



**DRIVE
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Pennsylvania

INSPECTIONS NEWSLETTER

Important Vehicle Inspection Information

Pennsylvania's Vehicle Inspection Program

FALL 2021 ISSUE

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DEPARTMENT OF TRANSPORTATION

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Registration Plate FAQs



Can a vehicle fail inspection for having an illegible registration plate?

No. The Vehicle Equipment and Inspection Regulations state that the only time a vehicle will fail an inspection is when the registration plate is hanging loosely; the registration plate is not in agreement with the numbers on the registration card; the registration plate is obscured; or the registration plate lamp, if it's part of the original equipment, does not illuminate the registration plate.

If you encounter a registration plate that is illegible, the vehicle owner will have to replace the registration plate. This can be done for free using the MV46 form, "Application to Replace Registration Plate."

After the owner applies for a new registration plate, how long will it take to receive the registration plate?

Once PennDOT receives the request, it can take up to 15 days for the registrant to receive their standard-issue registration plate, and 4 to 6 weeks for a personalized registration plate to arrive.

What happens if a vehicle owner does not send in Form MV46 or Form MV44 for a replacement?

If the plate is illegible, the operator of the vehicle would be in violation of Section 1332 of the Pennsylvania Vehicle Code, which may result in a \$100 fine.



What should the vehicle owner do with the old registration plate?

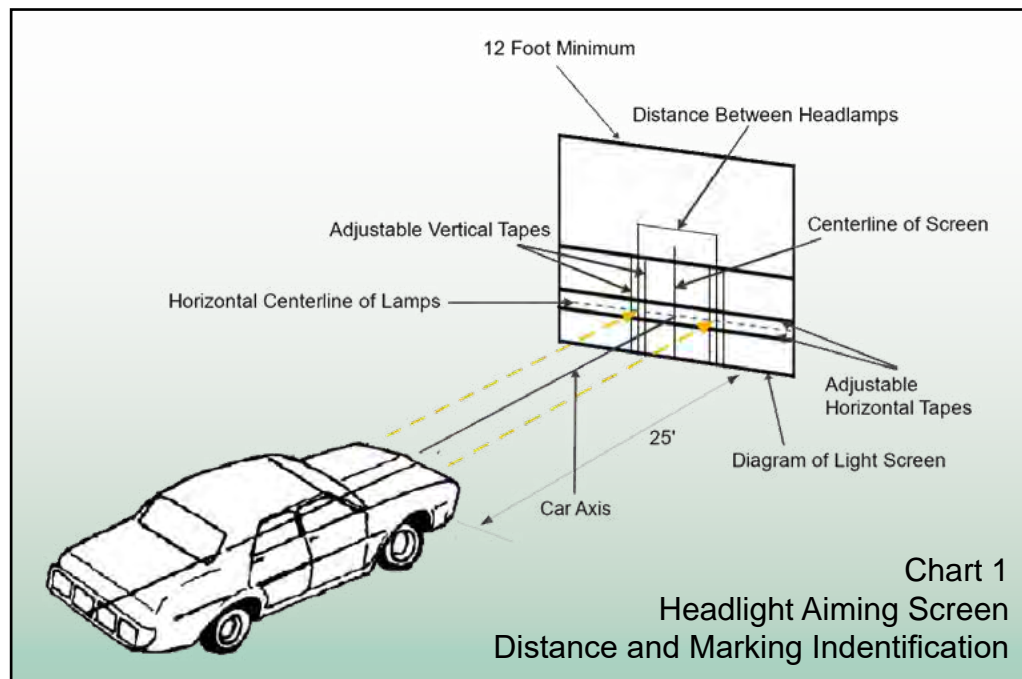
It should be destroyed or returned to PennDOT to be recycled. Old registration plates may be returned to:

Bureau of Motor Vehicles
Return Tag Unit
P.O. Box 68597
Harrisburg, PA 17106-8597



Headlight Aimers

Misaligned headlights can be hazardous, and are among the most frequent complaints of motorists. Headlights that are aimed too high can blind motorists; but those that are aimed too low can prevent drivers from adequately seeing the road and surrounding areas. As a result, PennDOT is emphasizing the importance of headlight aiming, which is a required part of the inspection procedure. Stations and inspectors should expect their Quality Assurance Officers to ask about the stations' headlight aiming equipment during audits.



Stations should have approved headlight aiming equipment (as defined in the inspection regulations - Tools and Equipment). Certain makes and models of vehicles cannot be properly tested with this equipment. For example, LED headlights are not capable of meeting certain requirements in some headlight aimers, making those headlight aimers ineffective for inspection testing.

If a headlight aimer is not suitable for testing a vehicle, an aiming screen may be used instead. Stations utilizing an aiming screen must have sufficient space and meet the specifications outlined in Chart 1 (see above).

The station should not inspect any vehicle that they are unable to properly test and aim the headlights on.



Uncertified Inspectors

Regulations require that every inspection must be performed by a certified inspection mechanic/inspector. At no time should a station allow an uncertified mechanic to perform Emissions or Safety inspections on vehicles. This practice will result in suspensions and/or fines for both the station and the inspector.

The inspector who signs off on a passing inspection must be the inspector visibly inspecting the vehicle.

On-the-job training of an uncertified mechanic requires the trainee to only observe the inspection being performed by a certified mechanic, who is responsible for the complete inspection.

Replacement Stickers

A common question concerning replacement stickers is, "What mileage and/or date should be recorded on the sticker, in the MV431/480/e-SAFETY application, or in the emissions analyzer?"

For Safety and Emissions replacement stickers - write the original sticker's mileage and date on the back of the replacement sticker, along with the word "replacement" (see example).

In the MV431/480 and e-SAFETY application - record the original sticker's mileage as the "old" odometer reading. Record the "current" odometer reading and "current" date for the date you are issuing the replacement sticker. Note: If using the e-SAFETY application, the current date will be automatically entered.

In the Emissions analyzer - enter the current odometer reading for the date you are issuing the replacement sticker. Note: The current date will be automatically entered by the analyzer.

VIN 12345678912345678 WHEELS PULLED ODOMETER 50132 STICKER EXPIRES LAST DAY OF (LB) (RF) (LR) (RR) 9 22 MONTH YEAR DATE 9-1-21 STATION# 015 INSIGNATURE REPLACEMENT	VIN 12345678912345678 ODOMETER 50132 STICKER EXPIRES LAST DAY OF 9 22 MONTH YEAR DATE 9-1-21 STATION# 015 INSIGNATURE REPLACEMENT
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When issuing a replacement sticker, stations are required by regulations (both Safety and Emissions) to write "replacement" on the back of the sticker.

Proof of Ownership Clarification

When a dealer, who is licensed to sell vehicles in the Commonwealth, has a vehicle that is being held for resale, and requests an inspection, there are a number of acceptable proof of ownership documents that can be presented, including:

- a VIN-specific auction slip
- a VIN-specific secure power-of-attorney, evidencing the dealership's acquisition of the vehicle

- a vehicle registration card
- certificate of title
- manufacturer's statement of origin.

If this is the first time the vehicle is registered in PA, the inspector should only input 9s for the title.

EMISSIONS

Paperwork

All paperwork relating to sticker issuance must be retained and kept up to date. Paperwork should be generated as stickers are issued. Stations can print duplicate copies of each VIR, sticker replacement documentation and mileage exemptions.

While not required, it is recommended that stations regularly print out sticker usage reports from their emissions analyzers. Reports should be reviewed for errors or missing sticker issuances. Retain the printed reports for use during audits.

Scanned Wrong Registration

It is imperative that inspectors check that they are using the correct registration cards for the vehicles they are testing. Verifying that the registration matches the vehicle should be the first step in any inspection.

If the wrong registration card was scanned after a test was completed and the sticker number was entered, the sticker needs to be voided in the emissions inspection equipment. The test must then be rerun using the correct registration card.

Do NOT use the sticker replacement option to try to fix the issue. The replacement sticker is VIN-specific, and the proper registration was not scanned on the first test. The inspector should issue the next sticker in the sequence (the sticker after the voided sticker). Retain all documentation for auditing purposes.

Vehicle Communications

There have been a number of phone calls to the Station Operator hotline regarding “No-Communication” problems. The following are tips to help make sure that the vehicles are

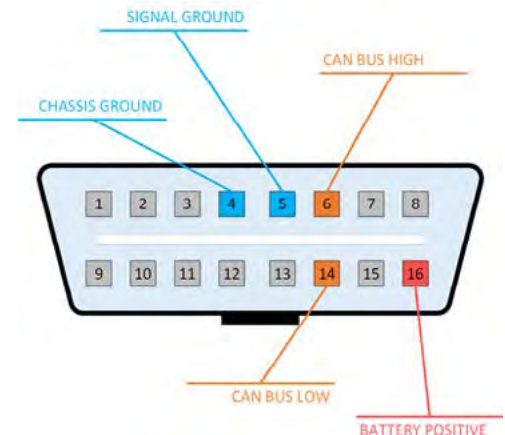
communicating properly with the OBD Emissions analyzer.

1. Ensure that all screen prompts on the analyzer are closely followed. Certain vehicles will not communicate properly if:
 - the key is not cycled OFF/ON for a minimum of 30 seconds
 - the vehicle is not restarted prior to connection of the DLC
 - this is the first or only attempt at communication (some vehicles may not communicate on the first attempt, re-connect, and retry)
2. Verify that the ANALYZER TEST CABLE or OBD MODULE CABLE is in good working condition. Some items that can be checked on the test cable include:
 - corrosion or oxidation on the test cable pins, as well as broken or bent pins
 - worn, stretched, degraded test cable and/or cable ends

NOTE: Indications of worn-out or degraded cable may include a sudden and/or significant increase in no-comms, unexpected test results, etc.

All OBD Emissions analyzers are designed with a fail-safe in mind. If a vehicle fails for no-communications, the analyzer will perform an OBD Module Self Check. This verification of the OBD Module will determine if the test cable or the OBD Module is functioning properly.

If the analyzer determines that the problem with the vehicle no-communications is caused by the OBD Module or test cable, the analyzer will be locked out from further testing. In this scenario, stations should contact their Emissions Equipment providers for further directions.



3. Inspect the Vehicle's 16-PIN Data Link Connector (DLC)
 - Verify that all pin sockets on the DLC are not worn, damaged, or spread too far apart. If a pin socket does not have enough tension, it could not be contacting the OBD Module connector.
 - Proper voltage at PIN #16 (battery positive—full-time)
 - Verify that the vehicle's charging system is functioning properly. Vehicles must be supplied with good voltage to properly communicate, along with good paths. A strong battery is critical for communication with the DLC. The vehicle should have a minimum of 12.5 volts from the battery.
 - Proper grounds at PINS #4 (Chassis Ground) & #5 (Signal/PCM Ground). If the vehicle being tested is a CAN network vehicle, verify signal at PINS #6 (CAN Bus High) & #14 (CAN Bus Low). Typically, a reading of 2.5 to 3.5 volts, for CAN High is ideal, and 1.5 to 2.5 volts for CAN Low PINS.
 - Verify that the vehicle's DLC has not been tampered with. The inspector should check for any damaged wires to the PINS mentioned above, or any splicing of wires going into the DLC.

SAFETY



Safety Record Keeping

Old Odometers

In the MV431/MV480 or e-SAFETY program, information recorded in the “old odometer” block should be the mileage reading from the past inspection.

The “old” mileage from the past inspection can be obtained from the previous sticker. The vehicle history report and/or the e-SAFETY program can also be used to reference past mileage information.

If the old mileage is not available, the old safety sticker number should be recorded. If there is no safety sticker on the vehicle, then either “no sticker number” or “out of state” should be recorded on the MV431/MV480 or in the e-SAFETY program.

Repairs

It’s important to remember that if an inspected part is repaired or adjusted, or a new part was installed, it must be noted in the MV431 form or the

e-SAFETY program. Record what was done in the corresponding column (R for repair, A for adjust, N for New) and include the total cost of inspection and repairs.

Work Orders

Inspection stations are required under section 175.29 – Obligations and Responsibilities of Stations - to keep copies of all corresponding inspection records and required work orders for examination by the stations’ Quality Assurance Officers. Stations utilizing PennDOT’s e-SAFETY program must keep copies of the e-SAFETY Sticker Issuance Reports (SIR) that contain the safety inspectors’ signatures.

Required info that should be included on all work orders/receipts/invoices:

- Customer’s name
- Vehicle information (year, make, model, license plate number)
- Brake, tire, and mileage readings
- Sticker number issued

Move Over! It’s The Law

Pennsylvania’s Move Over Law requires motorists to move over and change lanes to give safe clearance to law enforcement officers, firefighters, ambulances, utility workers, tow-truck drivers and disabled vehicles.



Drivers approaching an emergency response area, who are unable to safely merge into a lane farther away from the response area, are to “pass the emergency response area at a speed of no more than 20 miles per hour less than the posted speed limit and reasonable for safely passing.”

Failure to move over or slow down may result in a citation that carries a fine of \$500 for first-time offenders, \$1,000 for a second offense, and \$2,000 and a 90-day license suspension for a third or subsequent offense. Penalties are increased for incidents that seriously injure or kill another person.