

14~~5~~. TIRES, WHEELS, RIMS, AND SPOKES

A. TIRES

~~(1)Reject vehicle if any tire is worn to the level of the tread-wear indicators.~~

~~(2)~~(1) Reject vehicle if any tire is worn to less than 2/32 inch anywhere on the tread or worn to the wear indicators.

~~(3)~~(2) Reject vehicle if any part of the cord is exposed.

~~(4)~~(3) Reject vehicle if there are any bumps, bulges or knots.

~~(5)~~(4) Reject vehicle if there is any tread separation.

~~(6)~~(5) Reject vehicle if any tire has been re-grooved or re-cut.

~~(7)~~(6) Reject vehicle if any tire has tread cuts or snags in excess of one inch or a cut deep enough to expose the body cords.

~~(8)~~(7) Reject vehicle if the any tire is not the recommended size and speed rating required by the manufacturer.

B. WHEELS, RIMS AND SPOKES

(1) Reject vehicle if any spokes or braces are broken or missing.

(2) Reject vehicle if any spokes are visibly loose.

(3) Reject vehicle if any part of the wheel rim is cracked or broken.

(4) Reject vehicle if any brace, disc, strut, or spider is cracked or broken.

15~~6~~. MIRRORS

A. Reject vehicle if it is not equipped with at least one rearview mirror.

B. Reject vehicle if any mirror is not mounted securely to prevent swinging and excessive vibration.

C. Reject vehicle if any mirror is broken or has exposed sharp edges.

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D. Reject vehicle if the reflecting surface is tarnished or peeling to the degree at which visibility is reduced.~~.~~

E. Reject vehicle if a mirror does not have a minimum of 10 square inches of reflective surface for convex construction or 12.5 square inches of reflective surface for unit magnification construction.

F. Reject vehicle if any mirror cannot be adjusted or cannot maintain adjustment.

G. Reject vehicle if the mirror location does not provide the operator with an unobstructed view 200 feet to the rear.

190.50 SPECIALLY CONSTRUCTED MOTORCYCLES AND AUTOCYCLES

1. SPECIALLY CONSTRUCTED MOTORCYCLES

A. A specially constructed motorcycle must be inspected carefully as to the quality of workmanship, the integrity of the vehicle components, and the vehicle geometry. If the inspection technician has any doubt or question about the strength or safety of any component of a specially constructed motorcycle, no inspection sticker is to be issued.

B. Specially constructed motorcycles must comply with all applicable laws and regulations, including, but not limited to this Chapter.

2. AUTOCYCLES

A. An autocycle shall meet the provisions of a motorcycle as well as the following criteria;

(1) An autocycle must be equipped with safety belts for all passengers, a roll bar, a windshield equipped with a wiper, and a steering wheel or tiller.

(2) Autocycles shall be equipped with brakes on the two main wheels.

B. Reject vehicle if a seat belt is not present and functioning for each seat.

C. Reject vehicle if it is not equipped with a roll bar.

D. Reject vehicle if it is not equipped with a steering wheel or steering tiller.

E. Reject vehicle if it is not equipped with a windshield with at least one properly operating wiper.

16 DEPARTMENT OF PUBLIC SAFETY

222 BUREAU OF STATE POLICE

SECTION 200: CLASS D COMMERCIAL VEHICLE INSPECTION

SUMMARY: This section describes the inspection procedures and standards for Class D vehicles. This section also establishes the standards for rejecting a Class D vehicle for inspection.

200.01 DEFINITIONS

Generally, unless the context clearly indicates otherwise, undefined terms used in this rule have the same meaning as in Title 29-A. As used in this Rule, unless the context clearly indicates otherwise, these terms have the following meanings.

200.05 TRANSMISSION AND BRAKES

1. TRANSMISSION

A. Test: If the vehicle is equipped with an automatic transmission, test the vehicle's transmission forward and reverse gears as well as the park position in automatic transmissions to ensure proper working order.

B. Reject vehicle if the forward or reverse gears are inoperative.

C. Reject vehicle if the park position is inoperative.

D. Reject vehicle if the gear selection indicator does not properly identify the current gear position.

2. BRAKES – ANTI-LOCKING SYSTEMS (ABS)

A. Reject vehicle if the warning light fails to illuminate during the cycle or self-check, or a self-diagnostic error is indicated.

B. Reject vehicle if the ABS braking system is disconnected or disabled.

3. GENERAL FOR ALL BRAKE SYSTEMS

A. Reject vehicle if there is an absence of braking action on any axle required to have brakes (such as missing brakes; brake shoes failing to move upon application of a wedge, S-cam, or disc brake).

B. Reject vehicle if there are missing, loose or broken mechanical components including but not limited to: shoes, linings, pads, springs, anchor pins, spiders, cam rollers, clevis pins and clevises, push-rods, air chamber mounting bolts, or worn or frozen pins in slack adjuster. No bolts allowed in slack adjuster in place of clevis pins.

C. Reject vehicle if there are loose brake components including; air chambers, spiders, cam shaft support brackets, or S cam bushings ~~with .085 or more of play~~with more play than the manufacturers specifications allow.

D. Reject vehicle if there are any audible air leaks at the brake chamber, air lines, tanks, valves, or connections.

E. Reject vehicle if any brake is past the readjustment limit. Stroke shall be measured with engine off and reservoir pressure of 90 to 100 p.s.i. with the brakes fully applied. The maximum strokes at which brakes should be readjusted are given below.

F. Reject vehicle if there is a missing brake on any axle required to have brakes. Ref. CFR 49 393.48.

G. Reject vehicle if there is a mismatch across any axle of air chamber size or slack adjuster length.

CLAMP-TYPE BRAKE CHAMBER DATA
(Dimensions in inches)

Type	Outside Diameter	Rated Stroke	Maximum Stroke at Which Brakes Must Be Adjusted
6	4 ½	1.75	1 ¼
9	5 ¼	1.75	1 3/8
12	5 11/16	1.75	1 3/8
16	6 3/8	2.25	1 ¾
20	6 25/32	2.25	1 ¾
24	7 7/32	2.25	1 ¾
30	8 3/32	2.50	2
36	9	3.00	2 ¼

"LONG STROKE" CLAMP-TYPE BRAKE CHAMBER DATA
(Dimensions in inches)

Type	Outside Diameter	Rated Stroke	Maximum Stroke at Which Brakes Must be Adjusted

16	6 3/8	2.50	2.0 ID Tags
20	6 25/32	2.50	2.0 ID Tags
24	7 7/32	2.50	2.0 ID Tags
24	7 7/32	3.00	2.5 ID Tags
30	8 3/32	3.00	2.5 ID Tags

TIE ROD STYLE PISTON BRAKE CHAMBER DATA
(Dimensions in inches)

Size	Outside Diameter	Maximum Stroke at Which Brakes Must be Adjusted
30	6 ½	2 ½

BOLT TYPE BRAKE CHAMBER DATA
(Dimensions in inches)

Type	Outside Diameter	Maximum Stroke at Which Brakes Must be Adjusted
A	6 15/16	1 3/8
B	9 3/16	1 ¾
C	8 1/16	1 ¾
D	5 ¼	1 ¼
E	6 3/16	1 3/8
F	11	2 ¼
G	9 7/8	2

ROTOCHAMBER DATA
(Dimensions in inches)

Type	Outside Diameter	Maximum Stroke at Which Brakes Must be Adjusted
9	4 9/32	1 ½
12	4 13/16	1 ½
16	5 13/32	2
20	5 15/16	2
24	6 13/32	2
30	7 1/16	2 ¼
36	7 5/8	2 ¾
50	8 7/8	3

4. WEDGE BRAKES

   A. Reject vehicle if the wheel rotates with the service brake applied.

   B. Reject vehicle if the shoe travel exceeds 1/16 inch.

   C. Reject vehicle if the shoe fails to move on application of the service brakes.

5. BRAKE LININGS OR PADS

   A. Reject vehicle if the lining or pad is not firmly attached to the shoe.

   B. Reject vehicle if any lining or pad is contaminated with any amount of oil, grease, or brake fluid.

   C. Reject vehicle if, on a non-steering axle, the lining thickness is less than 1/4 inch at the shoe center for air drum brakes; 1/16 or less at the shoe center for hydraulic and electric drum brakes; and less than 1/8 inch for air disc brakes or at wear indicators.

   D. Reject vehicle if, on a steering axle, the lining thickness is less than 1/4 inch at the shoe center for drum brakes; less than 1/8 inch for air disc brakes; and 1/16 inch or less for hydraulic disc or electric brakes or at wear indicators.

6. BRAKE DRUMS AND ROTORS AND CALIPERS

   A. Reject vehicle if there are any external cracks or if there are cracks that open upon brake application. Do not confuse short hairline heat cracks with flexural cracks.

   B. Reject vehicle if any portion of the drum or rotor is missing or rusted to the point of danger of falling away. All friction surfaces should be checked carefully for rust and deterioration. Reject vehicle if friction surface is rusted to the point of deterioration.

   C. Reject vehicle if any drum or rotor is worn beyond OEM discard specifications.

   D. Reject vehicle if cracks on the surface extend to the outer edges of the rotor.

   E. Reject vehicle if the rotor is damaged, or two or more grooves are worn beyond .090 inch (2.25 mm).

F. Reject vehicle if any caliper is loose, does not meet manufacturers specification or is seized.

G. Reject vehicle if any anchor plate is loose or a bolt is missing.

H. Reject vehicle if any brake pad is damaged or contaminated.

I. Reject vehicle if the adjustment cannot be made to meet the manufacturers specifications.

J. Reject vehicle if any wheel seal is leaking. Slight seepage is not a cause for rejection.

7. EMERGENCY/PARKING BRAKE SYSTEM

A. Reject vehicle if any spring operated brake on a vehicle or vehicle combination is not applied upon actuation of the emergency/parking brake control, including a drive line hand controlled parking brake.

B. Reject vehicle if the brake fails to hold.

C. Reject vehicle if the brake fails to fully apply or release.

D. Reject vehicle if the primary emergency/parking brake system is inoperative or if it is not as originally equipped. The system must be held in the applied position by energy other than fluid pressure, air pressure or electric energy.

E. Reject vehicle if the indicator lamp (if so equipped) fails to illuminate.

F. Reject vehicle if the mechanism binds or is inoperable.

G. Reject vehicle if any cable is frayed, broken, or inoperable.

H. Reject vehicle if the lining (if equipped) is less than 1/16 inch above the shoe on an external clamping type.

8. HYDRAULIC BRAKES

A. Reject vehicle if the master cylinder is leaking, loose, or the fluid level is ½ inch below the full line or, if not marked, ½ inch below the top.

B. Reject vehicle if the cap is missing or loose, if the vent holes are plugged, or if the gasket is missing or damaged.

C. Reject vehicle if the braked pedal travel from its free height to its depressed height is more than 65% of the total distance, or, if when holding steady pressure, the pedal travels to the floor or does not meet the manufacturer’s specifications.

D. Reject vehicle if the power assist unit fails to operate.

E. Reject vehicle if any brake hose seeps or swells under application of normal pressure.

F. Reject vehicle if the check valve is missing or inoperative.

G. Reject vehicle if there is any visually observed leaking hydraulic fluid in the brake system.

H. Reject vehicle if any hydraulic hose is abraded (chafed) through the outer cover-to-fabric layer.

I. Reject vehicle if any fluid line or connection is leaking, restricted, crimped, cracked, or broken.

J. Reject vehicle if the brake failure light or low fluid warning light is on or is inoperative.

K. Reject vehicle if the hydraulic pump drive belt is loose, cracked, slipping, or missing.

9. HYDRAULIC SYSTEM HOSES AND TUBING

A. Reject vehicle if any line or hose is leaking, rusted to point of flaking, bulging, pitted, welded, cracked, flattened, not securely mounted, or has restricted sections. Surface rust is not cause for rejection.

B. Reject vehicle if repairs to lines or hoses have been made with anything other than steel tubing, stainless steel, or other DOT approved lines or couplings.

C. Reject vehicle if the connections are anything other than double flared.

D. Reject vehicle if there is a hose with any damage extending through the outer reinforcement ply.

E. Reject vehicle if a hose is severely chafed. If there is minor chafing, the hose should be re-routed so as to prevent further damage.

F. Reject vehicle if any hose is routed in such a manner as to cause damage.

G. Reject vehicle if hoses, lines, and fittings do not conform to manufacturer's original equipment standards.

10. VACUUM SYSTEMS

A. Reject vehicle if the vacuum system has insufficient vacuum reserve to permit two full brake applications after the engine is shut off.

B. Reject vehicle if a required low vacuum warning device is missing or inoperative.

C. Reject vehicle if the lines or hoses are collapsed, broken, chafed, insecurely mounted, or less than 1.5 inches from any part of the exhaust system.

D. Reject vehicle if the system is leaking.

E. Reject vehicle if the clamps are missing, loose, or broken.

F. Reject vehicle if any tank is missing, loose, damaged or leaking.

G. Reject vehicle if the vacuum pump is loose.

H. Reject vehicle if the vacuum pump drive belt is loose, cracked, excessively worn, or contaminated with oil.

I. Reject vehicle if the vacuum pump is unable to achieve and maintain 18 inches of vacuum.

11. HYDRAULIC SYSTEM WITH HYDRAULIC ASSIST

A. Reject vehicle if no movement in the pedal is detected when starting engine.

B. Reject vehicle if the warning indicator lamp is inoperable when the power steering pump is stopped.

C. Reject vehicle if the pump reservoir is below the indicated “ADD” mark.

D. Reject vehicle if hydro pump or any line or hose is leaking.

E. Reject vehicle if the pump or belt is loose, cracked, or excessively worn.

F. Reject vehicle if the electric motor fails to operate when the engine is not running.

12. AIR ASSIST HYDRAULIC BRAKE SYSTEM

Air assist components of air assist hydraulic brake system are inspected as in the air brake section.

13. AIR SYSTEMS

Compressed Air Reserve

Reject vehicle if the reservoir pressure is lowered more than 18 p.s.i. after one full brake application after the engine is shut down.

14. AIR RESERVOIR, TRACTOR PROTECTION, AND TREADLE VALVES

A. Reject vehicle if any check valve is inoperable or missing.

B. Reject vehicle if any check valve leaks or does not close.

C. Reject vehicle if the air is not quickly exhausted through the exhaust port of the quick-release valve when the brakes are released.

D. Reject vehicle if any valve mounting is un-secure or if the bracket is broken or loose.

E. Reject vehicle if the air is not quickly exhausted through the exhaust port of the relay valve when the brakes are released.

F. Reject vehicle if the tractor-protection control valve does not pop out or close at or above 20 p.s.i..

G. Reject vehicle if air leakage is still noticeable at the emergency glad hand after the control valve has operated.

H. Reject vehicle if any tractor protection valve leaks with the button out.

15. AIR COMPRESSOR

A. Reject vehicle if the air compressor mounting has any loose, cracked, broken, or missing bolts, brackets, braces, or adapters.

B. Reject vehicle if compressor air intake cleaner is clogged enough to prevent proper air intake.

C. Reject vehicle if any air compressor drive belt is worn, frayed, or loose.

D. Reject vehicle if any air compressor pulley is cracked, broken, loose, or is bent or damaged so as to cause belt loss.

E. Reject vehicle if any air tank mounting device such as straps, brackets or other hardware, is broken, missing, or loose.

F. Reject vehicle if air compressor has excessive oil leaks or the air system is contaminated with oil.

16. AIR PRESSURE BUILD UP TIME

A. Test Procedure: With the trailer uncoupled and tires chocked, fully charge the system to the governor cutout pressure. Make one full brake application and note the air pressure reading on the gauge. Continue to reduce the air pressure by moderate brake applications to at least 10 PSI below the governor cut-in pressure. Release the brake and run the engine at the manufacturer’s recommended rpm and determine the time required to increase the air pressure from the

level achieved after one brake application to the governor cut-out pressure.

B. Reject vehicle if the time required to build pressure from the level after one brake application to governor cut-out pressure is more than 30 seconds.

17. AIR PRESSURE GOVERNOR

A. Test Procedure: With the trailer line uncoupled and tires chocked, fully charge the system to its maximum capacity. Observe the gauge pressure and determine if the governor has a cut-out. With the engine running, make a series of brake applications and observe the gauge pressure to determine when the governor cuts in and out.

B. Reject vehicle if the governor cut-out pressure is not between 115 and 135 p.s.i..

C. Reject vehicle if the governor cut-in pressure is below 80 p.s.i..

18. AIR PRESSURE WARNING DEVICE

A. Test Procedure: With the air system fully charged, reduce the air pressure by moderate brake applications or by opening the drain cocks on the system. Observe the pressure at which the visual or audible warning device comes on.

B. Reject vehicle if the air pressure gauge does not function properly. If vehicle was originally equipped with dual gauges, both must work.

C. Reject vehicle if the air pressure warning device does not activate before pressure is lowered to 55 PSI or ½ of the governor cut-out pressure, whichever is less.

D. Reject vehicle if the air pressure warning device does not continuously operate below activation pressure.

E. Reject vehicle if either the visual or audible warning device fails to operate, if vehicle was originally equipped with both visual and audible devices.

19. AIR PRESSURE LEAKAGE

A. Test Procedure: With the air system fully charged and the trailer lines disconnected, stop the engine. With the brakes released, observe the pressure drop in one minute. After determining the pressure loss with the brakes released, make a full brake application and observe the pressure drop for one minute while the brakes are fully applied and the engine is off.

B. Reject vehicle if the leakage rate with the brakes released in one minute exceeds 2 p.s.i. for single vehicles.

C. Reject vehicle if the leakage rate with full brake application in one minute exceeds 3 p.s.i. for single vehicles.

20. AIR PRESSURE RESERVE

A. Test Procedure: With the air system fully charged, stop the engine and note the air pressure. Make one full brake application and then observe the pressure drop.

B. Reject vehicle if the pressure drop is more than 20% of the first reading before the brakes are applied.

21. AIR BRAKE COMPONENTS

A. Reject vehicle if any glad hand is damaged, cracked, corroded, insecurely mounted, or if any seal is broken.

B. Reject vehicle if any air line is abraded to the first body ply cord, or if an air line is un-secure, flattened, damaged by heat, cracked, broken, kinked, or leaking.

C. Reject vehicle if any air line is within 2 inches of the exhaust and is not protected by a heat shield.

D. Reject vehicle if any air line does not meet OEM design standards.

E. Reject vehicle if any hose is exposed at the first layer on a braided line.

F. Reject vehicle if any air line connector does not meet OEM design standards.

G. Reject vehicle if any air tank is missing, leaking, loose, or damaged so as to cause possible failure.

H. Reject vehicle if any air tank bracket or strap is missing, cracked, broken, or if an inferior substitute has been used.

I. Reject vehicle if any drain cock is missing, loose, leaking, inoperable, or does not meet OEM design standards.

J. Reject vehicle if any moisture ejector (manual or automatic) is inoperable or is not present on each tank.

K. Reject vehicle if any hose is improperly repaired (i.e., a splice made by sliding two hose ends over a piece of tubing and clamping the hose to the tube).

L. Reject vehicle if brake tubing (plastic, copper or steel) is used in a frame-to-axle connection, unless it is factory original.

M. Reject vehicle if the brake tubing is not securely attached to the frame and routed in such a way as to prevent damage to the line.

N. Reject vehicle if any air tank is severely rusted to the point of possible failure.

22. BRAKE MECHANICAL COMPONENTS

A. Reject vehicle if any clevis pin is excessively worn, a cotter pin is missing, or an inferior substitute, such as a nut and bolt, has been used.

B. Reject vehicle if any clevis yoke is excessively worn, cracked, broken, or bent.

C. Reject vehicle if any pushrod is bent, broken, or misaligned.

D. Reject vehicle if any slack adjuster is bent, broken, excessively worn, seized, or function improperly.

E. Reject vehicle if any slack adjuster nut self-locking sleeve is seized or inoperable.

F. Reject vehicle if the pushrod clevis pin hole setting is not in the same hole on the same axle, and the distance from the center of the cam to the hole is not the same on the same axle.

G. Reject vehicle if any return spring is missing, stretched, or does not hold the lower roller to the cam.

H. Reject vehicle if any roller is missing, has flat spots, or is the wrong size.

I. Reject vehicle if any ‘spider’ is bent, loose, or if any bolts are missing.

23. SELF-ADJUSTING SLACK ADJUSTERS

A. Reject vehicle if any automatic brake adjusters or brake adjustment indicators are missing or inoperative.

B. Reject vehicle if the indicators are not clearly visible.

C. Reject vehicle if the adjustment is not within the manufacturer’s specifications. All self-adjusting slack adjusters must be checked after brakes are adjusted to specifications.

D. Reject vehicle if any manufacturer-installed self-adjusting slack adjuster was replaced with a non self-adjusting slack adjuster after October 20, 1994.

200.10 COUPLING DEVICES

1. FIFTH WHEELS

A. Mounting to Frame

(1) Reject vehicle if any fasteners are missing or ineffective. (A fastener is not considered missing if there is an empty hole in the device but no corresponding hole in the frame or vice versa).

(2) Reject vehicle if there is any movement between mounting components.

(3) Reject vehicle if any mounting angle iron is cracked or broken.

B. Mounting Plates and Pivot Brackets

(1) Reject vehicle if any fasteners are missing or ineffective.

(2) Reject vehicle if any welds or parent metal is cracked.

(3) Reject vehicle if there is more than 3/8-inch horizontal movement between pivot bracket pin and bracket.

(4) Reject vehicle if pivot bracket pin is missing or not secured.

C. Sliders

(1) Reject vehicle if any latching fasteners are missing or ineffective.

(2) Reject vehicle if any fore or aft stops are missing or ineffective.

(3) Reject vehicle if there is more than 3/8-inch movement between the slider bracket and the slider base.

(4) Reject vehicle if any slider component is cracked in the parent metal or a weld.

D. Lower Coupler

(1) Reject vehicle if the horizontal movement between the upper and lower fifth wheel halves exceeds 1/2 inch when coupled.

(2) Reject vehicle if the operating handle is not in the closed or locked position when coupled.

(3) Reject vehicle if the kingpin is not properly engaged when coupled.

(4) Reject vehicle if there is separation between the upper and lower coupler, allowing light to show through from side to side when coupled.

(5) Reject vehicle if there are any cracks in the fifth wheel plate.

(6) Reject vehicle if the locking mechanism parts are missing, broken or deformed to the extent that the kingpin is not securely held.

(7) Reject vehicle if the locking mechanism is severely rusted and not properly lubricated.

2. PINTLE HOOKS

A. Frame Mounting

(1) Reject vehicle if there are any missing or ineffective fasteners.

(2) Reject vehicle if mounting surface cracks extend from the point of attachment. (For example, cracks in the frame at the mounting bolt holes).

(3) Reject vehicle if the mounting is loose.

(4) Reject vehicle if the frame cross member providing the pintle hook attachment is cracked.

B. Integrity of Pintle Hook Assembly

(1) Reject vehicle if there are cracks anywhere in the pintle hook assembly.

(2) Reject vehicle if there are any welded repairs to the pintle hook.

(3) Reject vehicle if any part of the horn section is reduced by more than 20%.

(4) Reject vehicle if the latch is insecure.

3. DRAWBAR / TOWBAR EYE

A. Frame Mounting

(1) Reject vehicle if there are any cracks in the attachment welds.

(2) Reject vehicle if there are any missing or ineffective fasteners.

B. Integrity of Drawbar / Towbar eye

(1) Reject vehicle if there are any cracks.

(2) Reject vehicle if any part of the eye is reduced by more than 20%.

4. DRAWBAR / TOWBAR TONGUE

A. Slider (power or manual)

(1) Reject vehicle if the latching mechanism is ineffective.

(2) Reject vehicle if the stop is missing or ineffective.

(3) Reject vehicle if there is movement of more than ¼ inch between the slider and housing.

(4) Reject vehicle if any air or hydraulic cylinders, hoses or chambers are leaking.

(5) Reject vehicle if any pivot pins are worn exceeding the manufactures specifications ~~.250"~~ on wheel lifts, cross bars, under reach cross bars and tow bars on a wrecker.

B. Integrity

(1) Reject vehicle if there are any cracks.

(2) Reject vehicle if there is movement of ¼ inch or more between the subframe and the drawbar at the point of attachment.

5. SAFETY DEVICES

A. Reject vehicle if any safety device is missing on a vehicle required to have safety device(s).

B. Reject vehicle if any safety device is unattached or incapable of secure attachment.

C. Chains and hooks;

(1) Reject vehicle if there is wear to the extent of a measurable reduction in the cross section of any link.

(2) Reject vehicle if there is an improper repair, including welding, wire, small bolts, rope, or tape.

(3) Reject vehicle if any link is bent, stretched, twisted, cut, or in any way distorted.

D. Cable

(1) Reject vehicle if any cable is kinked or there are broken cable strands.

(2) Reject vehicle if there are improper clamps or clamping. The saddle clamp should always be on the 'live' side of the cable.

6. SADDLE MOUNTS

A. Method of Attachment

(1) Reject vehicle if any fasteners are missing or ineffective.

(2) Reject vehicle if any mountings are loose.

(3) Reject vehicle if there are any cracks or breaks in a stress or load bearing member.

(4) Reject vehicle if the horizontal movement between upper and lower saddle mount halves exceeds ¼ inch.

200.15 EXHAUST SYSTEM

1. MUFFLER

Reject vehicle if it does not have a muffler. Do not reject if the vehicle was manufactured without a muffler, but in accordance with the Federal Motor Vehicle Safety Standards.

2. EXHAUST SYSTEM LEAKS

A. Reject vehicle if there are exhaust system leaks at any point forward of, or directly below the driver/sleeper compartment. Exhaust system must be solid and secure.

B. Bus Exhaust Systems;

(1) Reject vehicle if it is a gasoline powered bus and exhaust fumes leak or discharge forward of a point 6 inches from the rearmost part of the bus.

(2) Reject vehicle if it is a non-gasoline powered bus and exhaust fumes leak or discharge to a point in excess of 15 inches forward of the rearmost part of the bus or forward of a door

or window designed to be opened, except for emergency exits.

(3) Reject vehicle if any part of the exhaust system of the vehicle is located in a position that would be likely to result in burning, charring or damaging the electrical wiring, the fuel supply, or any combustible part of the motor vehicle, including but not limited to, excessive oil leaking from the engine, transmission, or rear end.

200.20 FUEL SYSTEM

1. Reject vehicle if the fuel system has a visible leak at any point.
2. Reject vehicle if the fuel tank filler cap is missing.
3. Reject vehicle if the fuel tank is not securely attached to the motor vehicle because of loose, broken, or missing mounting bolts or brackets. (Some fuel tanks use springs or rubber bushings that permit movement).
4. Reject vehicle if fuel lines are rusted to the point of flaking, chafed, or improperly mounted.

200.25 LIGHTING DEVICES

1. HEADLAMP INSPECTIONS AND AIMING

A. GENERAL LAMP INSPECTION

General lamp inspection requirements must comply with 49 CFR 393.

(1) Reject vehicle if any of the lighting devices required by law are inoperable or missing. These include reflex reflectors, headlamps, tail lamps, backing lights, plate lights, signal lights, marker lights, side marker lights and fog or driving lights.

(2) Reject vehicle if any bulb in any lamp required by law or regulation fails to function properly.

(3) Reject vehicle if any circuit fails to light the proper filaments for the different switch positions.

(4) Reject vehicle if any lens is broken or missing.

(5) Reject vehicle if any lamp is not securely fastened to the vehicle.

(6) Reject vehicle if any lamp shows a beam of color contrary to law or this Chapter.

(7) Reject vehicle if any lamp or lens is turned or inclined so that its light is not properly directed.

(8) Reject vehicle if any lens or reflex reflector is broken or missing.

(9) Reject vehicle if LED lighting has more then 50% of LEDs not functioning.

B. HEADLAMPS

The station must have the appropriate equipment capable of testing the headlight aim of the vehicle.

(1) Headlamps must be checked for proper headlight aim.

~~(1)~~(2) Reject if the headlamps are out of adjustment based on the inspecting technicians' training, education and experience.

~~(2)~~(3) Reject vehicle if the headlamp has dirt or moisture inside, or has obvious discoloration, contamination, or reflector deterioration that causes a reduction in the effectiveness of the headlamp.~~.~~

~~(3)~~(4) Reject vehicle if any headlamp lens is covered or partially covered by any material, which reduces the light output of the lamp or the surface area of the lamp.

~~(4)~~(5) Reject vehicle if the beam indicator lamps do not indicate the proper beam to the driver.

~~(5)~~(6) Reject vehicle if the headlamps are located less than 22 or more than 54 inches above the level surface upon which the vehicle stands. Vehicle with snowplows attached are exempt from this requirement.

~~(6)~~(7) Reject vehicle if the headlamps exceed 150,000 candlepower. Quartz halogen lamps that are within the power limits will be marked "DOT" or "SAE."

~~C. HEADLAMP AIMING BY VISUAL SCREEN METHOD~~

~~Headlamp aiming by the screen method requires a level area in a darkened location, sufficient for the vehicle and an additional 25 feet from the lamps to the screen.~~

~~NOTE: Additional information regarding headlamp aiming and testing may be obtained within resource material or from the Maine State Police Inspection Unit.~~

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~~(1)Type 1 Sealed Beam Headlamps~~

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~~(a) Beam Setting~~
~~Type 1 headlamps are inspected and aimed on the upper beam.~~

~~(b) Aim Inspection Limits~~
~~Reject vehicle if the center of the high intensity zone is more than 4 inches above or below the centerline when checking vertical aim.~~

~~Reject vehicle if the center of the high intensity zone is more than 4 inches left or 4 inches right of straight ahead when checking horizontal aim.~~

~~(2)Type 2 Sealed Beam Headlamps~~

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~~(a) Beam Setting~~
~~Type 2 headlamps are inspected on the lower beam.~~

~~(b) Aim Inspection Limits~~
~~Reject vehicle if the center of the high intensity zone is above the horizontal line or more than 4 inches below the horizontal line when checking vertical aim.~~

~~Reject vehicle if the center of the high intensity zone is more than 4 inches right or left of the vertical line when checking horizontal aim.~~

~~D. HEADLAMP AIMING BY MECHANICAL METHOD~~

~~(1) Type 1 Sealed Beam Headlamps~~

~~(a) Beam Setting~~
~~Type 1 headlamps are inspected and aimed on the upper beam.~~

~~(b) Aim Inspection Limits~~

~~Reject vehicle if the graduation is higher than ½ ° down or lower than 3 ½ ° down when checking vertical aim. Mechanical aimer should be set at 2 ° down when re-aiming.~~

~~Reject vehicle if the graduation is more than 4 ° to the right or left of straight ahead when checking horizontal aim. Mechanical aimer should be set at 0 (straight ahead) when re-aiming.~~

~~(2) Type 2 Sealed Beam Headlamps~~

~~(a) Beam Setting~~
~~Type 2 headlamps are inspected on the lower beam.~~

~~(b) Aim Inspection Limits~~
~~Vertical Aim - reject vehicle if the graduation is higher than ½ ° down or lower than 3 ½ ° down when re-aiming.~~

~~Horizontal Aim - reject vehicle if the graduation is more than 4 ° to the right or at all to the left.~~

2. TURN SIGNAL SYSTEM

A. Reject vehicle if any signal is missing or fails to operate properly in any vehicle that was originally manufactured with turn signals.

B. Reject vehicle if any signal lamp lens is broken and not properly repaired* or missing.

C. Reject vehicle if any signal lamp lens is not white or amber to the front and red to amber to the rear. Amber rear turn signals may not be co-joined with parking or marker lights so as to be steadily illuminated.

D. Reject vehicle if the signal lamp wiring is broken, abraded to the point of showing bare wire, or shows evidence of burning or short-circuiting.

E. Reject vehicle if any electrical connection is not tight and secure, or show signs of excessive corrosion, or if any bare wire is exposed on the connection terminals.

F. Reject vehicle if the signal lamp housing is not securely fastened.

G. Reject vehicle if any proper signal lamp fails to operate properly with each throw of the switch.

H. Reject vehicle if the vehicle is so constructed or loaded so as to prevent the operator from making a hand or arm signal if such vehicle is not equipped with an approved type of signaling device.

I. Reject vehicle if the signal lamp operating unit is not functioning properly.

~~J.Reject vehicle if the signal lamp self-canceling mechanism fails to function properly (if vehicle is so equipped).~~

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3. STOP LAMPS

A. Reject vehicle if any stop lamp does not operate properly with slight pressure on the brake.

B. Reject vehicle if all stop lamps do not produce a steady or pulsating red light to the rear with the brakes applied.

C. Reject vehicle if a lens is broken and not properly repaired* or is not red.

D. Reject vehicle if the lamp housing is not securely fastened.

4. REAR LAMPS, LICENSE PLATE LAMPS, AND REAR LAMP COMBINATIONS

A. Reject vehicle if the tail light bulbs do not produce sufficient light so as to be visible from a distance of 100 feet or more to the rear.

B. Reject vehicle if all the taillights do not produce a red light.

C. Reject vehicle if any tail light is broken and not properly repaired*, missing, discolored, or does not fit properly.

D. Reject vehicle if the lamps are not securely mounted in the center or to the left of the axis.

E. Reject vehicle if the license plate light bulbs do not produce sufficient steady white light to illuminate the entire rear license plate from a distance of 50 feet to the rear.

F. Reject vehicle if the lamp housing is not securely fastened.

G. Reject vehicle if all tail and rear plate lights do not operate properly in all switch positions.

~~H.Reject vehicle if temporary repairs are made with colored tape.~~

~~I.~~H. Reject vehicle if rear lights are obstructed in any way.

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5. WIRING AND SWITCHES

A. Reject vehicle if any switch for an item required to be inspected is not in good condition or is not functioning properly.

B. Reject vehicle if the wiring is in poor condition, is improperly installed, or is so located as to incur damage.

C. Reject vehicle if any connection is loose or shows signs of excessive corrosion.

6. REFLECTORS

A. Reject vehicle if the vehicle is not equipped with at least one adequate reflector securely attached to the rear thereof. The reflector may be part of the rear lamp.

B. Reject vehicle if the rear reflectors do not have red lenses.

C. Reject vehicle if any lens is broken and not properly repaired*.

D. Reject vehicle if the reflectors are inadequate to reflect at night on an unlighted highway for at least 200 feet from the lawful high-beamed headlight of a vehicle approaching from the rear.

E. Retro reflective sheeting may be used in place of an array of reflectors.

NOTE* Properly repaired means that the repair is made with a clear material or a material that is the same color of the lens and prevents moisture from entering the inside of the lens and that maintains the integrity of the unit. Tape is not considered to be an acceptable repair material.

NOTE: Vehicles or combinations of vehicles with a gross vehicle weight rating or gross weight of 10,001 pounds or more, engaged in commerce or otherwise subject to Federal Motor Carrier Safety Regulations must meet the requirements of 49 CFR Part §393. Technicians are directed to these regulations for complete requirements and specifications.

200.30 STEERING MECHANISM

1. WELD

A. Reject vehicle if there are any welds on steering components.

2. STEERING WHEEL FREE PLAY

A. Reject vehicle if the free play in the steering wheel exceeds the manufacturer's specifications ~~or the following:~~

~~Steering Wheel Diameter~~	~~Manual Steering System~~	~~Power Steering System~~
~~16"~~	~~2"~~	~~4 ½"~~
~~18"~~	~~2 ¼"~~	~~4 ¾"~~
~~20"~~	~~2 ½"~~	~~5 ¼"~~
~~22"~~	~~2 ¾"~~	~~5 ¾"~~

NOTE: On vehicles equipped with power steering, the engine must be running to check for steering wheel play.

3. STEERING COLUMN

A. Reject vehicle if the U-bolt(s) or positioning part(s) are loose or missing.

B. Reject vehicle if the universal joint(s), slip joints, pins and dogs are worn, faulty, or obviously repaired by welding.

C. Reject vehicle if the steering wheel is not properly secured.

D. Reject vehicle if steering shaft bearing and bushing are loose.

E. Reject vehicle if the steering wheel is bent or broken.

4. KING PINS

A. Test Procedure: With the front end lifted from the axle, measure the movement at the top or bottom of the tire at the outer circumference. Eliminate all wheel bearing movement by applying the service brake either with assistance from another person or with a mechanical brake holder.

B. Reject vehicle if the king pin load-carrying bearing is missing or worn beyond manufacturers specifications.

C. Reject vehicle if the measured movement at the top or bottom of the tire is greater than ~~the following tolerance~~the manufacturers specifications;

~~For a wheel diameter of:~~

~~16 inches or less~~	~~1/4 inch (6.5mm)~~
~~17 to 18 inches~~	~~3/8 inch (9.5 mm)~~
~~Over 18 inches~~	~~1/2 inch (13 mm)~~

5. BALL JOINTS

A. Inspection of ball joints on models prior to 1973 must be conducted with the joints unloaded. Starting in 1973, manufacturers started

using ball joints with wear indicators. Ball joints with wear indicators must be inspected with the joints loaded. Before inspecting the ball joints, check to see whether the joints need to be loaded or unloaded.

B. Testing of Vehicles without Wear Indicators: Hoist the vehicle by the lower control arm when the spring is supported by the lower control arm, or by the frame when the spring is supported by the upper control arm.

(1) To test the vertical movement, position a pry bar under the tire and with a lifting motion sufficient to overcome the weight of the wheel assembly, move the wheel up and down and observe the movement shown on the dial indicator.

(2) To test the horizontal movement, grasp the tire and wheel assembly at the top and bottom. Move it in and out to detect looseness.

C. Reject vehicle if the movement of the load carrying and/or non-load carrying ball joints exceed the manufacturer's specifications.

D. Testing of Vehicles with Wear Indicators: Support the vehicle with the ball joints in a loaded condition. Wipe the grease fitting and boss free of dirt and grease.

E. Reject vehicle if the fitting boss is flush or is inside the cover surface.

6. FRONT AXLE BEAM AND STEERING COMPONENTS OTHER THAN THE STEERING COLUMN

A. Reject vehicle if the components are cracked.

B. Reject vehicle if there are any obvious welded repairs.

C. Reject vehicle if axle king pin bore is worn more than manufacturers specifications.

7. STEERING GEAR BOX, POWER STEERING PUMP AND LINES

A. Reject vehicle if any mounting bolt(s) are loose or missing.

B. Reject vehicle if there are cracks in the gearbox, pump, belts, or mounting brackets.

C. Reject vehicle if there are any welds.

D. Reject vehicle if there are any leaks in the gearbox, power steering pump, lines and hoses.

E. Reject vehicle if there is any looseness in the steering box sector and output shafts.

F. Reject vehicle if there is any binding in system when the vehicle is jacked up and the front tires are off the ground.

G. Reject vehicle if any power steering hose or line is leaking, frayed, cracked or is improperly routed.

H. Reject vehicle if power steering fluid is low.

8. PITMAN ARM

A. Reject vehicle if there is any looseness of the pitman arm on the steering gear output shaft.

B. Reject vehicle if there are any welds.

9. AUXILIARY STEERING SYSTEMS

A. Reject vehicle if there are any leaks in the system.

B. Reject vehicle if the auxiliary power assist cylinder is loose.

C. Reject vehicle if air power assist is leaking.

10. BALL AND SOCKET JOINTS

A. Reject vehicle if there is any movement under the steering load of a stud nut.

B. Reject vehicle if there is any motion other than rotational, between any linkage member and its attachment point under hand pressure. Vehicles with steering assist control valves must be checked with the engine on.

11. TIE RODS AND DRAG LINKS

A. Reject vehicle if the clamp(s) or clamp bolt(s) on the tie rods or drag links are loose.

B. Reject vehicle if there is any looseness in any threaded joint.

C. Reject vehicle if there are any welds.

12. NUTS

Reject vehicle if any nut(s) on the tie rods, pitman arm, drag link, steering arm or tie rod arm is loose or missing.

13. FRONT WHEEL BEARINGS

A. Reject vehicle if the movement measured at the circumference of the tire exceeds ~~3/16 inch for tapered bearings~~the manufacturers specifications.

B. Reject vehicle if the lubrication is insufficient.

C. Reject vehicle if roughness or noise is evident during wheel rotation.

D. Reject vehicle if the races or rollers are chipped, burred, pitted, or show evidence of overheating, if visible through the inspection hole.

E. Reject vehicle if the bearing end play exceeds the manufacturer's specifications.

F. Reject vehicle if binding or roughness is detected while rotating bearing.

G. Reject vehicle if the bearing adjustment locking device is missing, not engaged, or not functioning.

H. Reject vehicle if the oil hubcap is missing, damaged, leaking, or if the filler plug is missing.

I. Reject vehicle if the hubs are damaged or cracked.

J. Reject vehicle if sealed bearings do not meet the manufacturer's specifications for looseness.

14. STEERING SYSTEM MODIFICATIONS

Reject vehicle if there is any modification or other condition that interferes with the free movement of any steering component.

200.35 SUSPENSION

Reject vehicle if any U-bolt(s), spring hanger(s), or other axle positioning part(s) are cracked, broken, loose, or missing.

1. SPRING ASSEMBLY

A. Reject vehicle if any leaves in a leaf spring assembly are broken, welded, cracked, or missing.

B. Reject vehicle if a coil spring is broken, welded or cracked.

C. Reject vehicle if a rubber spring is missing.

D. Reject vehicle if any leaf is displaced in a manner that could result in contact with a tire, rim, brake drum or frame.

E. Reject vehicle if a torsion bar spring in a torsion bar suspension is broken.

F. Reject vehicle if an air suspension is deflated, such as a leak, system failure, etc.

2. TORQUE, RADIUS, OR TRACKING COMPONENTS

A. Reject vehicle if any part of a torque, radius, or tracking component assembly or any part used for attaching these to the vehicle frame or axle is cracked, loose, broken, or missing.

B. Reject vehicle if walking beam, trunion, spring hangers, spring chairs, bushings, bearing, or rubbers, are worn. Refer to manufacturer's specifications.

200.40 FRAME AND BODY COMPONENTS

1. FRAME MEMBERS

A. Reject vehicle if any frame member is cracked, broken, loose, sagging, or rusted to the point of structural weakness.

B. Reject vehicle if any fasteners, including fasteners attaching functional components such as engine, transmission, steering gear, suspension, body parts, or fifth wheel, are cracked, loose, or missing.

C. Reject vehicle if welds have not been done in a professional manner.

D. Reject vehicle if accessories are not bolted securely.

2. TIRES AND WHEEL CLEARANCE

Reject vehicle if any portion of the body or frame is positioned in a manner likely to contact a tire or any part of a wheel assembly.

3. ADJUSTABLE AXLE ASSEMBLIES (SLIDING SUBFRAMES)

A. Reject vehicle if any locking pins are missing, worn, or not engaged.

B. Reject vehicle if any pin guide holes are cracked or excessively elongated.

C. Reject vehicle if the pin release handle is missing a locking device.

4. REAR END PROTECTION AND BUMPERS

A. Reject vehicle if rear end protection is absent or is not structurally sound, if the vehicle is required to have such rear end protection. (For additional information, refer to 49 CFR §393.86).

B. Reject vehicle if, on a vehicle originally equipped with bumpers, the bumpers are missing or not securely attached.

5. BODY COMPONENTS

A. Reject vehicle if any body exterior component or sheet metal part is rusted, modified and/or damaged to an extent that may present a safety hazard to occupants, pedestrians, cyclists or other vehicles.

B. Reject vehicle if any exterior body component directly surrounding and leading to the passenger compartment has any hole caused by damage, modification or rust. Surface rust is not a cause for rejection.

C. Reject vehicle if any other exterior body components, including fenders, quarter panels, and side panels, is loose, missing, or is not securely attached to the body as a result of damage, rust, modification or missing parts.

D. Reject vehicle if, on a vehicle with unit construction, the body is rusted or modified to the extent that there is a danger of a vital part failure.

E. Reject vehicle if the hood latch mechanism fails to operate properly.

F. Reject vehicle if the sleeper compartment gasket is not properly sealed and secured so as to prevent suction of exhaust fumes or gases into the sleeper.

G. Reject vehicle if a replacement repair on any motor vehicle is not made with material(s) of the same strength as the original, or ~~is not welded, riveted and sealed, or bonded (in the case of a composite body) so as to prevent~~allows the passage of fumes or gases into the passenger or sleeper compartments.

H. Reject vehicle if; a hole in the floor pan, sleeper, and passenger compartment was not repaired with material(s) of equal strength, if the repair was not securely fastened, or if the repair was not sealed to prevent the passage of fumes and gases.

I. Reject vehicle if any door has an inoperable latch, broken or worn hinges, broken or missing parts, or is wired shut or secured.

J. Reject vehicle if it is equipped with a dump body, and does not have a positive means of support, permanently attached and being capable of being locked in a position to prevent the unintentional lowering of the dump body.

200.45 TIRES, WHEELS AND RIMS

1. TIRES ON STEERING AXLE OF A POWER UNIT

A. Reject vehicle if any tire has less than 4/32 inch tread when measured at any point on a major tread groove.

B. Reject vehicle if body ply or belt material is exposed through the tread or sidewall on any tire.

C. Reject vehicle if there is any tread or sidewall separation on any tire.

D. Reject vehicle if there is any cut that exposes ply or belt material on any tire.

E. Reject vehicle if any tire is labeled “Not for Highway Use” or displays other markings that would indicate that the tire is not intended for use on a public way or on a steering axle.

F. Reject vehicle if there is a tube type radial tire without radial tube stem markings. These markings include a red band around the tube stem, the word “radial” embossed in metal stems, or the word “radial” molded in rubber stems.

G. Reject vehicle if the vehicle has a mix of bias and radial tires on the same axle.

H. Reject vehicle if a tire flap protrudes through a valve slot in the rim and touches a stem.

I. Reject vehicle if it has a re-grooved tire. Vehicles that are operated exclusively in urban or suburban service are exempt from this requirement. (See 49 CFR §393.75(e)). No truck or truck tractor shall be operated with re-grooved tires on the front wheels which have a load carrying capacity equal to or greater than that of 8.25-20 8 ply.

J. Reject vehicle if it has a boot, blowout patch or other ply repair.

K. Reject vehicle if the weight carried exceeds the tire load limit. This includes overloaded tires resulting from low air pressure.

L. Reject vehicle if a tire is flat or has a noticeable or detectable leak.

M. Reject any bus equipped with recapped or re-treaded tires.

N. Reject a vehicle if any tire is so mounted or inflated that it comes in contact with any part of the vehicle.

2. TIRES LOCATED ON AXLES OTHER THAN STEERING AXLE (POWER UNIT)

A. Reject vehicle if the weight carried exceeds the tire limit. This includes overloaded tires resulting from low air pressure.

B. Reject vehicle if a tire is flat or has a detectable air leak.

C. Reject vehicle if body ply or belt material is exposed through the tread or sidewall.

D. Reject vehicle if there is any tread or sidewall separation.

E. Reject vehicle if there is a cut or crack that exposes ply or belt material.

F. Reject vehicle if a tire is so mounted or inflated that it comes in contact with any part of the vehicle. This includes a tire that contacts its mate.

G. Reject vehicle if any tire is labeled “Not for Highway Use” or displays other markings that would indicate that the tire is not intended for use on a public way.

H. Reject vehicle if a tire has less than 2/32 inch tread when measured at any point on a major tread groove.

3. WHEELS AND RIMS

A. Lock or Slide Ring

Reject vehicle if a lock or slide ring is bent, broken, cracked, improperly seated, or sprung, or has mismatched rings.

B. Wheels and Rims

Reject vehicle if a wheel or rim is cracked, broken, or has elongated bolt holes.

4. FASTENERS (SPOKE OR DISC WHEELS)

A. Reject vehicle if any fastener is loose, missing, broken, cracked, stripped, or is otherwise ineffective. Parts shall be designed and installed so that nuts shall be fully engaged.

B. Reject vehicle if the rim design is not compatible with the hub design.

5. WELDS

A. Reject vehicle if any weld attaching the disc wheel disc to rim is cracked.

B. Reject vehicle if any weld attaching a tubeless demountable rim to adapter is cracked.

C. Reject vehicle if there is any weld on an aluminum wheel on a steering axle.

D. Reject vehicle if there are any welded repair other than disc to rim attachment on steel disc wheel(s) mounted on the steering axle.

200.50 VEHICLE GLAZING: WINDSHIELD, SIDE AND REAR WINDOWS

1. GENERAL

~~A.~~ Reject vehicle if it is not equipped with approved safety glass wherever glass is used in doors, windows, and windshields, if the vehicle was manufactured after December 31, 1937.

~~B.~~A. ~~Reject vehicle if a replacement of glass partitions, doors, windows, or windshields was made using non-approved safety glass~~.

~~C.~~B. Reject vehicle if glass has been removed, if the vehicle was manufactured with glass windshield or windows.

~~D.~~C. Reject vehicle if the glass used in the windshield is other than AS1 rated glass.

~~E.~~D. Reject vehicle if the glass used in the side or rear windows is other than AS1 or AS2 rated glass.

~~F.~~E. Reject vehicle if a windshield repair impairs the vision in the critical vision area.

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2. CLOUDINESS

A. Reject vehicle if cloudiness or discoloration extends more than 2~~1~~ inches from the top or 1 inch from the sides or more than 4 inches from the bottom edge of the windshield.

B. Reject vehicle if, on a divided windshield, the cloudiness or discoloration extends more than 1~~½~~ inch on either side of the divider strip.

3. CRACKS, SCRATCHES AND MARKS

A. Reject vehicle if any bull's eye fracture, star fracture, stone bruise, crack or chip within the critical vision area measures more than 3/4~~1½~~ inch at its extreme edge as long as it not closer than 3 inches to a similarly damaged area.~~.~~

B. Reject vehicle if any crack is more than 6~~4~~ inches long if it is in a location other than the area in which cloudiness is permitted.

~~C.~~Reject vehicle if a windshield wiper scratch, mar, or mark is more than 4 inches long and 1/4~~8~~ inch wide and in the opinion of the inspecting technician obstructs the driver's clear view of the road.

~~D.~~C. ~~Reject vehicle if it does not have a windshield if the vehicle was originally equipped with a windshield at the time of manufacture~~.

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4. VISION OBSCUREMENT

A. Reject vehicle if unauthorized material or other obstructions obscure the driver's clear view from any window.

B. Reject vehicle if the windshield or any window adjacent to a passenger seat is covered or coated with any material or substance contrary to Maine law or this Chapter.

5. SIDE WINDOWS

A. Reject vehicle if any cloudiness or defect obstructs the driver's view.

B. Reject vehicle if either left or right front window mechanisms are not working properly.

6. REAR WINDOWS

A. Reject vehicle if any rear window is covered or coated with any material or substance which changes the clear color, unless adequate vision (minimum of 200 feet) is provided to the rear by proper outside mirrors located on the driver's side and passenger side.

B. Reject vehicle if the glass is broken or shattered to the extent that it is likely to obstruct the vision of the operator or endanger an occupant of the vehicle.

200.55 SEATS AND RESTRAINT SYSTEMS

1. SEATS

A. Reject vehicle if any seat is loose or if the seat frame is broken.

B. Reject vehicle if the seat adjusting mechanism does not operate properly or will not lock into position.

2. SAFETY BELT(S)

A. Reject vehicle if any safety belt is not installed as originally manufactured.

B. Reject vehicle if any safety belt is missing, frayed, not securely mounted, or if the webbing of the belt is torn.

C. Reject vehicle if any lap belt is not attached to the seat and a secondary belt from the seat to the floor, if vehicle is equipped with an air ride seat.

D. Reject vehicle if any retractor fails to retract or does not allow the belt to extend to the maximum length.

3. AIRBAG(S) (IF EQUIPPED)

A. Reject vehicle if, with the engine running, any diagnostic light or malfunction code indicates that an air bag is not functioning properly.

B. Reject vehicle if any air bag diagnostic light fails to illuminate as designed with the ignition key in the on position when the engine is not running.

C. Reject vehicle if a deployed air bag has not been properly replaced with a functioning air bag system.

D. Reject vehicle if the air bag has been disconnected, and/or a non-factory disconnect switch has been installed, unless the vehicle owner has a letter of authorization from the National Highway Traffic Safety Administration.

200.60 OTHER VEHICLE EQUIPMENT

1. WINDSHIELD WIPERS

A. Reject vehicle if it is not equipped with an adequate wiper or wipers. If the vehicle was provided with two wipers as standard factory equipment, both must be in working order.

B. Reject vehicle if a wiper does not operate freely or at a reasonable speed.

C. Reject vehicle if a wiper blade has dead or worn rubber or if metal makes contact with the windshield.

~~D.~~Reject vehicle if the driver cannot reach and operate freely a hand wiper if the vehicle is not equipped with automatic wipers.

~~E.~~D. ~~Reject vehicle if the wiper blade is less than the original equipment length or one size smaller in the case of a winter blade. The wiper should cover approximately 75% of the area as designed.~~

~~F.~~E. Reject vehicle if windshield washer system is inoperable, if originally equipped.

2. REAR VIEW MIRRORS

A. Reject vehicle if it is not equipped with at least two rear view mirrors.

B. Reject vehicle if any mirror is not mounted securely to prevent swinging and excessive vibration.

C. Reject vehicle if any mirror does not give the driver a view of the road 200 feet to the rear.

D. Reject vehicle if a reflecting surface is peeled, cracked, tarnished, clouded or broken.

E. Reject vehicle if the mirrors cannot be adjusted to a set position, or will not maintain a fixed position.

3. SUNVISOR

A. Reject vehicle if it is not equipped with a sun visor on the driver's side.

B. Reject vehicle if the sun visor does not maintain a fixed position.

4. HORN

A. Reject vehicle if the activating device is not readily accessible to the driver or does not function as intended.

B. Reject vehicle if the horn is not clearly audible or does not operate.

5. SPEEDOMETER

Reject vehicle if speedometer fails to operate properly.

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200.70 TRAILERS AND SEMI-TRAILERS

1. BRAKES

A. SERVICE BRAKES

(1) Reject vehicle if there is an absence of braking action on any required brake(s).

(2) Reject vehicle if there are any missing or broken mechanical components including: shoes, lining pads, springs, anchor pins, spiders, cam rollers, push-rods, S-cams, and air chamber mounting bolts.

(3) Reject vehicle if there are any loose brake components including air chambers, reservoirs, spiders, valves, and camshaft support brackets.

(4) Reject vehicle if there is any audible air leak at brake chamber (Example; ruptured diaphragm, loose chamber clamp, etc.).

(5) Reject vehicle if there is a mismatch across any axle of air chamber size or slack adjuster length.

(6) Reject vehicle if any brake is past the readjustment limit. Stroke shall be measured with engine off and reservoir pressure of 90 to 100 p.s.i. with brakes fully applied.

B. BRAKE DRUMS AND ROTORS

(1) Reject vehicle if there are any external cracks or if there are cracks that open upon brake application. Do not confuse short hairline heat cracks with flexural cracks.

(2) Reject vehicle if any portion of the drum or rotor is missing or in danger of falling away.

(3) Reject vehicle if any drum or rotor is worn beyond the manufacturer’s specifications.

C. BRAKE HOSES AND TUBING

(1) Reject vehicle if there is any hose with damage that is through the outer reinforcement ply.

(2) Reject vehicle if any hose bulges or swells when normal air pressure is applied.

(3) Reject vehicle if there are any audible leaks.

(4) Reject vehicle if two hoses are improperly joined (such as a splice made by sliding the hose ends over a piece of tubing and clamping the hose to the tube).

(5) Reject vehicle if any air hose is cracked, broken or crimped.

(6) Reject vehicle if any tubing is cracked, damaged by heat, broken or crimped.

D. ELECTRIC BRAKES

Note: When checking electric brakes on trailer or semi-trailer, tow vehicle or equivalent substitution should be utilized.

(1) Reject vehicle if there is an absence of braking action on any wheel.

(2) Reject vehicle if trailer or semi-trailer is required by 49 CFR part 393 to have a properly functioning device to activate the brakes in the event of a breakaway from the towing vehicle, and device is not present, or if any component of the device is missing, fails to function properly, or if the breakaway device battery has a voltage level of less than 12.4 volts.

NOTE: Vehicles or combinations of vehicles with a gross vehicle weight rating or gross weight of 10,001 pounds or more, engaged in commerce or otherwise subject to Federal Motor Carrier Safety Regulations must meet the requirements of 49 CFR Part §393. Technicians are directed to these regulations for complete requirements and specifications.

2. LIGHTING DEVICES

A. TURN SIGNAL SYSTEM

(1) Reject vehicle if any signal lamp is missing or fails to operate properly in a vehicle that was originally manufactured on or after January 1, 1953 and was equipped with turn signals.

(2) Reject vehicle if any signal lamp lens is broken or missing.

(3) Reject vehicle if any signal lamp lens is not red or amber to the rear. Amber rear turn signals must not be wired together with parking or marker lights so as to be steadily illuminated.

(4) Reject vehicle if any electrical connection is not tight and secure, or show signs of excessive corrosion, or if any bare wire is exposed on the connection terminals.

(5) Reject vehicle if the signal lamp housing is not securely fastened.

(6) Reject vehicle if any required signal lamp fails to operate properly with each throw of the switch.

B. STOP LAMPS

(1) Reject vehicle if any stop lamp does not produce a steady or pulsating red light to the rear with the brakes applied.

(2) Reject vehicle if a lens is broken or is not red.

(3) Reject vehicle if the lamp housing is not securely fastened.

C. REAR LAMPS, LICENSE PLATE LAMPS, REAR LAMP COMBINATIONS, AND REFLECTOR(S)

(1) Reject vehicle if the tail light bulbs do not produce sufficient light so as to be visible from a distance of 100 feet or more behind the vehicle.

(2) Reject vehicle if all the taillights do not produce a red light.

(3) Reject vehicle if any tail light is broken, missing, discolored, or does not fit properly.

(4) Reject vehicle if the lamps are not securely mounted in the center or to the left of the axis.

(5) Reject vehicle if any lamp does not operate properly.

(6) Reject vehicle if the license plate light bulbs do not produce sufficient steady white light to illuminate the entire rear license plate from a distance of 50 feet to the rear.

(7) Reject vehicle if the lamp housing is not securely fastened.

(8) Reject vehicle if all tail and rear plate lights do not operate properly in all switch positions.

(9) Reject vehicle if temporary repairs are made with colored tape.

(10) Reject vehicle if rear lights are obstructed in any way.

(11) Reject vehicle if all lighting devices and reflectors do not meet requirements of applicable federal or state laws. Inspection Technicians should note that trailers or semi-

trailers used in commerce might be subject to 49 CFR Part 393.

(12) Reject vehicle if there is not at least one (1) red reflector securely attached to the rear of the vehicle. The reflector may be part of a rear lamp.

(13) Reject vehicle if equipped with LED lights and 50% or more of the LEDs are not functioning.

D. WIRING AND SWITCHES

(1) Reject vehicle if any wiring is broken, abraded to the point of showing bare wire, or shows evidence of burning or short-circuiting.

(2) Reject vehicle if the wiring is in poor condition, is improperly installed, or is so located as to incur damage.

(3) Reject vehicle if any connection is loose or shows signs of excessive corrosion.

3. TIRES, WHEELS, RIMS, AND WELDS

A. Reject vehicle if the weight carried exceeds tire load limit. This includes overloaded tires resulting from low air pressure.

B. Reject vehicle if any tire is flat or has a detectable leak.

C. Reject vehicle if any tire has body ply or belt material exposed through the tread or sidewall.

D. Reject vehicle if any tire has any tread or sidewall separation.

E. Reject vehicle if any tire has a cut where ply or belt material is exposed.

F. Reject vehicle if any tire is mounted or inflated so that it comes in contact with any part of the vehicle. (This includes one tire of a dual wheel set that contacts the other).

G. Reject vehicle if any tire is marked “Not for highway use” or has similar language indicating that it is not intended for use on a public way.

H. Reject vehicle if any tire has less than 2/32 inch tread when measured in accordance with Maine law.

I. Reject vehicle if any wheel uses a lock or side ring, and that lock or side ring is bent, broken, cracked, improperly seated, sprung or uses mismatched ring(s).

J. Reject vehicle if any wheel or rim is cracked, broken, or has elongated bolt holes.

K. Reject vehicle if any fastener (spoke and disc wheels) has any loose, missing, broken, cracked, stripped or otherwise ineffective fasteners.

L. Reject vehicle if there are any cracks in welds used to attach a disc wheel to a rim.

M. Reject vehicle if there is any crack in a weld attaching tubeless demountable rim to an adapter.

N. Reject vehicle if there is any welded repair on an aluminum wheel on a steering axle.

O. Reject vehicle if there is any welded repair other than disc to rim attachment on steel disc wheel(s) mounted on the steering axle.

4. AXLES AND SUSPENSION

A. Reject vehicle if there is any U-bolt(s), spring hanger(s), or other axle positioning part(s) that is cracked, broken, loose or missing that results in the shifting of an axle from its normal position. (After a turn, lateral axle displacement is normal with some suspensions. Forward or rearward operation in a straight line will cause the axle to return to alignment).

B. Reject vehicle if any leaves in a leaf spring assembly are broken, missing or welded.

C. Reject vehicle if any coil spring is broken, welded or missing.

D. Reject vehicle if any rubber spring is missing or broken.

E. Reject vehicle if one or more leaves are displaced in a manner that could result in contact with a tire, rim, brake drum or frame part.

F. Reject vehicle if there is a broken torsion bar spring in a torsion bar suspension.

G. Reject vehicle if there is noticeable deflation in the air suspension system, i.e. system failure, leak, etc.

5. FRAMES

A. Reject vehicle if any frame member is cracked, broken, loose, or sagging.

B. Reject vehicle if there are any loose or missing fasteners, including fasteners attaching functional components.

C. Reject vehicle if there exists a condition likely to cause the body or frame of the trailer or semi-trailer to contact a tire or any part of a wheel assembly.

6. COUPLING DEVICES AND DRAWBAR / TOWBAR EYE.

A. Mounting to Frame

(1) Reject vehicle if any fasteners are missing or ineffective.

(2) Reject vehicle if there is any movement between mounting components.

(3) Reject vehicle if any mounting angle iron cracked or broken.

B. Mounting Plates

(1) Reject vehicle if there are any missing or ineffective fasteners.

(2) Reject vehicle if there are any welds or “parent metal” is cracked.

(3) Reject vehicle if there is more than 3/8 inch of horizontal movement between the pivot bracket pin and bracket.

(4) Reject vehicle if there are any cracks in the attachment welds.

(5) Reject vehicle if the kingpin is loose, broken, deformed, cracked, has 1/8 inch wear or more, or is field welded, unless the kingpin has been remanufactured using a process certified by a professional engineer.

(6) Reject vehicle if the upper fifth wheel plate is cracked, loose, warped, or worn so that an area less than 75% is in contact with the lower fifth wheel plate.

(7) Reject vehicle if the fifth wheel’s attaching members are rusted so that the fifth wheel plate may become detached.

C. Drawbar / Towbar Eye

(1) Reject vehicle if any part of the eye is reduced by more than 20%.

(2) Reject vehicle if there are any cracks in the drawbar or towbar.

(3) Reject vehicle if there are any cracks in the attachment welds.

7. SPLASHGUARDS

Reject vehicle if trailer or semi trailer is not equipped with suitable guards that will effectively reduce the spray or splash of mud, water or slush caused by the rear wheels.

8. REAR END PROTECTION

Reject vehicle if the trailer or semi-trailer is required under federal regulation (49 CFR 393.86) to be equipped with rear end protection, and such protection is absent or is not structurally sound.

9. RETRO REFLECTIVE SHEETING AND REFLEX REFLECTOR

Reject vehicle if the trailer or semi-trailer is required under federal regulation (49 CFR 393.13) to be equipped with retro reflective sheeting or an array of reflex reflectors, and the sheeting or reflectors are not present.

NOTE: Vehicles or combinations of vehicles with a gross vehicle weight rating or gross weight of 10,001 pounds or more, engaged in commerce or otherwise subject to Federal Motor Carrier Safety Regulations must meet the requirements of 49 CFR Part §393. Technicians are directed to these regulations for complete requirements and specifications.

200.75 SPECIAL MOBILE EQUIPMENT

1. INSPECTION

A. Special mobile equipment that is required to be registered must be inspected annually. Pieces of special mobile equipment that operate on tracks or exclusively off road are exempt from this requirement.

B. Special mobile equipment is subject to a partial inspection. A partial inspection checks for the adequacy of the following;

(1) Brakes
(2) Lights (if originally so equipped)
(3) Steering system components
(4) Drive lines
(5) Tires and wheels
(6) Engine and exhaust system
(7) Hydraulic and cable controls
(8) Any other mechanical parts or body components that may effect the safe operation of such equipment.

C. If a piece of special mobile equipment has passed inspection, a Class D inspection sticker shall be issued and shall be placed either in the lower left corner of the windshield or in the center of the windshield behind the rear view mirror. If the equipment is not normally equipped with a windshield, the inspection sticker shall be kept with the special mobile equipment registration.

D. Fee information for Special Mobile Equipment can be obtained in additionally provided material or from the State Police Inspection Unit online.

E. A commercial vehicle report, as described in this Chapter is not required for partial inspections of special mobile equipment.

2. SPECIAL MOBILE EQUIPMENT OWNERS' OPTIONS AND RESPONSIBILITIES

A. A special mobile equipment owner may inspect his own special mobile equipment if he owns a licensed fleet inspection station.

B. A special mobile equipment owner or a person in his employ must be a certified Inspection Technician to conduct the inspection of special mobile equipment.

C. A special mobile equipment owner who does not own a licensed fleet inspection station may have his special mobile equipment inspected at any Class D inspection station by a certified Class D Inspection Technician.

D. A special mobile equipment owner may have a certified Class D Inspection Technician come to the owner's place of business or to the place where the special mobile equipment is located to conduct the inspection.

200.80 PERIODIC INSPECTION RECORD KEEPING REQUIREMENTS

Note: These requirements may apply to a motor vehicle or combination of vehicles that exceed 10,000 pounds gross vehicle weight and are engaged in intra or interstate commerce.

1. PREPARATION OF REPORTS

A. The qualified Technician performing the inspection shall prepare a report, which includes the items listed below. Vehicles <u>not</u> in commerce such as motor homes and municipal vehicles do not require this report.

B. The report shall include;

(1) Information to identify the Technician performing the inspection, including the Technician's printed or typed name and signature.

(2) Information that identifies the registered owner of the vehicle.

(3) Information that identifies the motor carrier operating the vehicle, if other than the registered owner.

(4) Information regarding the date and location of the inspection.

(5) Information regarding the registration plate number and vehicle identification number of the vehicle being inspected.

(6) Information that identifies the vehicle components inspected and describes the results of the inspection, including the identification of those components not meeting the minimum standards set forth in this Chapter.

(7) Information certifies the accuracy and completeness of the inspection as complying with all the requirements of this Chapter.

2. HANDLING OF REPORT

A. The original or a copy of the inspection report shall be retained by the motor carrier for a period of 14 months. The inspection report shall be retained where the vehicle maintenance records are kept. For the purposes of this rule, the motor carrier shall be the carrier under whose control the vehicle operates for 30 consecutive days or more.

B. A copy of the inspection report must be retained by the inspection station.

C. The inspection station shall provide a third copy of the inspection station that may be kept with the vehicle.