

Small Business Regulation Guide  
Amendment Effective January 23, 2008  
Part 79, Motor Vehicle Inspection Regulations

**Disclaimer:** This Small Business Regulation Guide has been provided for general information purposes only. The Guide is intended to assist regulated parties in complying with recent amendments to Part 79, Motor Vehicle Inspection Regulations. For complete details regarding the duties and responsibilities of licensed inspection stations and certified motor vehicle inspectors, please refer to the entire amended version of the Commissioner's Rules and Regulations, Part 79, Motor Vehicle Inspection.

**For Further Information Contact:** Technical Services (518) 474-5282, select option #4

**In the text provided below, underlined material has been added; bracketed material has been deleted.**

Reference	Text	Explanation
79.8(b)(2)	<i>to employ at all times, at least one full-time employee who is a certified motor vehicle inspector to perform the services required by these regulations. Such full-time certified motor vehicle inspector may be an employee or licensee, <u>or the licensee may contract for the services. A licensee is liable for all the inspection activity of the contractor.</u> Only a certified inspector may conduct a periodic inspection of a vehicle;</i>	<b>Requirement to employ a full-time certified motor vehicle inspector.</b> An inspection station may contract for the services of a full-time certified motor vehicle inspector. However, the inspection station is still responsible for all inspections.
79.8(b)(12)	<i>to display on the outside of the premises an official inspection station sign. These signs must meet the specifications required by the Commissioner of Motor Vehicles (see section 79.13 of this Part), and be hung or mounted in such a manner that they are visible to the public upon entering the inspection facility <u>[from outside the building.]; and</u></i>	<b>Requirement to display the official inspection station sign(s).</b> The required sign(s) must be visible to the public at the entrance of the inspection facility.
79.8(b)(13)	<i><u>to surrender any and all unused certificates of inspection and station licenses when failing to renew or retiring from business, or when a license has been revoked.</u></i>	<b>Requirement to surrender inspection certificates and the inspection station license when going out of business.</b> An inspection station must surrender inspection items whenever the inspection station license is no longer valid.

79.10(c)	<p><i>By March 1<sup>st</sup> of each calendar year, every inspection station owner must return to the department all unused[, expired] inspection certificates from the previous year. Refunds or credits will be allowed for such unused [and unpunched] or defective certificates of inspection upon receipt of an application in a form prescribed by the commissioner and surrender of the certificates[,and in the following cases:]. <u>A sticker returned as defective must have a legible serial number. Stickers voided or damaged by an act of the inspection station or inspector are not eligible for credit, except that stickers intentionally voided to prevent issuance may be eligible for credit at the department's discretion. Stickers may also be eligible for credit in the following cases:</u></i></p>	<p><b>Rules for returning inspection certificates for refund or credit.</b> Inspection certificates that are mis-punched, damaged or voided because the station or inspector made a mistake are not eligible for credit; however, inspection certificates that are intentionally punched or voided to prevent issuance may be eligible for credit at the department's discretion. All returned inspection certificates must have a legible serial number.</p>
79.11(c)(1)	<p>Replacement inspection certificates. <i>Only the Department of Motor Vehicles may issue a replacement inspection certificate for one which has been lost, mutilated, <u>stolen</u> or destroyed. The vehicle owner may obtain a replacement certificate by submitting:</i></p> <ul style="list-style-type: none"> <li><i>(i) a statement as to why a replacement certificate is necessary; and</i></li> <li><i>(ii) a check for \$2 made out to the Commissioner of Motor Vehicles; and</i></li> <li><i>(iii) the remains of the original inspection certificate showing the date of expiration, the sticker serial number and the mileage, <u>or the CVIS generated inspection receipt or the receipt portion of the inspection certificate, or verification from the inspection station that issued the original certificate, consisting of a statement on the station's letterhead indicating the original certificate serial number, vehicle description, plate number, date issued and mileage at the time of inspection. The inspection station may charge a fee not exceeding \$2 for providing this verification.</u></i></li> </ul>	<p><b>Conditions for the issuance of a replacement inspection certificate.</b> The department may issue a replacement for a stolen inspection certificate. A CVIS generated inspection receipt is acceptable as proof of inspection.</p>

79.12(a)(1)	<p><i>A form entitled "Motor Vehicle Inspection Record" (form VS-1074S[E], VS-1074SD, or VS-1074M) will be furnished without charge to the inspection stations. This form will be used to record inspections performed by the station <u>that are not required to be kept in the appropriate CVIS equipment.</u> A new form must be started on the first day of each year. Form VS-1074 must be kept in an orderly chronological manner. Such forms shall be completed in accordance with the "Instructions for Completing Vehicle Inspection Record", which is on the reverse of each form. The start of each month must be clearly marked. The official inspection station shall keep separate Form VS-1074 records for each series of inspection stickers (safety, motorcycle, heavy vehicle, diesel safety/emissions), that the station is licensed to issue after inspection. The official inspection station shall retain all VS-1074 forms in its files for two years from the date of the last entry.</i></p>	<p><b>Requirements for record keeping.</b> All inspections that are not automatically recorded in the CVIS equipment must be recorded on the appropriate motor vehicle inspection record form. Form number VS-1074SE has been changed to VS-1074S.</p>
79.12(f)	<p><i>For official high and low enhanced emissions inspection stations, procedures for record-keeping must also include <u>the daily printing of a copy of the daily inspection report or a [daily] copy of the detail report for every day that inspections are performed [as prompted by the CVIS.</u> A copy of the inspection report must be kept in date order for two years by the station.] <u>The station must keep copies of the inspection reports, in chronological order, for two years.</u> Inspection certificate purchase invoices must also be kept for two years. An automotive facilities inspector or any other agent appointed by the commissioner must be given access to <u>these records and [the emissions analyzer system] any CVIS</u> for the purpose of conducting an audit of the station's inspection records and activity. This includes the authority to produce hard copy of the station's inspection records on the system's printer, as well as the authority to obtain the computer disk which contains inspection records.</i></p>	<p><b>Requirement to print daily reports.</b> Stations equipped with CVIS equipment must print a daily inspection report or detail report immediately after each day that inspections are performed. The reports must be retained on file for two years, and must be filed in chronological order.</p>

79.13(a)	<i>Official <u>public</u> inspection stations are responsible for obtaining and displaying the official inspection station sign. The size, shape and text of official inspection station signs must conform to the following specifications and must be displayed by a station licensed to inspect for the general public:</i>	<b>Requirement to display the official inspection station sign(s).</b> Only <i>public</i> inspection stations are required to display the required official inspection station sign(s).
79.13(b)(2)	<i>This sign must be displayed by a station which is restricted to the inspection of [noncommercial] <u>light duty</u> trailers. [only] <u>If the station is also licensed to inspect motorcycles, then the official motorcycle sign must also be displayed.</u> See Appendix 79-2</i>	<b>Specifications for sign to be displayed by an inspection station licensed to inspect vehicles in group 1b, but not group 1a.</b> A public inspection station that is licensed to inspect trailers (group 1b) but not other vehicles (group 1a) is required to display the official trailer inspection station sign.
79.13(b)(3)	<i>This sign must be displayed by a station which is <u>licensed [restricted] to inspect vehicles [the inspection of trucks] over 18,000 <u>MGW</u> [GVW] only.</u> See Appendix 79-3</i>	<b>Specifications for sign to be displayed by an inspection station licensed to inspect vehicles in group 2a and/or 2b.</b> A public inspection station that is licensed to inspect heavy vehicles is required to display the official heavy truck inspection station sign.

<p>79.15(c)(1)</p>	<p><i>Any person, association or corporation, having registered in his or its name more than 25 motor vehicles, which qualifies for a license as an official inspection station (fleet), or municipality having registered in its name more than five vehicles which qualifies for a license as an official inspection station (fleet), may inspect only those motor vehicles registered in his or its name, those leased for a period of 30 days, and those motor vehicles owned by his or its employees. A fleet inspection station may contract to provide inspection personnel at the fleet license facility, provided only certified inspectors perform inspections. The fleet inspection station will remain responsible for all inspections. In addition, a county, or any town or municipality within the county, licensed as an official inspection station (fleet) may inspect vehicles owned by and registered in the name of another municipality [a] or town located within the county. However, the State, a city, county, village, town, school district, or any of the departments thereof, which are exempt from payment of fees for inspection certificates, under the provisions of subdivision (a) of section 305 of the Vehicle and Traffic Law may not inspect motor vehicles owned by its employees.</i></p>	<p><b>Requirements for county or municipality fleet inspection stations.</b> Any county or municipality that has a fleet inspection station license may inspect the vehicles owned by any other municipality within that county.</p>
<p>79.17(a)(2)(i)</p>	<p><i>at least one year of experience in repairing motor vehicles within the last 5 years immediately preceding the date of filing an application for a [certified] motor vehicle inspector's certification obtained either in a firm in the automotive industry or in an approved cooperative work study program offering training in the automotive field; or</i></p>	<p><b>Certified motor vehicle inspector qualifications.</b> A certified motor vehicle inspector applicant must meet the minimum qualifications for either experience or education. To meet the experience requirement, the applicant must have at least one (1) year of motor vehicle repair experience within the last five (5) years.</p>

79.20(c)(1)	<p><i>To complete the appropriate vehicle inspection record (VS-1074), or make appropriate <u>and accurate</u> entries in the <u>CVIS [emissions analyzer]</u>, obtain the information necessary from any of the following: the vehicle, the windshield registration or windshield inspection certificate, the registration document (MV-639TR) or photocopy, a temporary registration (form MV-149), a certificate of sale (form MV-50), a certificate of title (form MV-999), a manufacturer's certificate of origin, a manufacturer's statement of origin, a salvage certificate (form MV-907A) or photocopy, a notice of registration acceptability (form VS-103), or an out-of-state registration or ownership document. <u>If there is no VIN plate or state-issued VIN number (NYS or any other state), and none of the above-mentioned documents are presented, the inspection station must refuse to perform the inspection.</u></i></p>	<p><b>Certified motor vehicle inspector procedures.</b> Certified motor vehicle inspectors must make <i>accurate</i> entries in the CVIS equipment. If none of the required documents are presented, and the VIN plate or state-issued VIN is not properly displayed on the vehicle, then the inspection station must refuse to perform the inspection.</p>
79.20(c)(7)(i)	<p><i>If the condition of all items required to be inspected are found to comply with the <u>specifications</u> in this Part, then the certified inspector or the inspection station licensee shall affix or issue the proper certificate of inspection, with the mileage <u>entered</u> (except for trailers) <u>check the waiver box and punch the trailer box if applicable and enter or punch the expiration date on the sticker [indicated]</u>, before the vehicle leaves the premises, as follows:</i></p>	<p><b>General requirements for the issuance of inspection certificates.</b> All inspection certificates must contain the odometer reading, unless the vehicle is a trailer. If a waiver has been issued, the “waiver” box must be checked. If the inspection certificate is being issued for a trailer, the “trailer” box must be punched. If the expiration date has not been printed on the inspection certificate, the appropriate month to indicate the expiration date must be punched.</p>

79.20(c)(7)(i) (b)(3)(Note)	<p>Note: <i>Gasoline- or diesel-powered tractors, motor vehicles over 18,000 pounds MGW, those motor vehicles over 10,000 pounds MGW for which the registrant requested heavy vehicle inspection, and passenger vehicles with seating capacities over 15 passengers, plus drivers, registered in the NYMA, will be required to display BOTH the heavy vehicle inspection certificate and the appropriate emissions inspection certificate (high enhanced or diesel) as noted above. These vehicles registered outside the NYMA are exempt from emissions inspection and will be issued the heavy vehicle inspection certificate only, unless the vehicle is presented to a <u>High Enhanced or Diesel Emissions inspection station and an emissions test is requested.</u></i></p>	<p><b>Heavy vehicles that require two inspection certificates.</b> Gasoline or diesel powered heavy vehicles registered outside of the NYMA may display two inspection certificates if the vehicle is presented to a high enhanced or diesel emissions inspection station and an emissions test is requested.</p>
79.20(c)(7)(i) (e)	<p><i>trailers 18,000 pounds MGW and under except those trailers over 10,000 pounds MGW for which the registrants requested heavy vehicle inspection - issue a safety inspection certificate. If issuing a VS-1082 safety certificate, punch the <u>box marked "T" and punch the appropriate expiration month.</u> [and four round holes across the top, through the words "New York State,"] <u>Enter [enter] the registration plate number in the "odometer reading" box on the back of the sticker, or the last 6 digits of the VIN if the trailer is not registered, and give the <u>inspection certificate [it] to the trailer owner to be kept with the trailer registration; and</u></u></i></p>	<p><b>Specific requirements for the issuance of light vehicle safety inspection certificates for trailers.</b> When issuing an inspection certificate (Form VS-1082) for a trailer: (1) punch the box marked "T" for "trailer"; (2) punch the appropriate expiration month; and (3) enter the registration plate number in the "odometer reading" box (or enter the last six digits of the VIN if the trailer is not registered). The requirement to punch four holes through "New York State" has been eliminated.</p>

79.21(a)	Service brake system. <i>Every vehicle must be tested for brake equalization after a complete inspection has been performed. Such test must be on a dry, hard, level surface, free from loose material (indoors or outdoors) or with approved brake testing equipment set to approved specifications. At least one front axle wheel must be removed for brake inspection. (Identify location of wheel removed on VS-1074 if you use this form, <u>or on the NYVIP CVIS when prompted</u>). However, an inspector may remove as many wheels as necessary to determine the condition of the braking system. A brake tester that has been approved by the commissioner may be used to test the vehicle's braking system in lieu of performing a brake equalization test and the requirement that a wheel be removed.</i>	<b>Light vehicle service brake system inspection procedure.</b> The wheel removed for brake inspection must be identified and recorded on the NYVIP CVIS or hard copy of the motor vehicle inspection record, as appropriate.
79.21(c)(5) (Rejection Criteria)	<i>Tire is marked "<u>Not for Highway Use</u>", "for farm use only," "for racing use only," "for temporary use only," [etc.] <u>or other markings having like meaning</u> or the tire size designation is preceded by a "T."</i>	<b>Light vehicle tire inspection procedure.</b> A vehicle fails inspection if any tire is marked "Not for Highway Use"; or, if any tire is marked with similar restrictions on use.
79.21(d)(3) (Rejection Criteria)	<i>Any front or rear springs <u>or air springs, if equipped, are [is] noticeably sagging or broken or if spring shackles are excessively worn or loose. Any torsion bar or stabilizer bar, including mechanical linkage is broken, disconnected, missing or bent.</u></i>	<b>Light vehicle steering, suspension, front end and chassis/frame inspection procedure.</b> Air springs are included in the inspection procedure.
79.21(e)(1) (Procedure)	<i>Visually check operation of high and low headlamps. (<u>Not required on trailers</u>)</i>	<b>Light vehicle lighting and reflectors inspection procedure.</b> Headlamps are not required on trailers.
79.21(e)(2) (Procedure)	<i>1953 and newer model vehicles: FRONT-<u>at least two amber directional signals (Not required on trailers)</u> REAR-<u>at least one white backup lamp (1969 and newer) (Not required on trailers)</u></i>	<b>Light vehicle lighting and reflectors inspection procedure.</b> Front directional signal lights and a rear backup lamp are not required on trailers.
79.21(e)(8) (Procedure)	<i>FRONT-<u>One amber identification lamp (three-lamp cluster) (Not required on trailers)</u></i>	<b>Light vehicle lighting and reflectors inspection procedure.</b> Front identification lamp (three-lamp cluster) is not required on trailers that are eighty (80) inches or more in width.

79.21(1)(1) (Procedure)	<i>Check the fuel system, including the fuel tank and lines, for leaks, including auxiliary heating or refrigeration units.</i>	<b>Light vehicle fuel leaks inspection procedure.</b> Auxiliary heating and refrigeration unit fuel tanks and lines are included in the inspection procedure.
79.21(1)(1) (Rejection Criteria)	<i>Any leak is found in [the] <u>any</u> fuel system, tank or lines to such a degree as to cause dripping or pooling of fuel.</i>	<b>Light vehicle fuel leaks inspection procedure.</b> A vehicle fails inspection if a leak is found in <i>any</i> fuel system to such a degree as to cause dripping or pooling of fuel.
79.21(1)(2) (Procedure)	<i><u>Compressed Natural Gas (CNG), Liquefied Petroleum Gas (LPG) or Liquefied Natural Gas (LNG) fuel systems</u></i>	<b>Light vehicle fuel leaks inspection procedure.</b> CNG, LPG and LNG fuel systems are included in the inspection procedure.
79.21(1)(2) (Rejection Criteria)	<i><u>Any fuel leakage from the CNG, LPG or LNG system detected audibly, visually or by smell.</u></i>	<b>Light vehicle fuel leaks inspection procedure.</b> A vehicle fails inspection if a leak is detected in a CNG, LPG or LNG system by hearing, seeing or smelling a leak.
79.21(1)(2) (Note)	<i><u>Note: Some brief fuel leakage, water vapor at the fittings, or decompression may occur during refueling, causing temporary frosting of CNG or LPG fuel system parts. If the vehicle has been refueled shortly before inspection, care must be taken to distinguish these temporary occurrences from actual leaks. Also, in hot weather some condensation on the system is normal.</u></i>	<b>Light vehicle fuel leaks inspection procedure.</b> Cautionary information about identifying leaks in CNG and LPG fuel systems.
79.23(c)(1) (Rejection Criteria)	<i>Exhaust system does not discharge to the atmosphere at a location to the rear of the cab (if the exhaust projects above the cab, it must be near the rear of the cab). <u>Motor vehicles engaged in the transportation of inflammable liquids are excluded from the requirements of this provision.</u></i>  <i>[Motor vehicles engaged in the transportation of inflammable liquids are excluded from the requirements of this regulation.]</i>	<b>Medium vehicle exhaust system inspection procedure.</b> Motor vehicles that transport flammable liquids are exempt from the requirements of this provision.
79.24	<i>All of section 79.24 is repealed and a new section 79.24 is added.</i>	<b>Emissions inspection procedures.</b> A new section 79.24 is added for clarity.

79.25(b)	<p><i>If all of the above conditions are met, the [emissions analyzer system] <u>CVIS</u> will allow the inspector to issue an inspection certificate for the vehicle. <u>If issuing a “Safety/Emissions” sticker VS-1082SE, check the “Repair Waiver Issued” box on the reverse side of the and punch the appropriate expiration month.</u> The NYTEST or NYVIP CVIS will print a waiver certification form that must be filled out by the station, and signed by both the customer and the certified inspector. This form and all repair documentation must be kept by the station for two years for possible review by NYS.</i></p>	<p><b>Specific requirements for the issuance of safety/emissions inspection certificates for high enhanced and OBD II emissions inspection waivers.</b> When issuing an inspection certificate (Form VS-1082SE) for a waiver: (1) check the “Repair Waiver Issued” box on the back of the form; and (2) punch the appropriate expiration month.</p>
79.25(d)	<p><i><u>Official Inspection Stations Fleet (see section 79.15) may only apply the cost of parts towards a waiver; no labor may be applied. All diagnosis and repairs must be documented, as described in paragraph (c) of this section.</u></i></p>	<p><b>Emissions inspection waiver procedures.</b> A fleet inspection station may only apply the cost of parts towards a waiver. All diagnostic and repair information must be documented.</p>
79.25(e)	<p><i><u>Vehicles sold by a dealer that must be inspected prior to delivery are not eligible for a waiver.</u></i></p>	<p><b>Emissions inspection waiver procedures.</b> All vehicles that are sold by a registered dealer at retail for registration in NYS must <i>pass</i> inspection; the dealer is not permitted to issue a waiver.</p>
79.26(h)(2)	<p><i>If all of the above conditions are met, the inspector will be allowed to issue the inspection certificate(s) for the vehicle. <u>Check the “Repair Waiver Issued” box on the reverse side of the “Safety/Diesel Emissions” sticker VS-1082D and punch the appropriate expiration month.</u> The inspector must fill out a Diesel Emission Inspection Certification and Waiver Form (Form VS-1079DE), and that form, along with copies of the repair invoices verifying that the required repairs have been performed, must be retained by the station for a period of two years. Copies of all the above documents and a copy of Form VS-1079DE must be mailed to The Department of Environmental Conservation (DEC) at the address on the form within three days of issuing the waiver.</i></p>	<p><b>Specific requirements for the issuance of safety/diesel emissions inspection certificates for diesel emissions inspection waivers.</b> When issuing an inspection certificate (Form VS-1082D) for a waiver: (1) check the “Repair Waiver Issued” box on the back of the form; and (2) punch the appropriate expiration month.</p>

79.27(a)(1) (Rejection Criteria)	<p><i>Any tire:</i></p> <ul style="list-style-type: none"> <li>-is not DOT approved;</li> <li>-is marked for restricted use such as:</li> <li>-for farm use only;</li> <li>-for temporary use;</li> <li><u>-not for highway use, or other marking having like meaning;</u></li> <li><u>-excluded from use on a steering axle; or</u></li> <li><u>the tire size designation is preceded by a "T".</u></li> <li><u>-No bus may have a recapped, retread or regrooved tire on the steering axle.</u></li> </ul>	<p><b>Heavy vehicle tires inspection procedure*</b>. A vehicle fails inspection if any tire is marked “Not for Highway Use”; or, if any tire is marked with similar restrictions on use; or if an unauthorized tire is on a steering axle; or if a bus is equipped with a recapped, retread or regrooved tire on the steering axle.</p>
79.27(a)(2)(A) (Rejection Criteria)	<p><i>Any tire:</i></p> <ul style="list-style-type: none"> <li><u>-is in contact with body or frame of vehicle;</u></li> <li>-is flat;</li> <li><u>-has a fabric break or cut to the extent that the ply or cord is exposed [larger than 1 inch exposing the ply or cords];</u></li> <li>-has a bump, bulge or knot indicating partial failure of the tire structure;</li> <li>-has been repaired with a boot or blowout patch;</li> <li><u>-or shows tread or recap separation.</u></li> </ul>	<p><b>Heavy vehicle tires inspection procedure*</b>. A vehicle fails inspection if any tire is in contact with the body or frame; or any tire is cut to the extent that the ply or cord is exposed; or any tire shows tread or recap separation.</p>
79.27(b) (Heading)	(b) <u>Wheels or Rims</u>	The heading for this section was changed from “Wheels” to “Wheels or Rims”.
79.27(b)(1)(A) (Rejection Criteria)	<p><i>The rim or wheel:</i></p> <ul style="list-style-type: none"> <li>-and lock ring are mismatched;</li> <li>-is cracked;</li> <li>-is bent;</li> <li>-is sprung;</li> <li>-has other damage;</li> <li>-shows evidence of slippage on the spider[.];</li> <li><u>-stud holes are elongated;</u></li> <li><u>-clamps are missing or damaged;</u></li> <li><u>-or welded repairs have been made.</u></li> </ul>	<p><b>Heavy vehicle wheels or rims inspection procedure*</b>. A vehicle fails inspection if any rim or wheel has elongated stud holes; or if any rim or wheel has missing or damaged clamps; or if any rim or wheel has welded repairs.</p>

\* Generally, the amendments to Section 79.27 of the regulations were made in order to more closely conform the New York State heavy vehicle inspection procedures to the federal heavy vehicle inspection procedures.

79.27(c)(1)(C) (Rejection Criteria)	<u>Steering wheel is not properly secured.</u>	<b>Heavy vehicle steering inspection procedure*</b> . A vehicle fails inspection if the steering wheel is not properly secured.
79.27(c)(2)(B) (Rejection Criteria)	<i>The power steering system:</i> <i>-has visible leaks;</i> <i>-hoses are chafed;</i> <i>-belt(s) are missing, loose frayed, or [worn] <u>binds or contacts other objects.</u></i>	<b>Heavy vehicle steering inspection procedure*</b> . A vehicle fails inspection if the power steering drive belts are binding, or if they contact any object other than pulleys or tensioners.

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<p>79.27(d)(2) (Rejection Criteria)</p>	<p><i>There is excessive looseness in any of the following parts:</i></p> <ul style="list-style-type: none"> <li><i>-king pins and/or bushings;</i></li> <li><i>-wheel bearings;</i></li> <li><i>-upper or lower cross shaft mounting or bushings;</i></li> <li><i>-idler arm;</i></li> <li><i>-pitman/steering arm;</i></li> <li><i>-center control arms;</i></li> <li><i>-tie rod ends;</i></li> <li><i>-drag link ends;</i></li> <li><i>-gear box;</i></li> <li><i>-gear box mounting <u>is loose, bolts are missing or bolts or case are cracked;</u></i></li> <li><i>-rack mounting;</i></li> <li><i>-steering wheel shaft mounting;</i></li> <li><i>-steering shaft coupler/universal is:</i> <i>binding;</i> <i>frayed;</i> <i>cracked.</i></li> <li><i>-steering damper:</i> <i>leaks;</i> <i>is loose;</i> <i>mount is cracked/broken;</i> <i>is missing.</i></li> <li><i>-<u>worn universal joints</u></i></li> <li><i>-<u>bearing cap broke or missing</u></i></li> <li><i>-<u>any cracks or welded repairs in the above items.</u></i></li> </ul>	<p><b>Heavy vehicle front end inspection procedure*.</b> A vehicle fails inspection if the steering gear box mounting is loose; or steering gear box mounting bolts are missing; or the steering gear box mounting bolts or gear box case are cracked; or if universal joints are worn; or a bearing cap is broken or missing; or if there are any cracks or welded repairs in any of the items listed in 79.27(d)(2).</p>
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79.27(e)(1)(B) (Rejection Criteria)	<p><i>A spring:</i></p> <ul style="list-style-type: none"> <li>-is noticeably sagging;</li> <li>-is broken;</li> <li>-center bolt is broken;</li> <li>-shackle is excessively worn or loose;</li> <li>-eye or pin bolt broken/missing.</li> <li><u>-Composite spring cracked more than <math>\frac{3}{4}</math> of an inch in any direction.</u></li> <li><u>-any leaf or portion of any leaf in any spring assembly is missing or separated</u></li> </ul>	<p><b>Heavy vehicle suspension inspection procedure*</b>. A vehicle fails inspection if any composite spring is cracked more than three-quarters of an inch in any direction; or if any leaf or portion of any leaf in any leaf spring assembly is missing or separated.</p>
79.27(e)(1)(C) (Rejection Criteria)	<p><u>Adjustable Axle Assemblies (Sliding Subframes) assembly locking pins are missing or not engaged</u></p>	<p><b>Heavy vehicle suspension inspection procedure*</b>. A vehicle fails inspection if the trailer adjustable axle assembly (sliding subframe) has locking pins that are missing or not engaged.</p>
79.27(k)(1)(A) (i) (Rejection Criteria)	<ul style="list-style-type: none"> <li>-Any movement between mounting components and frame [in excess of 1/32 inch].</li> <li>-Any mounting angle iron cracked or broken (see NOTE 2.)</li> </ul>	<p><b>Heavy vehicle coupling devices inspection procedure*</b>. A vehicle fails inspection if a fifth wheel has <i>any</i> movement between the mounting components and the frame.</p>
79.27(k)(1)(A) (ii) (Rejection Criteria)	<ul style="list-style-type: none"> <li>-More than 20 percent of the fasteners, per side, are missing or ineffective.</li> <li>-Any welds or parent metal is cracked (see NOTE 2).</li> <li>-More than <math>\frac{1}{4}</math> [3/8] inch horizontal movement between pivot bracket pin and bracket.</li> <li>-Pivot bracket pin missing or not secured.</li> </ul>	<p><b>Heavy vehicle coupling devices inspection procedure*</b>. A vehicle fails inspection if a fifth wheel has more than one-quarter of an inch horizontal movement between the pivot bracket pin and bracket.</p>

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<p>79.27(k)(1)(A) (iv) (Rejection Criteria)</p>	<p><i>-Horizontal movement between the upper and lower fifth wheel halves exceeds 1/2 inch.</i>  <i>-Operating handle will not stay in the closed or locked position.</i>  <i>-Kingpin cannot be properly engaged.</i>  <u><i>-Kingpin can be moved by hand in any direction.</i></u>  <i>-Separation between upper and lower coupler allowing light to show through from side to side.</i></p> <p><u><i>Any semi trailer with a bolted upper coupler having fewer effective bolts than shown in the following table.</i></u></p> <p><u><i>MINIMUM TOTAL QUANTITY OF BOLTS.</i></u>  <u><i>(Total minimum quantity of bolts must be equally divided with 1/2 on each side of the coupler)</i></u></p> <p style="text-align: center;"><u><i>BOLT SIZE</i></u></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; text-align: center;"><u><i>1/2 in (13mm)</i></u></td> <td style="width: 50%; text-align: center;"><u><i>5/8 in (16mm) or larger</i></u></td> </tr> <tr> <td style="width: 50%; text-align: center;"><u><i>10-(5 each side)</i></u></td> <td style="width: 50%; text-align: center;"><u><i>8-(4 each side)</i></u></td> </tr> </table> <p><i>-Cracks in the fifth wheel plate.</i>  <i>-Locking mechanism parts missing, broken, or deformed to the extent that the kingpin is not securely held.</i></p>	<u><i>1/2 in (13mm)</i></u>	<u><i>5/8 in (16mm) or larger</i></u>	<u><i>10-(5 each side)</i></u>	<u><i>8-(4 each side)</i></u>	<p><b>Heavy vehicle coupling devices inspection procedure*</b>. A vehicle fails inspection if a fifth wheel upper/lower coupler has a kingpin that can be moved by hand in any direction; or, if any semi trailer with a bolted upper coupler has fewer effective bolts than specified in the “Minimum Total Quantity of Bolts” Table.</p>
<u><i>1/2 in (13mm)</i></u>	<u><i>5/8 in (16mm) or larger</i></u>					
<u><i>10-(5 each side)</i></u>	<u><i>8-(4 each side)</i></u>					
<p>79.27(k)(3)(A) (ii) (Rejection Criteria)</p>	<p><u><i>-any welded repairs</i></u>  <i>-Any cracks.</i>  <i>-Excessively worn.</i></p>	<p><b>Heavy vehicle coupling devices inspection procedure*</b>. A vehicle fails inspection if any drawbar/tow bar eye has any welded repairs.</p>				

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79.27(k)(4)(B) (Rejection Criteria)	<i>Movement of ¼ inch or more between subframe and drawbar at point of attachment.</i> <i><u>-ineffective latching mechanism.</u></i> <i><u>-missing or ineffective stop</u></i> <i><u>-movement of more than ¼ inch (6mm) between the slider and housing.</u></i> <i><u>-any leaking air or hydraulic cylinders, hoses, or chambers (other than slight oil weeping normal with hydraulic seals).</u></i>	<b>Heavy vehicle coupling devices inspection procedure*</b> . A vehicle fails inspection if any drawbar/tow bar tongue slider has an ineffective latching mechanism, a missing or ineffective stop, movement of more than one-quarter inch between the slider and housing, or any leaking air or hydraulic cylinders, hoses or chambers.
79.27(k)(6) (Rejection Criteria)	<i><u>-top or bottom flange has less than 6 effective bolts.</u></i> <i><u>-twenty percent or more of original welds (or repaired original welds), or parent metal is cracked.</u></i> <i><u>-upper flange half touching lower flange half.</u></i> <i><u>-cracked flanges.</u></i>	<b>Heavy vehicle coupling devices inspection procedure*</b> . A vehicle fails inspection if a full trailer double ring, ball bearing turntable has a top or bottom flange that has less than six (6) effective bolts, or if twenty percent or more of original welds (or repaired original welds) are cracked or parent metal is cracked, or there is wear to the extent that the upper flange half touches the lower flange half or there are cracked flanges.
79.27(l)(1)(B) (Rejection Criteria)	<i><u>Exhaust [is not discharged] discharge does not meet the following criteria;</u></i>  <i><u>(i) either to the rear or above the cab.</u></i> <i><u>(ii) [on a bus, within six inches of the rear of the vehicle] gasoline engine powered busses –may not be more than 6 inches forward from the rear most part of the vehicle;</u></i> <i><u>(iii) busses powered by other than gasoline engine –may not be more than 15 inches forward of the rear most part of the vehicle, or must be to the rear of all doors or windows designed to be open, except windows designed to be opened solely as emergency exits.</u></i>	<b>Heavy vehicle exhaust system inspection procedure*</b> . A gasoline powered bus fails inspection if the exhaust is discharged more than six (6) inches forward of the rear of the vehicle. A bus powered by other than gasoline fails inspection if the exhaust is discharged more than fifteen (15) inches forward of the rear of the vehicle, or is not discharged to the rear of all doors or windows designed to be opened.
79.27(m)(1)(A) (Rejection Criteria)	<i><u>Any motor vehicle does not have headlights. (Not required for trailers)</u></i>	<b>Heavy vehicle lighting and reflectors inspection procedure*</b> . Headlamps are not required on trailers.
79.27(m)(3)(A) (i) (Rejection Criteria)	<i><u>Any 1953 and newer vehicle is not equipped with directional lamps. Front directional signals are not required on trailers.</u></i>	<b>Heavy vehicle lighting and reflectors inspection procedure*</b> . Front directional signal lights are not required on trailers.

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79.27(m)(5)(A) (Rejection Criteria)	<i>Any 1969 and newer motorized vehicle does not have at least one backup light. (Not required on trailers)</i>	<b>Heavy vehicle lighting and reflectors inspection procedure*</b> . A rear backup light is not required on trailers.
79.27(n)(1)(B) (i) (Rejection Criteria)	<i>Any brake hose or connecting line is: -cracked -broken -crimped -swelled or swollen -not securely fastened -charred -chafed -leaking -in contact with the: exhaust system or driveline -copper tubing or compression fittings are used -improperly joined lines, such as a splice made by sliding the hose over a piece of tubing and clamping the hose to the tube</i>	<b>Heavy vehicle service brake system inspection procedure (hydraulic or electric brakes)*</b> . A vehicle fails inspection if any brake hose or line is improperly repaired.
79.27(n)(1)(B) (iii) (Rejection Criteria)	<i>The rotor: -is worn or machined below the minimum <u>allowable</u> [discard] thickness -has cracks on the friction surface extending to the open edge -mounting holes are elongated -has mechanical damage other than normal wear</i>	<b>Heavy vehicle service brake system inspection procedure (hydraulic or electric brakes)*</b> . A vehicle fails inspection if any rotor is worn or machined below the minimum allowable thickness.
79.27(n)(1)(B) (iv) (Rejection Criteria)	<i>The drum: -is worn or machined <u>beyond</u> [below] the <u>maximum allowable diameter</u> [minimum discard thickness] (only if the drum has been removed) -has a crack on the friction surface extending to the open edge -has a crack on the outside particularly at the drum mounting -has mechanical damage other than normal wear -mounting holes are elongated -friction surface is contaminated with grease, oil etc.</i>	<b>Heavy vehicle service brake system inspection procedure (hydraulic or electric brakes)*</b> . A vehicle fails inspection if any drum is worn or machined beyond the maximum allowable diameter.

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79.27(n)(1)(C) (v) (Rejection Criteria)	<i>A 1973 or newer truck or tractor is not equipped with either an audible or visible warning device to readily indicate to the driver a brake system or assist failure, <u>or if on hydraulic system the brake failure light/low fluid warning light is on and/or inoperative.</u></i>	<b>Heavy vehicle service brake system inspection procedure (hydraulic or electric brakes)*.</b> A vehicle fails inspection if a hydraulic brake system brake failure light/low fluid warning light is on or is inoperative.
79.27(n)(1)(C) (vi) (Procedure)	<i>System performance of the Power Unit (must be the last brake test done) <u>This test must be done on a hard level surface, free from loose material (indoors or outdoors)</u></i>	<b>Heavy vehicle service brake system inspection procedure (hydraulic or electric brakes)*.</b> This test must be performed on a hard level surface, free from loose material.
79.27(n)(1)(C) (vi) (Rejection Criteria and Note)	<i>The truck, tractor or bus fails to stop within 35 feet or stops with significant pull when tested from a speed of 20MPH [(see NOTE 6)]. [NOTE 6: This test must be done on a hard level surface, free from loose material (indoors or outdoors) using a decelerometer, measured and marked test area or with approved brake testing equipment set to approved specifications.]</i>	<b>Heavy vehicle service brake system inspection procedure (hydraulic or electric brakes)*.</b> The requirement to use a decelerometer in a measured and marked test area and the provision to allow the use of brake testing equipment has been deleted from the regulations.
79.27(n)(2)(A) (i) (Rejection Criteria)	<i>There is a missing or disconnected brake on any wheel except for the following: 1980 and older trucks and tractors that have three or more factory equipped axles in some cases may not have brakes on the front axle. These vehicles should not be rejected unless there is evidence that front brakes ever existed (i.e. drum(s), rotor(s), or backing plate assemblies are present).</i>  <i><u>There is insufficient vacuum reserve to permit one full brake application after engine is shut off</u></i>	<b>Heavy vehicle service brake system inspection procedure (air/vacuum brakes)*.</b> A vehicle fails inspection if a brake system has insufficient vacuum reserve to permit one full brake application after the engine is stopped.
79.27(n)(2)(B) (iii) (Rejection Criteria)	<i>The rotor:</i> <i>- is worn or machined below the minimum [discard] <u>allowable</u> thickness;</i> <i>- has cracks on the friction surface extending to the open edge;</i> <i>- mounting holes are elongated;</i> <i>- has mechanical damage other than normal wear.</i>	<b>Heavy vehicle service brake system inspection procedure (air/vacuum brakes)*.</b> A vehicle fails inspection if any rotor is worn or machined below the minimum allowable thickness.

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79.27(n)(2)(B) (iv) (Rejection Criteria)	<p><i>The drum:</i></p> <ul style="list-style-type: none"> <li>- <i>is worn or machined [below the minimum discard thickness] <u>beyond the maximum allowable diameter</u> (only if a drum has been removed);</i></li> <li>- <i>has a crack on the friction surface extending to the open edge;</i></li> <li>- <i>has a crack on the outside, particularly at the drum mounting;</i></li> <li>- <i>has mechanical damage other than normal wear;</i></li> <li>- <i>mounting holes are elongated;</i></li> <li>- <i>friction surface is contaminated with grease, oil, etc.</i></li> </ul>	<p><b>Heavy vehicle service brake system inspection procedure (air/vacuum brakes)*.</b> A vehicle fails inspection if any drum is worn or machined beyond the maximum allowable diameter.</p>
79.27(n)(2)(C) (i) (Rejection Criteria)	<p><i>Any component is seized or does not operate properly <u>or any non-manufactured holes or cracks are found in the spring brake housing section of a parking brake.</u></i></p>	<p><b>Heavy vehicle service brake system inspection procedure (air/vacuum brakes)*.</b> A vehicle fails inspection if there are any non-manufactured holes or cracks found in the spring brake housing section of a parking brake.</p>
79.27(n)(2)(C) (vi) (Rejection Criteria)	<p><i>Air pressure safety relief valve; is not present or does not operate on a system which can be checked. (Some valves designed with a lead plug cannot be tested).</i></p> <ul style="list-style-type: none"> <li>-<i>Brake system operating pressure exceeds 135 PSI.</i></li> <li>-<i>Compressor: drive belt(s) is missing, badly worn, frayed, slipping or loose, <u>or bolts, pulleys, brackets, braces or adapters are cracked, broken, loose or missing.</u></i></li> </ul>	<p><b>Heavy vehicle service brake system inspection procedure (air/vacuum brakes)*.</b> A vehicle fails inspection if any air compressor bolts, pulleys, brackets, braces or adapters are cracked, broken, loose or missing.</p>
79.27(n)(2)(C) (viii) (c) (1) (Rejection Criteria)	<p><i>System performance of the power unit (must be the last brake test done[ – see Note 6]) <u>This test must be done on a hard level surface, free from loose material (indoors or outdoors)</u></i></p>	<p><b>Heavy vehicle service brake system inspection procedure (air/vacuum brakes)*.</b> This test must be performed on a hard level surface, free from loose material. The requirement to use a decelerometer in a measured and marked test area and the provision to allow the option of using brake testing equipment has been deleted from the regulations.</p>
79.27(o) (Heading)	<p><i>(o) [Emergency] <u>Parking Brake Systems.</u></i></p>	<p>The heading for this section was changed from “Emergency Brake Systems” to “Parking Brake Systems”.</p>

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79.27(o)(1)(B) (Rejection Criteria)	<p><i>There are any of the following missing <u>or</u> defective:</i></p> <ul style="list-style-type: none"> <li>-cotter pins;</li> <li>-retracting springs;</li> <li>-worn rods or couplings;</li> <li>-cable(s) are visibly frayed or frozen.</li> <li>-The ratchet, pawl, lever control, or other locking device does not hold the brake in the applied position or cannot be properly operated or released.</li> <li>-<u>any non-manufactured holes or cracks are found in the spring brake housing section of a parking brake.</u></li> </ul>	<p><b>Heavy vehicle parking brake systems inspection procedure*.</b> A vehicle fails inspection if there are any non-manufactured holes or cracks found in the spring brake housing section of a parking brake.</p>
79.27(q) (Procedure)	<p><i>Check the fuel system, including the fuel tanks and lines, for leaks, including auxiliary heating or refrigeration units.</i></p>	<p><b>Heavy vehicle fuel leaks inspection procedure*.</b> Auxiliary heating and refrigeration unit fuel tanks and lines are included in the inspection procedure.</p>
79.27(q) (Rejection Criteria)	<p><i>Any leak[s] is found in [the] <u>any</u> fuel system, tank or lines to such a degree as to cause dripping or pooling of fuel.</i> <i><u>A fuel tank is not securely attached to the vehicle.</u></i> <i><u>Note: Some fuel tanks use spring or rubber bushings to permit movement</u></i></p>	<p><b>Heavy vehicle fuel leaks inspection procedure*.</b> A vehicle fails inspection if a leak is found in <i>any</i> fuel system to such a degree as to cause dripping or pooling of fuel; or, if a fuel tank is not securely attached to the vehicle.</p>
79.27(q) (Procedure)	<p><i><u>Compressed Natural Gas (CNG), Liquefied Petroleum Gas (LPG) or Liquefied Natural Gas (LNG) fuel systems</u></i></p>	<p><b>Heavy vehicle fuel leaks inspection procedure*.</b> CNG, LPG and LNG fuel systems are included in the inspection procedure.</p>
79.27(q) (Rejection Criteria)	<p><i><u>Any fuel leakage from the CNG, LPG or LNG system detected audibly, visually or by smell.</u></i></p>	<p><b>Heavy vehicle fuel leaks inspection procedure*.</b> A vehicle fails inspection if a leak is detected in a CNG, LPG or LNG system by hearing, seeing or smelling a leak.</p>
79.27(q) (Note)	<p><i><u>Note: Some brief fuel leakage, water vapor at the fittings, or decompression may occur during refueling, causing temporary frosting of CNG or LPG fuel system parts. If the vehicle has been refueled shortly before inspection, care must be taken to distinguish these temporary occurrences from actual leaks.</u></i> <i><u>Also, in hot weather some condensation on the system is normal.</u></i></p>	<p><b>Heavy vehicle fuel leaks inspection procedure*.</b> Cautionary information about identifying leaks in CNG and LPG fuel systems.</p>

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79.28(b)(4) (Rejection Criteria)	<i>Loose, bent, broken, cracked or damaged, affecting proper steering; equipped with bicycle handlebars. [Handlebar grips measure in excess of 15" above the seat or saddle, measuring from the lowest part of the grip to the lowest point on the seat.] <u>The handlebars or grips are higher than the operator's shoulders.</u></i>	<b>Motorcycle steering, suspension and frame inspection procedure.</b> A motorcycle fails inspection if the handlebars or grips are higher than the operator's shoulders.
79.28(d)(1) (Note)	<i><u>NOTE: Certain motorcycles may have a headlamp system that "modulates" between high and low intensity. This is an allowed modification only if the system can be switched off for normal operation.</u></i>	<b>Motorcycle headlamp inspection procedure.</b> Modulating headlamps that can be switched off for normal operation are allowed on motorcycles.
79.28(e)(1) (Note)	<i><u>NOTE: No lighting other than the headlamp(s) referenced in (d) may be modulated; they must emit steady light.</u></i>	<b>Motorcycle lighting inspection procedure.</b> Only motorcycle headlamps may be modulated.
Appendix A	<i>A new Appendix A is added.</i>	A new Appendix A is added.