

# Regulatory Analysis Form

(Completed by Promulgating Agency)

(All Comments submitted on this regulation will appear on IRRC's website)

(1) Agency  
Department of Transportation

(2) Agency Number: 18  
Identification Number: 484

**INDEPENDENT REGULATORY  
REVIEW COMMISSION**

**RECEIVED**

Independent Regulatory  
Review Commission  
April 30, 2025

IRRC Number: 3435

(3) PA Code Cite: TITLE 67. Pa. Code Chapter 175. Vehicle Equipment and Inspection.  
Subchapters  
A. General Provisions;  
B. Official Inspection Stations;  
C. Certificate of Inspection;  
D. Schedule of Penalties and Suspensions: Official Inspection Stations and Certified Mechanics;  
E. Passenger Cars and Light Trucks;  
F. Medium and Heavy Trucks and Buses;  
G. Recreational, Semi-and Utility Trailers and  
M. Alternative Fuel Systems and Control

(4) Short Title:  
Vehicle Equipment and Inspection Regulations

(5) Agency Contacts (List Telephone Number and Email Address):  
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(6) Type of Rulemaking (check applicable box):  
X Proposed Regulation  
 Final Regulation  
 Final Omitted Regulation

Emergency Certification Regulation;  
 Certification by the Governor  
 Certification by the Attorney General

(7) Briefly explain the regulation in clear and nontechnical language. (100 words or less)

Chapter 175 (relating to vehicle equipment and inspection) governs the vehicle inspection process performed by inspection stations appointed by the Pennsylvania Department of Transportation (PennDOT). Proposed amendments include removal of outdated procedures, updates to the schedule of penalties to include monetary penalties in lieu of suspensions for stations and inspectors, modernization of language and the addition of new provisions that reflect today's modern vehicles and their associated equipment. Additional proposed changes include providing clarification to inspection mechanics

regarding frequently asked questions, and adding language that accurately reflects today's inspection process.

(8) State the statutory authority for the regulation. Include specific statutory citation.

Authority for this regulation is contained in the following provisions of the Vehicle Code (75 Pa.C.S. §§ 101—9910): 75 Pa. C.S. §§ 4103, 4105, 4301, 4501, 4521, 4532(a), 4551, 4721, and 6103. Specifically, 75 Pa.C.S. § 4103 (relating to promulgation of vehicle equipment standards) states that “The department shall promulgate vehicle equipment standards for vehicles, equipment and devices required under this part.” Section 4105(e) (relating to revocation and renewal of certificates of approval), requires the department to “promulgate rules and regulations to effectuate the provisions of this section.” Section 4301 (relating to promulgation of regulations by department) states, “The department shall promulgate regulations governing the number, visibility, color, size, type, construction, location and use of lamps, other lighting equipment and any retroreflective surfaces on vehicles.” Section 4501 (relating to promulgation of regulations by department) states, “The department shall promulgate regulations governing the type, size, construction, location and use of brake equipment taking into consideration different requirements for different classes or types of vehicles. The authority granted in this section includes the power to regulate the performance of the brake system on a vehicle.” Section 4521 (relating to promulgation of regulations by department) states, “The department shall promulgate regulations governing the number, size, color, type, construction, location and use of other equipment on vehicles consistent with but not limited by the provisions of this subchapter and taking into consideration different requirements for different classes or types of vehicles.” Section 4532(a) (relating to smoke control for diesel-powered motor vehicles) provides, “The department shall promulgate regulations for the control of smoke from diesel-powered motor vehicles prescribing standards, inspection procedures and inspection equipment.” Section 4551 (relating to safety regulations) states, in pertinent part, “Regulations shall be promulgated by the department governing the safe design, construction, equipment and operation of vehicles engaged in the transportation of school children.” Chapter 47 (relating to inspection of vehicles) requires the department to “establish a system of annual safety inspection of vehicles,” including emissions inspections. See, 75 Pa.C.S. § 4702. Section 4706(e) provides that “the department shall promulgate such regulations as may be necessary to implement the emission inspection program...” Furthermore, 75 Pa.C.S. § 4724(a) provides that PennDOT may suspend the certificate of appointment issued to an inspection station or may impose a monetary penalty. The section goes on to state, “A schedule of all penalties, points and suspensions may be established by the department by publishing a notice in the Pennsylvania Bulletin until the regulations governing these penalties are promulgated by the department.” Finally, 75 Pa.C.S. § 6103 (relating to promulgation of rules and regulations by department) states, in pertinent part, “the department shall have the power in accordance with the provisions of the act of July 1968 (P.L. 769, No. 240), referred to as the Commonwealth Documents Law, to promulgate, consistent with and in furtherance of this title, rules and regulations in accordance with which the department shall carry out its responsibilities and duties under this title.”

(9) Is the regulation mandated by any federal or state law or court order, or federal regulation? Are there any relevant state or federal court decisions? If yes, cite the specific law, case or regulation as well as, any deadlines for action.

Yes. The Vehicle Code contains statutory mandates throughout that direct PennDOT to promulgate regulations governing the vehicle inspection process. These mandates are included in, but are not limited to, Chapters 41, 43, 45 and 47 of the Vehicle Code as set forth above. By amending Chapter 175, PennDOT is promulgating regulations mandated by the Vehicle Code. The proposed amendments are required as the department updates outdated language and addresses new technologies developed since Chapter 175 was promulgated. The proposed amendments are also required because the Vehicle Code requires PennDOT to develop regulations with a schedule of penalties, points and suspensions.

(10) State why the regulation is needed. Explain the compelling public interest that justifies the regulation. Describe who will benefit from the regulation. Quantify the benefits as completely as possible and approximate the number of people who will benefit.

The proposed amendments will benefit the more than 9 million licensed Pennsylvania drivers and motorists from other states that utilize Commonwealth highways. The amendments to the regulations will improve public safety by reducing the number of fatal and serious injury crashes caused by vehicle malfunctions through proactive vehicle inspection requirements. These proposed revisions to Chapter 175 ensure that road-worthy, safe vehicles are operated on Commonwealth highways. The changes will also permit in certain instances stations and inspectors to pay a monetary penalty in lieu of serving a suspension for sanctions imposed resulting from a violation of Chapter 175. The monetary penalty will allow a station or inspector to continue to operate while still being appropriately sanctioned for violations committed.

The amendments to the regulations will provide a more thorough inspection and ensure vehicles are in safe operating condition. For example, changes to the inspection process will:

- (1) ensure that doors can open and close securely from mechanisms both inside and outside the vehicle;
- (2) widen the area of the windshield that the driver can clearly view through from an area measuring 8 ½ by 5 ½ inches to the full windshield wiper path of the windshield and address any discoloration or hazardous cracks in the glazing that can interfere with the driver's vision;
- (3) address hazardous bumper covers that are not securely fastened, protrude, or contain sharp edges;
- (4) clarify rejection criteria to ensure required lamps are operating appropriately;
- (5) ensure that seats and seatbelts are working properly and there is no metal or springs protruding from any seat, not just the driver's seat;
- (6) require all four wheels to be removed to check all brake components, instead of only two;
- (7) add rejection criteria for unibody vehicles, which many newer cars are being manufactured with and the current regulation does not address; and
- (8) add the starter inhibitor system not functioning as originally equipped and the windshield defroster not providing adequate heat to defrost the windshield to the list of rejection criteria during the road test.

The regulations will provide clarity to and modernization for approximately 15,000 PennDOT appointed inspection stations regarding the expected process they must follow to perform vehicle safety inspections. Additionally, these regulations provide for clarification to law enforcement and the motoring public regarding the equipment standards and inspection procedures for all passenger and light trucks.

(11) Are there any provisions that are more stringent than federal standards? If yes, identify the specific provisions and the compelling Pennsylvania interest that demands stronger regulations.

No, there are no more stringent standards than federal standards.

(12) How does this regulation compare with those of the other states? How will this affect Pennsylvania's ability to compete with other states?

Pennsylvania requires annual vehicle safety inspections on most vehicles registered within this Commonwealth. Research has determined that 15 states, including Pennsylvania, maintain a vehicle inspection program with 12 requiring annual safety inspections and the other 3 requiring inspection every 2 years. Notably, many of the states that have inspection programs are located in the north. This may be in part because harsher weather and the use of salt on the roads has a greater impact on vehicles than vehicles in milder climates. Additionally, so few states have inspection programs because the cost to run the program itself. However, the Department, as authorized by the legislature, feels that the cost of the program is outweighed by the safety benefits that stem from the program. Below is a list of the surrounding states' inspection requirements:

Delaware – Requires a vehicle safety inspection every two years.

Maryland – Requires a vehicle safety inspection prior to sale or transfer of vehicle ownership.

New Jersey – Requires a vehicle safety inspection annually for commercial vehicles, taxis, and buses.

New York – Requires a vehicle safety inspection annually.

Ohio – No vehicle safety inspections are required.

West Virginia – Requires a vehicle safety inspection annually.

Since vehicle safety inspection standards are not regulated at the federal level, it is up to each state to adopt their own standards. Chapter 175 outlines Pennsylvania's standards for vehicle safety inspection.

The current and proposed standards are comparable to the states that have a periodic (annual or biennial) safety inspection program. Consequently, the regulation does not put Pennsylvania at a competitive disadvantage with other states, and because vehicles undergo an annual inspection of the vital operating components, vehicles in Pennsylvania are safer than vehicles in states with limited or no required vehicle safety inspections. PennDOT's Vehicle Safety Inspection Program Effectiveness Study, conducted in 2009, concluded that states with vehicle safety inspection programs have significantly less fatal crashes than states without programs and the Pennsylvania program is effective and saves lives.

See:

<https://www.dot.state.pa.us/public/dvspubsforms/BMV/BMV%20Safety%20Inspection%20Bulletins/Inspection%20Program%20Effectiveness%20Study.pdf>

(13) Will the regulation affect any other regulations of the promulgating agency or other state agencies? If yes, explain and provide specific citations.

No, the regulation will not affect any other regulations of PennDOT or other state agencies.

(14) Describe the communications with and solicitation of input from the public, any advisory council/group, small businesses and groups representing small businesses in the development and drafting of the regulation. List the specific persons and/or groups who were involved. ("Small business" is defined in Section 3 of the Regulatory Review Act, Act 76 of 2012.)

PennDOT's Vehicle Inspection Division drafted these proposed revisions to Chapter 175, in concert with the Inspection Advisory Board (IAB). The IAB is comprised of industry stakeholders. Eleven members are appointed by the Secretary of Transportation to include representatives of the automotive industry and the public, the Pennsylvania State Police, and several small businesses, including: a new car dealer, a used car dealer, a fleet owner, a certified mechanic, a service station operator, a parts and equipment wholesaler, and an independent repair facility owner. The IAB also includes two members of the general public who are licensed drivers. As part of the IAB meetings, where these proposed regulations are discussed, members from the following associations also are in attendance and had the opportunity to provide input: Pennsylvania Automotive Association, Pennsylvania Independent Automobile Dealers Association, Pennsylvania Mid Atlantic Auto Alliance. These associations represent a number of small businesses throughout the state within the automotive industry which these regulation changes would affect.

(15) Identify the types and number of persons, businesses, small businesses (as defined in Section 3 of the Regulatory Review Act, Act 76 of 2012) and organizations which will be affected by the regulation. How are they affected?

The motoring public, utilizing Pennsylvania's roadways, are the primary beneficiaries of the proposed amendments to the regulations as the proposed amendments are intended to enhance safety, allow for the free flow of traffic, improve mobility by reducing crashes and removing vehicles that are not roadworthy, and promote the overall economic prosperity of the Commonwealth. In addition to citizens with a vehicle registered in Pennsylvania, of which there are approximately 11,000,000 registered vehicles, the proposed amendments will impact the 15,000 appointed inspection stations. According to the SBA's size guide, general automotive repair shops (NAICS Code 811111) making \$9,000,000 or less annually are considered small businesses. Automotive oil change and lubrication shops (NAICS Code 811191) are considered small businesses if they make \$11,000,000 or less. Businesses that fall

into the category of “all other automotive repair and maintenance” (NAICS Code 811198) are considered small businesses if they make \$10,000,000 or less annually.

The definition of “small business” in Section 3 of the Regulatory Review Act points to “small businesses” as defined in 13 C.F.R. Section 121.201. Many inspection stations are considered “small businesses” as defined in the federal regulations; however, PennDOT does not collect information on the size of the inspection stations that it appoints and has no practical way of verifying how many inspection stations are small businesses or otherwise. However, for the purposes of determining the economic impact on small business, PennDOT assumes that the vast majority of appointed inspection stations are small businesses as that term is defined by the SBA and Pennsylvania's Regulatory Review Act.

The proposed revisions to Chapter 175, Subchapters A, B, C, D, E, F, G, and M positively impact the owners of approximately 11,000,000 registered vehicles in the Commonwealth, and 15,000 appointed inspection stations that range from small businesses to a national franchise or dealerships by providing clarification to the stations on regulatory requirements and sanctions for noncompliance as well as updates the inspection criteria for passenger and light duty vehicles to ensure vehicles are safe to be on the roadway.

(16) List the persons, groups or entities, including small businesses, that will be required to comply with the regulation. Approximate the number that will be required to comply.

Pennsylvania has approximately 15,000 appointed safety inspection stations that range from small businesses to a national franchise or dealerships that would be required to comply with this regulation. PennDOT estimates that approximately 15,000 or more of those stations are considered small businesses. Additionally, there are approximately 11,000,000 registered vehicles in Pennsylvania. The owners of these vehicles and the appointed inspection stations, ranging from big to small businesses to private individuals, will have to comply with the regulation.

(17) Identify the financial, economic and social impact of the regulation on individuals, small businesses, businesses and labor communities and other public and private organizations. Evaluate the benefits expected as a result of the regulation.

Financially and economically, the regulated community may see a rise in the cost of an inspection due to the more rigorous inspection standards in the proposed amendment. Economically and socially, society will benefit from a decrease in the number of serious and fatal crashes caused by faulty vehicle

equipment. While there is always the potential for an inspection station to increase their costs to the consumer who has their vehicle inspected by a station in the regulated community, dealerships and repair facilities will also benefit from the potential increase in revenue generated from vehicle repairs found as a result of a more stringent inspection.

Socially, while any potential cost increases to the vehicle owner are impossible to predict and will widely vary depending on the condition of each vehicle, the proposed amendments will benefit motorists utilizing this Commonwealth's highway system by reducing the number of crashes on Commonwealth roadways. Additional social benefits include the fact that the amended regulations account for changing vehicle standards and developments in technology. The amended regulations remove antiquated terminology from existing regulation making it easier for the regulated community to understand and comply with the regulation. Benefits of the amendments to the regulation include the enforcement of safe vehicles and enhanced public safety by reducing the number of fatal and serious injury crashes due to equipment malfunctions.

The proposed amendments will deliver significant benefits to this Commonwealth, PennDOT and the motorists utilizing Commonwealth roadways in terms of improved safety, increased mobility, and economic development.

- Safety Studies conducted by the Fatality Analysis Reporting System (FARS) and the National Highway Traffic Safety Administration (NHTSA) have shown that "states without inspection experience a higher number of vehicle complaint-induced crashes than states with inspections." See "Measuring the Effectiveness of Vehicle Inspection Regulations in Different States of the U.S." page. 9., March 2019, National Academy of Sciences: Transportation Research Journal of the Transportation Research Board. Additionally, PennDOT's own 2009 study concluded that states with vehicle safety inspection programs have significantly less fatal crashes than states without programs and the Pennsylvania program is effective and saves lives. See, <https://www.dot.state.pa.us/public/dvspubsforms/BMV/BMV%20Safety%20Inspection%20Bulletins/Inspection%20Program%20Effectiveness%20Study.pdf>
- Mobility- The proposed amendment makes the inspection more rigorous so that dangerous vehicles are removed from the roadway or are repaired. This improves overall mobility. Pennsylvania state data show that in 2014, more than 529,000 vehicles (about 20 percent of vehicles in the Commonwealth) failed inspection and then underwent repairs to pass. Without the inspection program it is likely that many of these vehicles would have remained on the road without necessary repairs and the proposed amendment only improves the likelihood that necessary repairs are identified.
- Economic Development –The proposed amendment to the regulation promotes economic development in that it allows for a payment to be made for certain violations in lieu of suspension, which will allow inspection stations to continue to operate while still holding the inspection station accountable for violations.

(18) Explain how the benefits of the regulation outweigh any cost and adverse effects.

The benefits of a clearer, updated inspection process and safer roadways outweighs the increased inspection cost that the regulated community may face. Consumers who have to make necessary repairs

to their vehicles that do not pass inspection as a result of the proposed regulation will see an increase in repair costs. These increased costs are justified when weighed against the benefit of safer roadways. Another benefit of the proposed regulation is that stations conducting inspections will have the advantage of a clearer regulation that addresses new vehicle technologies. Additionally, there is the benefit that dangerous conditions will be more likely identified during the inspection. The safety and clarity benefits of the proposed regulation outweigh the increased cost that the consumer may face when paying for an inspection and when repairing issues identified in the inspection. The regulation also benefits stations who can pay a monetary penalty in lieu of suspension for certain violations. The monetary penalty allows stations to stay in business while still acting as a deterrent.

(19) Provide a specific estimate of the costs and/or savings to the **regulated community** associated with compliance, including any legal, accounting or consulting procedures which may be required. Explain how the dollar estimates were derived.

There are no additional anticipated reporting, recordkeeping and other administrative costs required for compliance with the proposed regulation, including professional skills necessary for preparation of any report or record. PennDOT and IAB consider these regulatory changes to be revenue neutral; however, as the cost of a vehicle inspection is market driven, some stations, if they are already not removing all four tires during the inspection, may charge a slightly higher fee for any additional time added to the inspection process to remove two additional tires. PennDOT estimates that it takes approximately 10 minutes to remove the additional two tires. Appointed inspection station inspectors are typically paid hourly at a rate that averages approximately \$26.00 per hour. If the appointed service station passes the cost of the additional ten minutes of labor on to the consumer, we anticipate an increased cost of approximately \$4.33, but not more than \$10.00 for additional labor per inspection. However, most inspection stations already pull all four tires when conducting an inspection, and need to compete for business, so PennDOT does not anticipate a significant increase in the cost of an inspection. No additional legal, accounting or consulting procedures are required since these regulation changes are slight modifications or clarifications to the existing regulation.

(20) Provide a specific estimate of the costs and/or savings to the **local governments** associated with compliance, including any legal, accounting or consulting procedures which may be required. Explain how the dollar estimates were derived.

Local governments that perform their own vehicle safety inspections may see an increase in the time it takes to perform passenger vehicle and light trucks safety inspections, if they are not already removing all four wheels. As stated above, PennDOT estimates that it takes approximately ten minutes to remove the additional two tires. PennDOT has determined that most stations already remove all four tires and those that do not most likely will not increase their fees to allow their station to remain competitive in the market since the cost for inspections is market driven. See estimate of that cost calculated above. No additional legal, accounting or consulting procedures are required since these regulation changes are slight modifications or clarifications to the existing regulation.

(21) Provide a specific estimate of the costs and/or savings to the **state government** associated with the implementation of the regulation, including any legal, accounting, or consulting procedures which may be required. Explain how the dollar estimates were derived.

Agencies of the Commonwealth that perform their own vehicle safety inspections may see an increase in the time it takes to perform passenger vehicle and light trucks safety inspections, if they are not already removing all four wheels. As stated above, PennDOT estimates that it takes approximately ten minutes to remove the additional two tires. See estimate of the additional cost above. PennDOT has determined that most stations already remove all four tires and those that do not most likely will not increase their fees to allow their station to remain competitive in the market since the cost for inspections is market driven. Assuming that the inspection station does increase the cost for the removal of the additional two tires, we do not think the cost would go up more than \$10.00 on average.

(22) For each of the groups and entities identified in items (19)-(21) above, submit a statement of legal, accounting or consulting procedures and additional reporting, recordkeeping or other paperwork, including copies of forms or reports, which will be required for implementation of the regulation and an explanation of measures which have been taken to minimize these requirements.

For each group identified above there are no new reporting, recordkeeping or paperwork requirements. The proposed regulations amend and revise procedures that have been in place for appointed inspection stations for decades and many of the amendments codify the current process that inspection stations are utilizing in light of new vehicle technology improvements and changes. While prior regulations required the suspension of an inspection station for violation of the regulation, this proposed amendment allows those inspection stations to pay a fee in lieu of serving a suspension in certain circumstances, which allows those stations to stay in business. The forms required by the proposed amendments are the same forms that are currently required; no changes are being proposed to those forms.

(22a) Are forms required for implementation of the regulation?

Forms MV-431 and MV-480 are required for manually recording vehicle and motorcycle inspections and already are being used by the stations. The changes made in this regulatory package do not warrant the need for modification to either of these forms.

(22b) If forms are required for implementation of the regulation, **attach copies of the forms here**. If your agency uses electronic forms, provide links to each form or a detailed description of the information required to be reported. **Failure to attach forms, provide links, or provide a detailed description of the information to be reported will constitute a faulty delivery of the regulation.**

The MV-431 and MV-480 are purchased by the stations for manually recording vehicle and motorcycle inspections from various outlets. Some stations choose to use our electronic E-Safety System or another third-party application to track the required data electronically. The relevant forms are attached to the RAF.

(23) In the table below, provide an estimate of the fiscal savings and costs associated with implementation and compliance for the regulated community, local government, and state government for the current year and five subsequent years.

The proposed regulation changes are generally cost neutral for the regulated community, local government, and state government.

	Current FY Year	FY +1 Year	FY +2 Year	FY +3 Year	FY +4 Year	FY +5 Year
<b>SAVINGS:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Regulated Community</b>	\$0					
<b>Local Government</b>	\$0					
<b>State Government</b>	\$0					
<b>Total Savings</b>	<b>\$0</b>					
<b>COSTS:</b>	<b>\$0</b>					
<b>Regulated Community</b>	Unknown					
<b>Local Government</b>	\$0					
<b>State Government</b>	\$0					
<b>Total Costs</b>	<b>\$0</b>					
<b>REVENUE LOSSES:</b>						
<b>Regulated Community</b>	\$0					
<b>Local Government</b>	\$0					
<b>State Government</b>	\$0					
<b>Total Revenue Losses</b>	<b>\$0</b>					

(23a) Provide the past three-year expenditure history for programs affected by the regulation.

Program	FY -3	FY -2	FY -1	Current FY
Vehicle Inspection Program (includes	\$ 1 M	\$ 2.1 M	\$ 2.2 M	\$ 2.3 M

program staff and contracting costs)				

(24) For any regulation that may have an adverse impact on small businesses (as defined in Section 3 of the Regulatory Review Act, Act 76 of 2012), provide an economic impact statement that includes the following:

- (a) An identification and estimate of the number of small businesses subject to the regulation.
- (b) The projected reporting, recordkeeping and other administrative costs required for compliance with the proposed regulation, including the type of professional skills necessary for preparation of the report or record.
- (c) A statement of probable effect on impacted small businesses.
- (d) A description of any less intrusive or less costly alternative methods of achieving the purpose of the proposed regulation.
  
- (a) This regulation will affect approximately 15,000 small business vehicle safety inspection stations.
- (b) These changes do not require any additional reporting or recordkeeping requirements beyond what is already in use.
- (c) If a station does not currently remove all four wheels to inspect a vehicle, this regulatory package will cost the station extra time to complete the inspection. PennDOT has determined this requirement may add an additional 10 minutes to the inspection time costing the station additional costs in personnel hours. The personnel cost associated with this extra time will vary from station to station and is anticipated to be minimal as most stations already remove all four wheels when conducting an inspection. Further, should a station be found out of compliance with the regulations, depending on the violation discovered, the station may be afforded the option to pay a monetary penalty in lieu of a suspension to maintain operations and avoid a full station closure for the duration of the suspension.
- (d) During IAB meetings the regulated community and board members advocated for higher monetary penalties in lieu of suspension because of a concern that the monetary penalties were not a sufficient deterrent. In consideration of the impact on small businesses, PennDOT choose to moderate the monetary penalties proposed.

(25) List any special provisions which have been developed to meet the particular needs of affected groups or persons including, but not limited to, minorities, the elderly, small businesses, and farmers.

Should a station be found out of compliance with the regulations, depending on the violation discovered, the station may be afforded the option to pay a monetary penalty in lieu of a suspension to maintain operations and avoid a full station closure for the duration of the suspension. The monetary penalty in lieu of suspension in the proposed amendment is specifically designed to keep small businesses in operation. These provisions were at the request of the regulated community.

(26) Include a description of any alternative regulatory provisions which have been considered and rejected and a statement that the least burdensome acceptable alternative has been selected.

No other regulatory scheme can accomplish updating Chapter 175, Subchapters A, B, C, D, E, F, G, & M. PennDOT believes that least burdensome acceptable alternative has been selected.

(27) In conducting a regulatory flexibility analysis, explain whether regulatory methods were considered that will minimize any adverse impact on small businesses (as defined in Section 3 of the Regulatory Review Act, Act 76 of 2012), including:

- a) The establishment of less stringent compliance or reporting requirements for small businesses;
- b) The establishment of less stringent schedules or deadlines for compliance or reporting requirements for small businesses;
- c) The consolidation or simplification of compliance or reporting requirements for small businesses;
- d) The establishment of performance standards for small businesses to replace design or operational standards required in the regulation; and
- e) The exemption of small businesses from all or any part of the requirements contained in the regulation.

This proposed regulation would add the ability for safety inspection stations and inspectors who have been sanctioned for certain violations of the regulation they committed, to pay a monetary fee instead of facing a suspension term, which will allow the business to continue to operate. This change would impact all safety inspection stations, including small business safety stations.

- a) All registered vehicle owners and appointed inspection stations will be required to comply with the final-form regulations including businesses (small or large). The proposed regulations are intended to update and revise the current regulations, with which all registered vehicle owners and appointed inspection stations are required to comply. The difference is that the amended regulation takes into account modernization of vehicle technology and also allows small businesses to stay in business when faced with a violation of the regulation as the proposed regulation allows them to pay a penalty in lieu of suspension for certain violations.

- b) Again, the proposed amendment allows appointed inspection stations, which are mostly small businesses to pay a monetary penalty in lieu of suspension for some violations. This process will allow small businesses to comply without being out of business for a period of time.
- c) Because of the uniform application and broad applicability of PennDOT's regulations (existing or proposed) to all registered vehicle owners and appointed inspection stations, consolidation or simplification of compliance or reporting requirements for small businesses is not practical.
- d) The establishment of performance standards for small businesses to replace design or operational standards required in the proposed regulation is not possible. The proposed amendments, which apply to all appointed inspection stations and all registered vehicle owners are intended to promote the safety and free flow of traffic on Pennsylvania roadways.
- e) Exemptions to the proposed regulations for small businesses is not feasible in that these regulations are necessary for the continued safe operation and maintenance of Pennsylvania roadways. No significant burden is believed to be placed on consumers or small businesses as these regulations are expected to be revenue/cost neutral when compared to existing regulations.

(28) If data is the basis for this regulation, please provide a description of the data, explain in detail how the data was obtained, and how it meets the acceptability standard for empirical, replicable and testable data that is supported by documentation, statistics, reports, studies or research. Please submit data or supporting materials with the regulatory package. If the material exceeds 50 pages, please provide it in a searchable electronic format or provide a list of citations and internet links that, where possible, can be accessed in a searchable format in lieu of the actual material. If other data was considered but not used, please explain why that data was determined not to be acceptable.

Data is not the basis for this regulation.

(29) Include a schedule for review of the regulation including:

- A. The length of the public comment period: 30 days
- B. The date or dates on which any public meetings or hearings will be held: November 6, 2024 and other dates to be determined.
- C. The expected date of delivery of the final-form regulation: Winter-Spring 2025

D. The expected effective date of the final-form regulation: Upon publication in the Pennsylvania Bulletin

E. The expected date by which compliance with the final-form regulation will be required: Upon publication in the Pennsylvania Bulletin

F. The expected date by which required permits, licenses or other approvals must be obtained: N/A

(30) Describe the plan developed for evaluating the continuing effectiveness of the regulations after its implementation.

PennDOT is not establishing a sunset date for these regulations, since these regulations are needed to administer provisions required under the Vehicle Code. PennDOT, however, will continue to closely monitor these regulations for their effectiveness. The proposed regulations will be continuously reviewed for clarity, effectiveness, and whether they are serving the best interests of the citizens of this Commonwealth.



**ALL INSPECTIONS MUST BE RECORDED (PASS OR FAIL)**  
**(FAILED VEHICLE INSPECTIONS MAY BE RECORDED ON A SEPARATE FORM MV-431.)**

1. REFER TO THE VEHICLE EQUIPMENT AND INSPECTION REGULATIONS FOR THE COMPLETE INSPECTION PROCEDURE.
2. IF A WORK ORDER NUMBER IS USED INSTEAD OF A MECHANIC'S SIGNATURE, THE CERTIFIED MECHANIC MUST SIGN THE WORK ORDER AND A COPY MUST BE KEPT FOR A PERIOD OF TWO (2) YEARS.
3. BE SURE TO VERIFY AND RECORD ALL INFORMATION PERTAINING TO THE VEHICLE, REGISTRANT AND PROOF OF INSURANCE.
4. ACCEPTABLE PROOF OF INSURANCE:
  - \* A VALID FINANCIAL RESPONSIBILITY IDENTIFICATION CARD; OR,
  - \* THE DECLARATION PAGE OF A VALID INSURANCE POLICY; OR,
  - \* A VALID CERTIFICATE OF FINANCIAL RESPONSIBILITY; OR,
  - \* A VALID BINDER OF INSURANCE ISSUED BY AN INSURANCE COMPANY LICENSED TO SELL MOTOR VEHICLE LIABILITY INSURANCE IN PENNSYLVANIA.

IF THE INSURANCE DOCUMENT DOES NOT INCLUDE AN EXPIRATION DATE, IT WILL BE NECESSARY FOR THE INSPECTION MECHANIC TO CALCULATE THE EXPIRATION DATE. FOR EXAMPLE: THE INSURANCE CARD INDICATES AN EFFECTIVE DATE ONLY (NO EXPIRATION DATE) AND INCLUDES THE STATEMENT, "NOT VALID FOR MORE THAN 6 MONTHS FROM EFFECTIVE DATE" THE DATE RECORDED ON THE MV-431 FORM WILL BE 6 MONTHS FROM THE EFFECTIVE DATE.

5. UNDER "OLD ODOMETER #", RECORD THE ODOMETER READING INDICATED ON THE OLD INSPECTION STICKER THAT YOU ARE REPLACING. IF THE OLD ODOMETER READING IS NOT LEGIBLE, RECORD THE SERIAL NUMBER OF THE OLD INSPECTION STICKER THAT YOU ARE REPLACING.
6. UNDER "CURRENT ODOMETER", RECORD THE ODOMETER READING ON THE VEHICLE AS OF THE DATE OF YOUR INSPECTION.
7. USE (✓) FOR PASSING; "N" FOR NEW; "R" FOR REPAIR; "A" FOR ADJUSTMENT; "F" FOR FAILED. USE A (-) IN ANY BLOCK TO INDICATE "NOT APPLICABLE". IF THE VEHICLE IS NOT SUBJECT TO THE VISUAL ANTI-TAMPERING PORTION OF THE INSPECTION, PLACE A LINE COMPLETELY THROUGH THE ENTIRE VISUAL ANTI-TAMPERING SECTION OF THAT ENTRY.
8. ISSUE ALL INSPECTION STICKERS IN NUMERICAL SEQUENCE.
9. LIST THE NEW INSPECTION STICKER NUMBER AND EXPIRATION MONTH AND YEAR IN THE BLOCKS PROVIDED. FOR VEHICLES THAT FAIL THE INSPECTION, RECORD THE WORD "FAIL" IN THE STICKER NUMBER BLOCK.
10. UNDER "TOTAL COST" INCLUDE ONLY THOSE CHARGES RELATIVE TO THE INSPECTION (I.E., COST OF INSPECTION, REPAIRS NECESSARY FOR THE VEHICLE TO PASS, STICKER FEE, ETC.). DO NOT INCLUDE CHARGES FOR ADDITIONAL WORK THAT IS NOT RELATED TO THE INSPECTION (I.E., TIRE ROTATION, OIL CHANGES, ETC.).

**TOTALING ITEMS SUBJECT TO THE VISUAL ANTI-TAMPERING PORTION OF THE INSPECTION**

AS EACH INSPECTION RECORD SHEET IS COMPLETED, IT IS NECESSARY FOR YOU TO TOTAL THE VISUAL ANTI-TAMPERING RESULTS. A TOTAL FOR EACH VISUAL ANTI-TAMPERING ITEM THAT HAS FAILED, BEEN REPAIRED OR REPLACED, MUST BE COUNTED IN THE "VISUAL ANTI-TAMPERING FAILURE TOTALS" PORTION OF THE INSPECTION RECORD SHEET. IF NO FAILURES, REPAIRS OR REPLACEMENTS ARE FOUND FOR A PARTICULAR ITEM(S) OF EQUIPMENT, ENTER "0" IN THAT BLOCK. THESE TOTALS MUST BE RECORDED FOR ALL INSPECTIONS PERFORMED (PASS OR FAIL).

**DO NOT MAIL THIS FORM TO PENNDOT**

THIS FORM DOES NOT NEED TO BE MAILED TO PENNDOT AND IT IS NOT NECESSARY TO MAKE A DUPLICATE COPY OF THIS FORM. THIS ORIGINAL OFFICIAL INSPECTION RECORD SHEET SHALL BE RETAINED AS A STATION RECORD AND KEPT ON FILE AT THE STATION FOR 2 YEARS. AT THE CLOSE OF EACH INSPECTION PERIOD, THE OFFICIAL INSPECTION RECORD SHEET SHALL BE PLACED IN THE STATION'S FILES AND A NEW INSPECTION RECORD SHEET SHALL BE STARTED FOR THE NEW INSPECTION PERIOD.



# Inspection Record

Record All Trailers and Motorcycles

## Record All Trailers and Motorcycles

CHECK ONE FOR EACH TYPE OF INSPECTION		YEAR	STATION NUMBER	COUNTY
<input type="checkbox"/>	<input type="checkbox"/>			

# ALL VEHICLES MUST BE ROAD TESTED

## INSTRUCTIONS FOR COMPLETION OF FORM

1. Refer to Vehicle Equipment & Inspection Regulations for complete inspection procedure. The regulations are available on PennDOT's Driver and Vehicle Services website at [www.dmv.pa.gov](http://www.dmv.pa.gov), under the Motor Vehicle Information Center.
2. Be sure to properly record all inspections (Passed or Rejected). False or fraudulent record keeping is cause for suspension of inspection privileges.
3. Use (✓) mark for passing; "N" for New; "R" for Repair; "A" for Adjustment; "F" for Failed.
4. If a work order number is used instead of a mechanic's signature, the certified mechanic must sign the work order and a copy must be kept for a period of two (2) years.
5. Be sure to verify and record all information pertaining to the vehicle, registrant and proof of insurance.
6. Acceptable proof of insurance - A valid financial responsibility identification card; or the declaration page of a valid insurance policy; or a valid certificate of financial responsibility; or a valid binder of insurance issued by an insurance company licensed to sell motor vehicle liability insurance in Pennsylvania.  
If an identification card does not include an expiration date, it will be necessary for the inspection mechanic to calculate the expiration date.  
EXAMPLE: The insurance card indicated an effective date of June 15, 2010 with the following message - "Not valid more than six months from effective date." The expiration date would be Dec 15, 2010. The date would be placed in the block 'Exp Date' on the front of the form.
7. Proof of insurance is not required for inspection of trailers.
8. Under "Current Odometer," record odometer reading on the vehicle as of the date of your inspection.
9. Under "Total Cost + Tax," include all charges relative to the inspection.
10. Issue all certificates of inspection in numerical sequence.
11. List the new inspection number and expiration month and year in the blocks provided. For vehicles that fail the inspection, record the word "FAIL" in the sticker number block.
12. The information on this form must be complete, legible and accurate to avoid penalties.
13. The customer has a right to examine all replaced parts.

### DO NOT MAIL THIS FORM TO PENNDOT

This form does not need to be mailed to PennDOT, and it is not necessary to make a duplicate copy of this form. This original official inspection record sheet shall be retained as a station record and kept on file at the station for two (2) years. At the close of each inspection period, the official inspection record sheet shall be placed in the station's files, and a new inspection record sheet shall be started for the new inspection period.

**FACE SHEET  
FOR FILING DOCUMENTS  
WITH THE  
LEGISLATIVE REFERENCE BUREAU**

(Pursuant to Commonwealth Documents Law)

**RECEIVED**

Independent Regulatory  
Review Commission

April 30, 2025

**DO NOT WRITE IN THIS SPACE**

Copy below is hereby approved as to form and legality.  
Attorney General.

By: Amy M Elliott  
(Deputy Attorney General)

4/10/2025  
Date of Approval

Check if applicable  
Copy not approved. Objections attached.

Copy of below is hereby certified to be true and correct copy of a document issued, prescribed or promulgated by:

**Department  
of  
Transportation**  
(Agency)

DOCUMENT/FISCAL NOTE NO. 18-484  
DATE OF ADOPTION 4/10/2025  
BY   
Secretary of Transportation

Copy below is hereby approved as to form and legality. Executive or Independent Agencies.

BY   
Digitally signed by Cynthia K. Montgomery  
DN: cn=Cynthia K. Montgomery, o=Commonwealth of Massachusetts, ou=email-cymontgomery@pao.gov, c=US  
Date: 2023.01.21 09:59:36 -05'00'

January 21, 2025  
(Date of Approval)

(Deputy General Counsel)  
(Chief Counsel, Independent Agency)  
(Strike Inapplicable Title)

Check if applicable. No attorney General Approval or Objection within 30 days after submission.

## **NOTICE OF PROPOSED RULEMAKING**

### Title 67. Transportation

#### Part I. Department of Transportation

##### Subpart A. Vehicle Code Provisions

##### Article VII. Vehicle Characteristics

##### Chapter 175. Vehicle Equipment and Inspection

Notice is hereby given that the Department of Transportation (Department), proposes to amend 67 Pa. Code Ch. 175 (relating to vehicle equipment and inspection) to read as set forth in Annex A.

***Statutory Authority***

This rulemaking is proposed under the authority of sections 4103, 4105, 4301, 4501, 4521, 4532, 4551, 4706, 4721, 4724 and 6103 of the Vehicle Code (75 Pa.C.S. §§ 4103, 4105, 4301, 4501, 4551, 4706, 4721, 4724 and 6103). Specifically, section 4103 (relating to promulgation of vehicle equipment standards) provides that “[t]he department shall promulgate vehicle equipment standards for vehicles, equipment and devices required under this part.” Section 4105 (e) (relating to revocation and renewal of certificates of approval), requires the Department to “promulgate rules and regulations to effectuate the provisions of this section. Section 4301 (relating to promulgation of regulations by department) states, “The department shall promulgate regulations governing the number, visibility, color, size, type, construction, location and use of lamps, other lighting equipment and any retroreflective surfaces on vehicles.” Section 4501 (relating to promulgation of regulations by department) states, “The department shall promulgate regulations governing the type, size, construction, location and use of brake equipment taking into consideration different requirements for different classes or types of vehicles. The authority granted in this section includes the power to regulate the performance of the brake system on a vehicle.” Section 4521 (relating to promulgation of regulations by department) states, “The department shall promulgate regulations governing the number,

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size, color, type, construction, location and use of other equipment on vehicles consistent with but not limited by the provisions of this subchapter and taking into consideration different requirements for different classes or types of vehicles.” Section 4532(a) (relating to smoke control for diesel-powered motor vehicles) provides, “The department shall promulgate regulations for the control of smoke for diesel-powered motor vehicles prescribing standards, inspection procedures and inspection equipment. Section 4551 (relating to safety regulations) states, in pertinent part, “Regulations shall be promulgated by the department governing the safe design, construction, equipment and operation of vehicles engaged in the transportation of school children.” Chapter 47 (relating to inspection of vehicles) requires the department to “establish a system of annual safety inspection of vehicles,” including emissions inspections. See 75 Pa.C.S. § 4702. Section 4706(e) provides that “the department shall promulgate such regulations as may be necessary to implement the emission inspection program...” Furthermore, 75 Pa.C.S. § 4724(a) provides that the Department may suspend the certificate of appointment issued to an inspection station or may impose a monetary penalty. The section goes on to state, “A schedule of all penalties, points and suspensions may be established by the department by publishing a notice in the Pennsylvania Bulletin until the regulations governing these penalties are promulgated by the department.” Finally, section 6103 (relating to promulgation of rules and regulations by department) states, in pertinent part, “the department shall have the power in accordance with the provisions of the act of July 31, 1968 (P.L. 769, No. 240), referred to as the Commonwealth Documents Law, to

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promulgate, consistent with and in furtherance of this title, rules and regulations in accordance with which the department shall carry out its responsibilities and duties under this title.” By amending Chapter 175, the Department is promulgating regulations contemplated by the Vehicle Code.

***Purpose of and Need for the Amendments***

The purpose of Chapter 175 is to implement the Vehicle Code and provide clear standards for the inspection of vehicles.

Chapter 175 governs the vehicle inspection process performed by inspection stations appointed by the Department. The purpose of these proposed amendments to Chapter 175 is to delete outdated procedures, modernize language and to include provisions that reflect today’s modern vehicles and their associated equipment.

The proposed amendments will benefit the more than 9 million licensed Pennsylvania drivers and motorists from other states that utilize Commonwealth highways. The amendments to the regulations will improve public safety by reducing the number of fatal and serious injury crashes caused by vehicle malfunctions through proactive vehicle inspection requirements. These proposed revisions to Chapter 175 ensure that road-worthy, safe vehicles are operated on Commonwealth highways. The changes will also permit, in certain instances, stations and certified inspection mechanics to pay a monetary penalty in lieu of serving a suspension for sanctions imposed resulting from a violation of Chapter 175. The monetary penalty will allow a station or certified

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inspection mechanic to continue to operate while still being appropriately sanctioned for violations committed.

The amendments to the regulations will provide a more thorough inspection and ensure vehicles are in safe operating condition. For example, changes to the inspection process will ensure that doors can open and close securely from mechanisms both inside and outside the vehicle; widen the area of the windshield that the driver can clearly view through from an area measuring 8 ½ by 5 ½ inches to the full windshield wiper path on the windshield and address any discoloration or hazardous cracks in the glazing that can interfere with the driver's vision; address hazardous bumper covers that are not securely fastened, protrude, or contain sharp edges; clarify rejection criteria to ensure required lamps are operating appropriately; provide clarifications to ensure that seats and seatbelts are working properly and there is no metal or springs protruding from any seat, not just the driver's seat; require all four wheels be removed to check all brake components instead of only two; add rejection criteria for unibody vehicles with which many newer cars are being manufactured and the current regulation does not address; and add the starter inhibitor system not functioning as originally equipped and the windshield defroster not providing adequate heat to defrost the windshield to the list of rejection criteria during the road test.

The regulations will provide clarity and modernization to approximately 15,000 Department-appointed inspection stations on the expected process they must follow to perform vehicle safety inspections. Additionally, these regulations provide for

clarification to law enforcement and the motoring public regarding the equipment standards and inspection procedures for all passenger and light trucks.

***Summary of Significant Amendments***

The Department proposes to update the definitions in § 175.2 (relating to definitions) to more accurately depict terminology used by the Department. The Department proposes to add a definition of “airless tire” because this new, pending technology is not addressed in the existing regulation. The term “airless tires” is also being added to § 175.65(e)(2) (relating to tires and wheels) regarding the inspection of tires and wheels. The definition of “airless tires” was developed based on the manufacturer’s definition of this new technology. The definition of “allowable working pressure” is proposed to be amended to delete the word “certified” and insert “pressure vessel” in front of “inspector” because the Department has been using the term “pressure vessel inspector” for at least the last 20 years. After the adoption of the chapter in 1977, the term “pressure vessel inspector” became the term used by the Department and reflects the language used in practice and is more accurate terminology. The proposed term “pressure vessel inspector” also eliminates confusion between the use of the term “pressure vessel inspector,” which refers to a very specific type of inspector, and the term “certified inspection mechanic,” which is a more general term. The Department proposes to amend the definition of “certified inspection mechanic” to make clear that the term includes a certified enhanced inspection mechanic. The Department proposes this amendment to

enhance consistency, readability, and clarity. The Department also proposes to remove the definition of “certified inspector” and replace it with a definition of “pressure vessel inspector” to more accurately reflect current practice as the prior term “certified inspector” has not been used within the last 20 years. The term “pressure vessel inspector” reflects the language used in practice by the Department and the regulated community and is more accurate terminology. The proposed amendment is intended to make clear that the Department is referring to an individual who inspects pressure vessels as opposed to a certified inspection mechanic. The term “inspection station supervisor” is proposed to be deleted because the Department no longer uses that term. The Department proposed to replace the term with the term “quality assurance auditor”. The term “inspection station supervisor” has not been used in over 20 years and is associated with when the inspection stations were supervised by the Pennsylvania State Police. The term “quality assurance auditor” is proposed to be added as this is the term the Department plans to utilize. The definition is added to define what a “quality assurance auditor” is. In current practice, the Department relies on quality assurance auditors to investigate, inspect, and supervise inspection stations, certified inspection mechanics, training schools and instructors. The Department proposes to add the term “registration plate flipping device” to define that term in accordance with 75 Pa.C.S. § 3724 (relating to use of registration plate flipping device), which was recently added through the act of November 18, 2024 (P.L.1204, No. 150) (Act 150 of 2024). This addition is needed because the term is used in the proposed amendment of § 175.80 (relating to inspection procedure). The term “transportation network company”

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(e.g. Uber, Lyft, etc.) is proposed to be added to the definitions to clarify the term as it was recently added in the Vehicle Code and is proposed to be added in §§ 175.66 and 175.96 (relating to lighting and electrical systems) pertaining to the use of illuminated signs within the interior of a vehicle provided by a transportation network company, such as Uber or Lyft. The term, “turn signal” is proposed to be amended to improve grammar and clarity. The Department proposes to define “unibody” with a definition that is consistent with the Merriam-Webster Dictionary definition of that term. The phrase “valid driver’s license” is defined in accordance with the Vehicle Code to provide clarity to § 175.28 (relating to certified inspection mechanics) and provides that the term does not include a learner’s permit, a probationary license, an occupational limited license, an interlock license or an ignition interlock limited license. The Department also proposes to add the definition of “Vehicle Code” to aid clarity. Typographical errors, grammar, and punctuation were also updated.

Sections 175.5 and 175.6 (relating to semiannual inspection; and annual inspection) are proposed to be amended because effective February 2, 2017, 75 Pa.C.S. § 4702(b)(7) (relating to requirement for periodic inspection of vehicles) was amended. Under the amendment, motor carrier vehicles with a registered gross weight in excess of 17,000 pounds, other than farm vehicles for which a biennial certificate of exemption has been issued, are now inspected on an annual basis, instead of semiannually.

Chapter 175, Subchapter B, is proposed to be amended to reflect the current inspection station appointment process. Subchapter B is also proposed to be amended so

that paper documentation of financial responsibility/insurance information is no longer required.

The Department proposes to amend § 175.21(b) (relating to appointment) to remove the word “sufficient” as the adjective does not add anything to the sentence and the Department wanted to remove the subjectivity of the term. The term “place” is deleted, and “station” is inserted as certificates of appointment are not issued at a “place” but rather at a “station.” The term “station” is more consistent with current practice. The Department proposes to reserve subsection (g) as it is outdated and no longer applicable to any existing or future stations.

The Department proposes to amend § 175.22 (relating to making application) to clarify the insurance and bond requirements in accordance with the Vehicle Code. Subsection (b)(1) is proposed to be amended to make editorial changes to enhance the readability of the subsection and to clarify that the Department must be listed as the certificate holder on the bond or insurance policy. Subsection (b)(2) is proposed to be amended to clarify that the minimum amount of \$10,000 is required for the bond or insurance. The requirement for a bond and insurance in an amount determined by the Department is authorized under section 4722(c) of the Vehicle Code. The Department proposes to amend subsection (b)(4) to clarify that a lapse of coverage will result in suspension. This is in accordance with section 4722(c) of the Vehicle Code. The Department also proposes to amend subsection (b)(4) to add the requirement that the Bureau of Motor Vehicles (Bureau) has approved the station’s application for

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reappointment to ensure that all aspects of the application, and not just the insurance or bond requirement, conform to the regulations.

Section 175.23(relating to approval) is proposed to be updated to reflect the current approval process. The Department proposes to amend subsection (a) to require an investigation of the physical location and equipment to determine full compliance with the Vehicle Code and this chapter, because without a physical investigation the Bureau cannot determine compliance. In subsection (b), the Department proposes to add the term “certified” to clarify that applicants and certified inspection mechanics must be sufficiently versed in the English language to read and understand 67 Pa. Code. This proposed change is to ensure that the inspection mechanic is certified and is consistent with defined terms. The Department proposes to amend subsection (c) to reflect the current practice of the Bureau approving the station after a quality assurance auditor completes a successful investigation of the station in accordance with section 4722 of the Vehicle Code. The Department also proposes to add the word “vehicle” before inspections and add the term “conducted” instead of “made” to make the subsection clearer.

The Department proposes to amend § 175.24(3) (relating to required certificates and station signs) to delete form TS-443 as the form is no longer in use. Additionally, the Department proposes to add “at the inspection station” to clarify that the current list of certified inspection mechanics is a list of the mechanics at the inspection station as opposed to all certified inspection mechanics across this Commonwealth. Section 175.24(4) is proposed to be amended to add language to mandate that a sign issued prior to the effective

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date of this regulation that has deteriorated or been defaced shall be replaced, because the Department wants signs to be clear and presentable to the public. The Department proposes to provide an actual date to provide guidance to the regulated community as to what “previously issued” means.

The Department proposes to amend § 175.25 (relating to inspection area) to generally update requirements for the inspection area that have been problematic in the past and make editorial changes to the language. The phrase “be in good repair” was too vague and the Department wanted to make the subsection more understandable to the regulated community. Proposed § 175.2(a)(1) removes the phrase “in good repair” and replaces it with “remain free from hazards to maintain a safe work environment” to clarify the intent of the subsection. Proposed amendments to subsection (a)(2) would replace the term “inspection station supervisor” with “quality assurance auditor.” Additionally, the Department proposes to amend subsection (a)(2) to delete the vague language of “at once” and insert the term “immediately” to provide more clarity. Proposed subsection (a)(5) adds a sentence stating, “Inspection areas must remain free of debris and have the required tools easily accessible” to make this clearer for the regulated community. Proposed § 175.25(b) clarifies and corrects language so that “meets” is replaced with “meeting” and “continuous” is inserted before “length.”

Section 175.26(a)(17) (relating to tools and equipment) is amended to generalize the type of tool that can be used for measuring the brake lining. In addition, the Department proposes to delete § 175.26(a)(19) because paper punches are now obsolete in all current

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inspection stations. The paper punch that was used for old inspection stickers is no longer required.

The Department proposes to amend § 175.27 (relating to hours) to change “inspection station supervisor” to “quality assurance auditor” to be consistent with current terminology.

Proposed amendments to § 175.28 (relating to certified inspection mechanics) clarify language, enhance gender neutrality and make editorial changes. The exemption for a physically disabled mechanic in subsection (a) was made its own sentence to enhance readability. While the Department may exempt a certified inspection mechanic from conducting the road test, the road test must still be conducted by another certified inspection mechanic. The Department proposes to amend subsection (b) to delete “inspection station supervisor” and insert “quality assurance auditor” and change “Vehicle Control Division” to “Vehicle Inspection Division” as the term “Vehicle Control Division” has not been used in over 20 years and the term “Vehicle Inspection Division” is the current name of the division within the Department. Subsection (d)(2) is proposed to be amended to clarify that the certified mechanic inspecting school buses does not have to hold a school bus driver endorsement. The proposed amendments would also remove language that is no longer needed due to the definition of “valid driver’s license” added to § 175.2. The Department is proposing an editorial change be made to the chart under subsection (g), pertaining to mechanic license codes, so that it is clearer. Subsection (i) is proposed to be

amended to delete the term “nonmechanics” and insert “individuals other than certified inspection mechanics” and make other editorial changes to clarify the subsection.

The Department proposes to amend § 175.29 (relating to obligations and responsibilities of stations) to clarify terminology and obligations and responsibilities of stations. Subsection (a)(1) is proposed to be amended to add a catchall that failure to conduct business honestly and in the best interests of the Commonwealth may result in sanctions. Subsections (a) through (d) are proposed to be amended to make editorial changes and subsection (e)(1) clarifies that lost or stolen certificates must also be reported immediately to local law enforcement or the Pennsylvania State Police.

Section 175.30 (relating to Commonwealth inspection stations) is proposed to be amended to make an editorial change to clarify that it applies to all state, local and federal governmental bodies.

Subchapter C is proposed to be amended to clarify records retention requirements for stations maintaining electronic inspection records. Proposed changes also would allow for the provision of financial responsibility in an electronic format when seeking issuance of a replacement certificate of inspection.

Section 175.41 (relating to procedure) is proposed to be amended to update the procedure and terminology and also remove certain forms which have become obsolete. Subsection (b) deletes “inspection station supervisor” and inserts “quality assurance auditor” as that is the current term used by the Department. The requirement that a temporary inspection approval indicator shall be used and displayed is moved up from

paragraph (3) and paragraphs (1) and (2) are deleted as the forms are no longer in use.

Proposed amendments to subsection (f) improve readability and correct grammatical errors. Section 4702(a) of the Vehicle Code gives the Department the power to establish a system of annual safety inspection of vehicles. Department proposes to amend subsection (f)(1) to remove the phrase “except motorcycles, which receive an inspection in accordance with charts provided by the Department” and to remove the phrase “other than a motorcycle.” The Department proposes these changes in accordance with the act of November 18, 2024 (P.L.1202, No. 149) (Act 149 of 2024), which amended section 4708 of the Vehicle Code such that motorcycles will be inspected annually bringing the inspection cycle in line with all other vehicles, except those few that require semiannual inspection. A new sentence is proposed to be added to paragraph (1) to clarify the inspection cycle for motor carrier vehicles and align sticker expiration with federal motor carrier regulations. Federal regulations at 49 CFR 396.17(c)(2)(relating to periodic inspection) requires commercial motor vehicles to display a current inspection decal or sticker. Pennsylvania’s sticker expiration alignment ensures consistency with federal compliance timelines, if using the state inspection for the purposes of meeting inspection requirements under 49 CFR 396.17.

Section 175.42 (relating to recording inspection) is proposed to be amended to include advancements in technology and to make editorial changes. Proposed subsection (c)(1) adds the term “electronic version” to the official inspection report sheet as many stations have gone paperless. Proposed subsection (c)(1) also addresses stations that

continue to use the paper version of the form and instructs those stations as to how to handle the form. Proposed subsection (c)(2) deletes “inspecting” and inserts “certified inspection mechanic” to be consistent with the defined terms. Additionally, “inspection station supervisor” is deleted and “quality assurance auditor” is inserted. Similar edits are proposed in § 175.43(c)(1)(ii) and (e) (relating to security) to update terminology. Additionally, the Department proposes to amend § 175.43(c)(3) to delete the word “safety” and insert the word “certified” before “inspection mechanic” to add clarity and maintain consistency throughout the chapter. As the regulation is currently written, “safety inspection mechanic” only appears in § 175.43(c)(3). The term “safety inspection mechanic” is not defined. To add clarity and maintain consistency, the term used should be “certified inspection mechanic.”

The Department proposes to amend § 175.44 (relating to ordering certificates of inspection) to clarify the language and improve readability. The Department proposes to amend § 175.44(d) to update terminology. Additionally, the Department proposes to include a new subsection (g) indicating that the Department can limit the quantity of certificates of inspection or inserts that a station may order. The purpose of this is to cut down on the past practice of stations ordering too many certificates of inspection or inserts. When this happens, the Department is left having the administrative task of accepting unused inserts and certificates of inspection and reimbursing the stations a percentage of the cost of the unused certificates or inserts. This practice of ordering excessive certificates and inserts increases the risk for fraud and costs the Department money in terms of

unnecessary administrative processing that the Department would like to avoid by placing limits on the number of certificates and inserts that can be ordered. Generally, such limits would be based on factors such as the station certification type, number of inspectors, number of bays in the inspection area and other demographic information.

Chapter 175, Subchapter D (relating to schedule of penalties and suspensions: official inspection stations and certified mechanics), is proposed to be amended to address the act of November 4, 2016 (P.L. 1277, No. 165) (Act 165 of 2016) , which amended sections 4724 and 4726 of the Vehicle Code to include the option of a monetary penalty in lieu of a suspension against a station or certified inspection mechanic when the Department has found that the station or certified inspection mechanic violated or failed to comply with any of the provisions of sections 4724 and 4726 of the Vehicle Code and this chapter. Act 165 of 2016 provides that the Department is to promulgate regulations governing penalties, points, and suspensions. The Department gathered input from the Inspection Advisory Board (IAB) members when determining what monetary penalty was sufficient. Extensive discussions took place at the IAB meetings and the IAB concurred with these proposed amendments to the current regulation. In many instances, the IAB discussed and reviewed the assessment of even higher penalties than what is reflected in the proposed amendments but after thorough discussion with Department officials it was decided that the proposed amendments would reflect lesser penalty amounts in several instances. Several penalties are proposed to be added or updated within Subchapter D to ensure penalties are a deterrent and also consistent and reasonable to address various infractions. Every proposed

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amendment was made in consultation and coordination with the IAB and was discussed extensively at the IAB meetings. At the IAB meetings, PennDOT officials displayed PowerPoint presentations showing the proposed regulatory amendments and discussed almost every proposed change. The IAB represents the industry in that it is comprised of industry stakeholders. Eleven members are appointed by the Secretary of Transportation to include representatives of the automotive industry and the public, the Pennsylvania State Police, and several small businesses, including: a new car dealer, a used car dealer, a fleet owner, a certified mechanic, a service station operator, a parts and equipment wholesaler, and an independent repair facility owner. The IAB also includes two members of the general public who are licensed drivers. As part of the IAB meetings, where these proposed regulations were discussed, members from the following associations also were in attendance and had the opportunity to provide input: Pennsylvania Automotive Association, Pennsylvania Independent Automobile Dealers Association and Pennsylvania Mid Atlantic Auto Alliance. These associations represent a number of small businesses throughout the state within the automotive industry which these regulation changes would affect.

The Department proposes to amend the schedule of penalties to clarify that both the station or certified inspection mechanic shall comply with the Vehicle Code and these regulations. The Department proposes to create two charts, (a.1) and (a.2), one for official inspection stations and the other for certified inspection mechanics to address the specific penalties for each category. The phrase “a monetary penalty or” is proposed to be added

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before the term “suspension” to allow for a monetary penalty in lieu of suspension in accordance with the Vehicle Code, where the schedule of penalties provides for a monetary penalty.

The chart of penalties is proposed to be amended to note that for any 4<sup>th</sup> and subsequent violation, no monetary penalty can be offered in lieu of suspension. This is because the Department and the IAB wanted to curtail repeat offenders. The offense of furnishing, lending, giving, or selling or receiving a certificate of inspection at § 175.51(a)(1)(ii) is proposed to be amended to include the phrase “performing an” in front of “inspection” to clarify the offense. The offense of a faulty inspection of equipment or parts at § 175.51(a)(1)(iii) is proposed to be amended to impose a 6-month suspension instead of the prior 2-month suspension and a permanent suspension instead of a 3-year suspension for the third violation. The members of the IAB, in consultation with and after discussion with the Department, agreed to increase this penalty to ensure that this regulation would serve as a deterrent to faulty inspections of equipment or parts. The IAB, in consultation with and after discussion with Department officials, agreed with the Department’s proposal to move “Fraudulent record keeping” to a major infraction from Category 2 (improper infractions), because of the seriousness of the offense. The offense of “inspection by an uncertified mechanic” was previously classified as a Category 3 (careless infraction) and the Department in coordination with the IAB proposes to move it to a major infraction. Again, the intent of the Department and the IAB is to deter uncertified mechanics from conducting inspections. The offense of “failure to produce or

permit inspection of the required inspection logs or certificates of inspection” is proposed to be added to the schedule of offenses and a suspension until produced and inspected plus 1 year for the first offense and a permanent suspension would be imposed for a second offense. The two violations for failure to produce were broken out into two levels of infractions, one in Category 1 and the other in Category 2. The intent of the Department and the IAB is for this proposed change to deter stations from failing to properly maintain required inspection logs or certificates of inspection. The offense of “inspecting more than three motorcycles, two other vehicles or one enhanced inspection per hour” is proposed to be moved from Category 4 (miscellaneous infractions) to a major infraction based on discussions with the IAB and Department officials, wherein it was recognized that rushing through inspections or simply performing cursory inspections is a more serious offense. This proposed change is to ensure that certified inspection mechanics are not rushing through inspections or engaging in fraud and are properly taking their time with each inspection that they conduct. The offense of “failure to conduct business honestly and in the best interests of the Commonwealth” is proposed to be added and a permanent suspension is proposed to be imposed for this violation as a deterrent to this behavior. The offense of “failure to conduct business in good faith” is proposed to be added to the offenses and a permanent suspension is proposed to deter this conduct. The Department, in consultation with the IAB, intended this proposed addition to be a catch all for violations that do not fall into any discrete category. The Department proposes to add a note to help clarify that anyone who is criminally charged may be suspended pending the disposition

of the criminal case. The intent of this proposed amendment is to prohibit individuals who are charged with a crime involving vehicle fraud from conducting inspections.

The Department in coordination and consultation with the IAB is proposing to clarify that Category 2 consists of “Improper Infractions.” The offense of “fraudulent recordkeeping” proposed to be is deleted as it was inserted in Category 1. “Improper recordkeeping” is proposed to be amended to allow for either a 2-month suspension or a monetary penalty of \$250. The 1-year suspension for a second offense is proposed to be reduced to 4 months or \$1,000. The 3-year suspension is proposed to be reduced to 1 year or \$6,000. These penalties were reduced, and a monetary penalty was introduced in accordance with discussions held with the IAB as the offense is less serious than “fraudulent recordkeeping.” “Improper inspection is proposed to be added with a warning for the first offense. A 2-month suspension or \$500 penalty was proposed for a second offense and a 6-month suspension or \$3,000 monetary penalty was proposed for a third offense. The Department in consultation with the IAB proposes to add this to address offenses that do not rise to the level of a faulty inspection. The phrase “Vin-specific Secure Power of Attorney, or VIN- specific auction receipt”, was added to the “failure to verify” offense at § 175.51(a)(2)(iii). The Department and the IAB discussed adding this phrase to ensure that the power of attorney or auction receipt is specific for the vehicle that is being inspected. Additionally, a \$250 monetary penalty is proposed to be added as an option for a first offense, and a \$1,000 monetary penalty was proposed to be added for a second offense. The 1-year suspension is proposed to be reduced to 6 months or a \$3,000

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monetary penalty for a third offense. This change was made in consultation and coordination with the IAB and in accordance with the Vehicle Code allowance for monetary penalties. The Department and the IAB felt that 1 year was a very long penalty for something that is not typically an intentional offense. A monetary penalty of \$250 for a first offense and a monetary penalty of \$1,000 for a second offense are proposed to be added for a “failure to affix certificate of inspection upon successful completion of the inspection.” Similarly, a \$250 monetary penalty for a first offense and \$1,000 monetary penalty for a second offense is proposed to be added for “improperly assigning certificate of inspection.” The phrase “records, certificate of inspection, signature cards” and the phrase “by inspection station supervisor or authorized representative of the department” are proposed to be deleted in consultation and coordination with the IAB because this piece of the offense was moved up to a “major infraction.” Additionally, the phrase “until produced” is proposed to be removed and a monetary penalty of \$250 added for a first offense of the “failure to produce certificate of appointment or mechanic card upon demand.” This was done in coordination with the IAB to clarify a suspension start and end date. The phrase “6 months or until produced” is proposed to be deleted and replaced with “4 months or a \$1,000 monetary penalty” for a second offense. The phrase “1 year or until produced” is proposed to be deleted and replaced with “6 months or a \$3,000 monetary penalty” for a third or subsequent offense. For an offense of “improper certificate of inspection security,” the warning for a first offense is proposed to be deleted and replaced with a 2-month suspension in coordination with the IAB to act as a further deterrent.

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“Careless recordkeeping” in § 175.51(a)(2)(viii) along with its penalties are proposed to be deleted and moved down to be categorized as a “careless infraction.” An offense for “failure by station to report lost or stolen stickers to the department and law enforcement” is proposed to be added as that has been an unregulated issue in the schedule of penalties in the past. The penalty for “failure to report lost or stolen stickers” is proposed to be 1 month for a first violation, 3 months for a second violation and 1 year for a third violation. This proposed amendment was suggested by the Department in coordination with the IAB to deter this behavior because a warning has been insufficient. A violation for “failure of station to maintain bond or insurance or allowing a lapse in the station’s insurance policy while inspections were completed” is proposed to be added to conform with the Vehicle Code. The proposed penalty for this failure is a 3-month suspension for a first offense, 6 months for a second offense, and a 1-year suspension for a third offense. The requirement to maintain a bond or insurance was added in coordination with the IAB as this has been an issue in the past that was unregulated in the schedule of penalties, and it is also intended to conform to the Vehicle Code. Additionally, a violation was added for a “failure of station to maintain bond or insurance or by allowing a lapse in the station’s insurance policy and no inspections were completed during the period of insurance or bond lapse.” A lesser penalty of a suspension until proof of insurance or bond is provided to the Department is proposed to be assessed for a first offense. For a second offense, the Department is proposing a suspension until proof of insurance or bond is provided to the Department plus either an additional 2-month suspension or a monetary penalty of \$500. For a third offense,

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the Department is proposing a suspension until proof of insurance or bond is provided to the Department plus either an additional 4-month suspension or a \$2,000 monetary penalty.

As mentioned above, the offense of “careless recordkeeping” was moved down to Category 3, “Careless Infractions.” A penalty of a warning for a first offense, a 2-month suspension or a monetary penalty of \$500 for a second offense, and a 6-month suspension or \$3,000 monetary penalty for a third offense are proposed. The Department proposes to add the word “expired” and the phrase “and any inspection has been completed during that time” as a clarification for when the Department suspends a station for conducting inspections without a valid operating privilege. The Department and the IAB want to differentiate between a situation where an inspector’s driver’s license or inspector’s license was expired, recalled, or suspended, but they did not conduct any inspections during that time as opposed to conducting an inspection on an expired, recalled or suspended license. If an inspector did not do any inspections, there is no action for the Department to take. A monetary penalty of \$250 is proposed to be added for a first violation and a monetary penalty of \$1,500 is proposed to be added for a second violation. A violation for an “inspection by mechanic whose certification has expired and completed inspection during that time” was added to address this previously unregulated situation. A penalty of a 2-month suspension or a monetary penalty of \$250 is proposed for a first offense. A suspension for 6 months or a monetary penalty of \$1,500 for a second offense and a suspension of 1 year for a third offense are proposed. An offense for “inspecting more than three motorcycles or two other vehicles per hour” and the violation for “inspection by

uncertified mechanic” are proposed to be deleted as they were moved to Category 2. All of these proposed changes were made in consultation with and in coordination with the IAB. The IAB extensively discussed these proposed changes at various IAB public meetings.

The Department in coordination and consultation with the IAB suggested that Category 4 be named “Miscellaneous Infractions” to further break down the categories and make the chart clearer. An offense for a “misstatement of fact” is proposed to be amended to allow for a monetary penalty of \$250 for a first offense or \$1,000 for a second offense. An offense for “performing or indicating unnecessary repairs for the purpose of passing an inspection” is proposed to be amended to add the option of a \$500 monetary penalty for a first offense and a \$1,500 monetary penalty for a second offense. An offense for “performing repairs for the purpose of passing an inspection without the vehicle owner’s authorization” is proposed to be amended to include an option for a monetary penalty of \$500 for a first offense and \$1,500 monetary penalty for a second offense. The phrase “or unsafe” was added to the offense for an “unclean inspection area” as this has been an unregulated issue in the past and the Department in coordination with the IAB is seeking to promote safety within the inspection area. The penalty for this offense is proposed to be amended to delete a 2-month suspension and replace it with a penalty of immediate suspension until the area is made safe or cleaned up. The phrases “A minimum of” and “(effective immediately) and continuing until the area is made safe or cleaned up” were added to the existing suspension for a second and a third offense. For the offense for

“required tools or equipment missing or broken” the words “immediate” and “(effective immediately)” are proposed to be added to clarify when the suspension will start. In addition, the Department proposes to remove the “or” instead replacing it with “and” such that the suspension for a second offense would be a minimum of 2 months and continuing until tools are repaired or replaced; and for a third offense the suspension would be a minimum of 6 months. A “failure to satisfy monetary obligations to the Department” is proposed to be added to the “bad check” offense at § 175.51(a)(4)(vi). This addition is proposed in coordination with the IAB which recognized that the Department needs a way to enforce departmental charges. Additionally, the Department proposes to delete the 2-month suspension for a second offense and the 6-month suspension for a third offense and replace it with the phrase “until amount due is paid.” A clarification is proposed to be added to the term of suspension for a first offense of the “failure to report discontinuance of business” and the 3-year suspension is proposed to be replaced with a permanent suspension from the date the discontinuance is discovered for a second offense. Because a second offense would now result in a permanent suspension for this violation, the word “permanent” is proposed to be deleted from the third offense column. The Department in coordination with the IAB is proposing to increase the penalties for a “failure to report the discontinuance of business” to ensure station compliance with the regulations and allow for the audit of stations. This is also a security issue because the Department cannot audit the stickers if the business is discontinued without notifying the Department so that a close

out audit of that station can be completed, including a final review of records and accountability of any unused stickers.

The phrase “or other changes affecting an official inspection station” is proposed to be deleted as the phrase is proposed to be added below in subparagraph (xi) to allow for a lesser penalty. The option of a \$500 monetary penalty is proposed to be added for the first offense of “failure to notify the department of changes of ownership or location” and the option of a \$1,500 monetary penalty and a \$6,000 monetary penalty are proposed to be added for a second and third offense respectively. These proposed changes and the amounts of the penalties were discussed and coordinated with the Department by members of the IAB.

For the offense of the “failure to give a written receipt or work order to customer, or to list required information on work order” the 2-month suspension for a first offense is proposed to be deleted and replaced with a warning. The Department reduced the penalty for a first offense because it is a minor violation and it was felt by the IAB and the Department that a 2-month suspension was overly harsh. An option of a \$1,000 monetary penalty is proposed to be added for a second offense and an option of a \$6,000 monetary penalty is proposed to be added for a third offense.

For the offense of a “failure to satisfy monetary penalty for violation of this chapter or Chapter 177 (relating to emission inspection program) within 90 days of notification” the 2-month suspension for a second violation is proposed to be deleted and replaced with a suspension until the amount due is paid. This change was discussed and coordinated with

the IAB to promote prompt payment of the obligation. For a third offense, the 6-month suspension is proposed to be deleted and replaced with a suspension until the amount due is paid. Again, this was done to promote prompt payment.

An offense for “failure to notify the department of other changes affecting an official inspection station, other than change of ownership or location” is proposed to be moved from subparagraph (viii). For a first offense a warning is proposed to be imposed; for a second offense a 2-month suspension or a \$500 monetary penalty is proposed to be imposed; and, for a third offense a 4-month suspension or a \$2,000 monetary penalty is proposed to be imposed.

An offense for “station is not open for business during scheduled business hours on two visit attempts by Department personnel or a designee” is proposed to be added in consultation with the IAB. A 2-month suspension or a suspension until an audit can be conducted is proposed for a first offense. A 4-month suspension is proposed for a second offense and a 6-month suspension is proposed for a third offense. This offense is proposed to be added by the Department in coordination with the IAB to discourage stations from closing shop during scheduled work hours. It is also added to reduce the number of times the Department’s personnel or a designee go out to inspect during regular business hours only to find that the station is closed. This is a waste of taxpayer dollars and should be curtailed. Under the Vehicle Code, stations are required to give the Department access during regular business hours. Further, the Department wants to ensure that stations are available to the public to have their vehicle inspected during regular business hours.

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A new schedule of penalties is proposed to be added for certified inspection mechanics. The IAB discussed adding this section that is specific to certified inspection mechanics. The schedule of penalties for certified inspection mechanics mirrors that for stations. The reason the Department, in coordination with the IAB, is proposing to add a separate schedule of penalties for certified inspection mechanics, which is in conformity with the Department's current practice, is so that the violation and associated penalty goes to the appropriate responsible party. In most cases, the schedule of penalties for certified inspection mechanics provides a lower monetary penalty than that for the stations due to the Department and the IAB's recognition of the fact that individual certified inspection mechanics likely have fewer economic resources and less ability to pay than the station itself.

The Department proposes to amend § 175.51(b), pertaining to assignment of points, to make editorial changes to spelling and punctuation and to reorganize to make the subsection more readable. The Department proposes to delete “will” and insert “may” to give the Department discretion to allow the station owner to consent to the acceptance of points in lieu of suspension or a monetary penalty. The Department proposes to change the suspension for a “third occurrence of an accumulation of ten points or more” to result in a suspension of 1 year to make it a standardized progressive penalty. Subsection (j) is proposed to be amended to insert “quality assurance auditor” in place of “inspection station supervisor” and the last sentence is proposed to be deleted to remove the requirement for the Department to refund 75% of the purchase price for certificates of inspection as a result

of a suspension in order to further deter the behavior. Subsection (k) is proposed to be amended to insert “quality assurance auditor” and delete an “inspection station supervisor” as the term is obsolete.

The Department proposes to add subsection (l) to include specific factors it intends to use to determine whether the conduct of the station or certified inspection mechanic is operating within the best interests of the Commonwealth.

The Department proposes to add a definition subsection (m) to further clarify the section. “Careless recordkeeping” is defined to address when there is missing or omitted required documentation or when there is a careless data entry that does not influence the outcome of the inspection. “Faulty inspection” is defined to make clear that it is a failure that changes the outcome of the inspection. “Fraudulent recordkeeping” is defined to provide guidance to the regulated community. A definition of “good faith” is added to provide clarity to the regulated community. “Improper inspection” is defined to make clear that it is referring to errors that would not change the outcome of the inspection. “Improper recordkeeping” is defined to provide clarity to the regulated community and differentiate the term from “fraudulent recordkeeping.”

Finally, the Department proposes to amend § 175.52 (relating to reapplication) to update the terminology by replacing “inspection station supervisor” with “quality assurance auditor.”

Chapter 175, Subchapter E (relating to passenger cars and light trucks), was the primary focus of the IAB to update the inspection criteria to meet concerns that certified

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inspection mechanics see most frequently and to maintain the integrity of the safety program. Unsafe vehicles resulting from poor inspection practice put the vehicle owner in harm's way and make highways unsafe for all drivers. Amended language has been proposed to modernize the inspection process and update the regulations to reflect current equipment on today's modern vehicles, and to provide broader language that will allow regulation terminology to keep up with changing technology. The Department has proposed clarifications on airless tires and tire size, and lighting technology has been addressed to ensure vehicles meet all modern standards. Language was proposed to be added to allow for the capability to prove registration and financial responsibility via electronic devices, and updates to the inspection procedures were proposed to provide clarity to certified inspection mechanics on the inspection process for various components found on passenger cars and light trucks to ensure only safe vehicles are operated on highways. The regulatory language currently in place does not allow for the introduction and approval of new vehicle devices and technologies and language changes throughout are intended to modernize the regulations to reflect industry trends. Subchapter E is also proposed to be amended to reflect a recent statutory change regarding the display of an illuminated sign in the vehicle of a driver of a transportation network company. The particular changes to Subchapter E are as follows:

Section 175.64(b)(4) (relating to braking systems) is proposed to be amended by adding the requirement that metal from a pad may not contact the brake drums or rotors. The Department proposes to add "pads" as pads are part of different types of braking

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systems. Section 175.64(b)(5) is proposed to be amended by providing that hydraulic hoses or tubing shall be a type approved by the vehicle manufacturer for use as a brake line. This update clarifies the entity that must approve the brake lines for use.

Section 175.65(e) (relating to tires and wheels) is proposed to be amended to modernize the language of the subsection by providing for equipment anticipated to be used on modern vehicles. The Department wants to be prepared and proactive to be able to regulate airless tires if or when they are approved by the United States Department of Transportation. Section 175.65(h) creates an exception for spacers over  $\frac{1}{4}$  inch in thickness if the spacers were originally equipped by the manufacturer. The Department is proposing to add “originally equipped by the manufacturer” so that it is clearly permitted by the regulations. The Department wants to limit individuals from making non original equipment manufacturer changes.

Section 175.66(h) (relating to lighting and electrical systems) is proposed to be amended to make provision for transportation network companies which addresses providers such as Lyft and Uber that are allowed to have an illuminated sign as provided for in section 4307 of the Vehicle Code. The Department is proposing to amend § 175.66(l) to make an editorial change to clarify language. The Department also proposes to amend this subsection to provide for additional requirements for auxiliary driving lamps and fog lamps, accounting for the changes in equipment in vehicles which have occurred since the regulations were last amended. The proposed amendments also address a waiver of the current regulation issued by the Department’s Secretary for a manufacturer that originally

equipped one of its vehicles with independent switches for both a headlight and a fog light

so that the vehicle could operate fog lights with its high beams.

Section 175.67 (relating to glazing) is proposed to be amended by adding a provision prohibiting an object or material being hung, placed or attached in a position that obstructs the driver's vision through the windshield wiper path and specifies exceptions for the certificate of inspection and sticker identification sign on a mass transit vehicle or other officially required sticker. This was added as it is a safety issue in conformity with section 4524 of the Vehicle Code. Section 175.68(c) (relating to mirrors) is proposed to be amended to account for the changes in equipment in vehicles which have occurred since the regulations were last amended and in accordance with section 4524 of the Vehicle Code. Section 175.68(d) is proposed to be amended to provide that venetian blinds may not cover a window anytime a motor home is in operation. This is a clarification and grammatical change.

Section 175.71(b)(2) (relating to windshield wipers) is proposed to be amended to clarify that a vehicle must have the same number of windshield wiper arms and windshield wiper blades as the vehicle did when originally equipped by the manufacturer. This is a clarification of the language to make the section easier to read. Under section 4103 of the Vehicle Code, the Department has the broad statutory authority to promulgate equipment standards. Section 4107 of the Vehicle Code makes it unlawful to intentionally remove or render inoperative, in whole or in part, vehicle equipment required to be installed at the time of manufacture or thereafter upon any vehicle by rule or regulation of the

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Commonwealth. Therefore, section 4107 of the Vehicle Code authorizes the Department to, by regulation, prohibit the removal of a windshield wiper that was originally equipped by the manufacturer.

The Department proposes to amend § 175.72(d) (relating to fuel systems) to account for the changes in equipment in vehicles which have occurred since the regulations were last amended. Not all modern vehicles come equipped with a filler cap.

Section 175.77(d) (relating to body) is proposed to be amended to make clear that nothing can be protruding from the vehicle. Section 175.77(e) is amended to reference § 175.80(a)(6)(v) (relating to inspection procedure), to maintain consistency.

Section 175.78(b) (relating to chassis) is proposed to be amended to add unibody frames because most modern vehicles are unibody. Section 175.78(c) is proposed to be amended to refer to § 175.80(c)(2). Section 175.78(e)(3) is proposed to be amended to add a bumper cover which is new equipment not addressed by the current regulation. The Department also proposes to amend this subsection by adding paragraph (7) which requires the bumper cover to be securely fastened and in good condition (not broken, torn or protruding) to address this new equipment. Section 175.78(f)(1) is proposed to be amended to provide clarity that metal, springs or other materials may not protrude from any seat in the vehicle. Section 175.78(g) is proposed to be amended to address currently used language in the Vehicle Code, safety seat belts, and also refer to inspection procedures in § 175.80(b)(6). Section 175.78(h) is also proposed to be amended to refer to § 175.80(e)(5).

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The Department is proposing comprehensive amendments to § 175.80 (relating to inspection procedure), to provide certified inspection mechanics with more instruction as to what to look for in the inspection and guidance as to the inspection procedure. Subsection (a)(1), pertaining to ownership, legality and proof of financial responsibility, is proposed to be amended to allow for the use of temporary registrations, and temporary registration renewals from the Department's online vehicle registration service, which are also valid. A valid vehicle registration is not necessarily a "card," so this word is proposed to be removed. The Department also proposes changes to allow for paperless financial responsibility documentation. Two specific changes were made to subsection (a)(1) to address changes made by the General Assembly. First, the act of November 3, 2022 (P.L. 1734, No. 112) (Act 112 of 2022) amended 75 Pa. C.S. §1332(b) to prohibit display of a registration plate that has a tinted plate cover. The Department proposes to include §175.80(a)(1)(i)(C)(II) to address this prohibition. Additionally, Act 150 of 2024 added 75 Pa.C.S. § 3724, which prohibits a person from possessing, operating a motor vehicle with, purchasing, installing, possessing for the purpose of installing, manufacturing, selling, offering to sell or otherwise distributing a registration plate flipping device. The Department proposes to include § 175.80(a)(1)(i)(E) to address this prohibition. The Department also proposes grammatical changes to aid clarity.

With regard to other external inspection procedures, the Department proposes edits to subsection (a)(2) and (3), pertaining to the windshield and windshield wipers, to change the area where there cannot be discoloration or hazardous cracks to the wiper path or if it

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interferes with the driver's vision. This is to address a safety concern. The Department is also trying to address the unintended consequence of people trying to reduce the wiper path or reducing the number of wiper blades and wiper arms. In paragraph (4), pertaining to door operation, the Department proposes amendments to ensure that the doors are operating as manufactured. The Department is proposing to remove the requirement in paragraph (6)(v) to fail an inspection when fender flares exceed 3 inches in width. Instead, the Department proposes a requirement that the fender flares must cover the tire tread to avoid safety issues, but may not cause the vehicle to exceed the maximum vehicle width of 102 inches. The Department is proposing amendments to paragraph (7) clarifying that vehicles cannot have rust causing exhaust to enter any passenger compartment. Paragraph (8) is proposed to be amended to add clarification and address equipment (i.e., bumper covers) that was not specifically addressed in the current regulation. In paragraph (9), pertaining to lamps and lenses, the Department proposes to add "or fails to direct light properly" to address a safety issue and make sure that lights do not blind oncoming traffic and actually illuminate the roadway. A new paragraph (10.1) is proposed to address other reasons to fail an inspection relating to the exterior body components. Other clarity edits are also proposed throughout subsection (a).

The Department proposes amendments to § 175.80(b) to provide more guidance for certified inspection mechanics to follow during the internal inspection of the vehicle. It addresses new vehicle technology and safety concerns that were not previously addressed in the regulation. Likewise, § 175.80(c) is amended to provide more guidance for certified

inspection mechanics to follow during the under the hood inspection, including oil or fuel leaks and other issues with the fuel system. Section 175.80(e) is proposed to be amended to provide certified inspection mechanics more guidance for beneath the vehicle inspection, including wheels and tires, the steering system, the suspension system, the floor bed and frame or unibody components, the exhaust system and the braking system. Section 175.80(f) is proposed to be amended to provide certified inspection mechanics more guidance during the road test portion of the inspection. The subsection would require a road test of not less than 1 mile and adds additional rejection criteria.

The only amendments proposed for Subchapter F (relating to medium and heavy trucks and buses) is in § 175.96 (relating to lighting and electrical systems). Specifically, § 175.96 (h) is amended in accordance with the Vehicle Code to allow transportation network companies such as Lyft and Uber to display an illuminated sign in vehicles.

Finally, in Subchapter M (relating to alternate fuel systems and controls), the Department proposes to amend § 175.241 (e) (relating to compressed and liquified gas fuel systems) to conform to the updated definitions section in Subchapter A with regard to pressure vessel inspectors.

### ***Persons and Entities Affected***

These regulations affect all vehicle inspection station owners and their staff, as well as licensed operators and owners of vehicles. The Department's Vehicle Inspection

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Division drafted these proposed revisions to Chapter 175, in concert with the Inspection Advisory Board (IAB).

The motoring public, utilizing Pennsylvania's roadways, are the primary beneficiaries of the proposed amendments to the regulations as the proposed amendments are intended to enhance safety, allow for the free flow of traffic, improve mobility by reducing crashes and removing vehicles that are not road-worthy. It also promotes the overall economic prosperity of this Commonwealth. In addition to citizens with a vehicle registered in Pennsylvania, of which there are approximately 11,000,000 registered vehicles, the proposed amendments will impact the 15,000 appointed inspection stations. According to the Small Business Administration (SBA), there are approximately 1,079,103 businesses in Pennsylvania; of which 1,074,787 are small businesses. Of the 1,074,787 small businesses, 225,751 are small employers (those with fewer than 500 employees) and the remaining 849,036 are non-employers. Thus, the overwhelming majority of businesses in Pennsylvania are considered small businesses. According to the SBA's size guide general automotive repair shops making \$ 9 million or less annually are considered small businesses. Automotive oil change and lubrication shops are considered small businesses if they make \$11 million or less. Businesses that fall into the category of "all other automotive repair and maintenance" are considered small businesses if they make \$10 million or less annually.

The definition of "small business" in Section 3 of the Regulatory Review Act points to "small businesses" as defined in 13 C.F.R. 121.201. Many inspection stations are

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considered “small businesses” as defined in the federal regulations; however, the Department does not collect information on the size of the inspection stations that it appoints and has no practical way of verifying how many inspection stations are small businesses or otherwise. However, for the purposes of determining the economic impact on small business, the Department assumes that the vast majority of appointed inspection stations are small businesses as that term is defined by the SBA and Pennsylvania's Regulatory Review Act.

The proposed revisions to Chapter 175, Subchapters A, B, C, D, E, F, G, and M positively impacts the owners of approximately 11,000,000 registered vehicles in the Commonwealth of Pennsylvania, and 15,000 appointed inspection stations that range from small businesses to a national franchise or dealerships by providing clarification to the stations on regulatory requirements and sanctions for noncompliance as well as updates the inspection criteria for passenger and light duty vehicles to ensure vehicles are safe to be on the roadway. The owners of Pennsylvania registered vehicles and the appointed inspection stations, ranging from big to small businesses to private individuals, will have to comply with the regulation.

### ***Fiscal Impact***

Implementation of these regulations will not require the expenditure of any additional funds by the Commonwealth or local municipalities. The proposed amendments will not require the completion of any additional forms. While slight modification will be

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needed to the online inspector certification testing application to address updates in the inspection procedures, costs are already built into the exiting contract with the vendor managing this system. No additional reports or paperwork will be required. The Department and IAB consider these regulatory changes to be revenue neutral; however, as the cost of a vehicle inspection is market driven, some stations, if they are already not removing all four tires during the inspection, may charge a slightly higher fee for any additional time added to the inspection process to remove two additional tires.

### ***Regulatory Review***

Under Section 5(a) of the Regulatory Review Act, (71 P.S. 745.5(a)), the agency submitted a copy of this proposed regulation on April 30, 2025, to the Independent Regulatory Review Commission and to the Chairpersons of the House and Senate Transportation Committees. In addition to submitting these regulations, the agency has provided the Commission and the Committees with a copy of a detailed Regulatory Analysis Form. A copy of this material is available to the public upon request.

Under Section 5(g) of the Regulatory Review Act, IRRC may convey any comments, recommendations or objections to the proposed regulations within 30 days of the close of the public comment period. The comments, recommendations or objections shall specify the regulatory review criteria that have not been met. The Act specified detailed procedures for review, prior to final publication of the regulation, by the Department, the General Assembly and the Governor of comments, recommendations or objections.

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***Effective Date***

These regulations will be effective upon publication in final form in the *Pennsylvania Bulletin*.

***Sunset Date***

The Department is not establishing a sunset date for these regulations, because these regulations are needed to administer provisions required under the Vehicle Code (75 Pa.C.S. §§ 101—9805 ). The Department, however, will continue to closely monitor these regulations for their effectiveness. The proposed regulations will be continuously reviewed for clarity, effectiveness, and whether they are serving the best interests of the citizens of this Commonwealth.

***Public Comments***

Interested persons are invited to submit written comments, suggestions, or objections regarding the proposed amendments to the regulations to Stephen J. Madrak, Director, Bureau of Motor Vehicles, 1101 South Front Street, 4<sup>th</sup> Floor, Harrisburg, Pennsylvania, 17104, RA-PDOCCPUBCOMMENTS@pa.gov within 30 days of the publication of this notice in the *Pennsylvania Bulletin*.

***Contact Person***

The contact person for technical questions about the proposed amendments to the regulations is Laura Krol, Vehicle Inspection Division Chief, Vehicle Inspection Division, 1101 South Front Street, 4<sup>th</sup> Floor, Harrisburg, Pennsylvania 17104, telephone number 717-783-4597.

Preamble  
67 Pa. Code, Chapter 175  
Vehicle Equipment and Inspection Regulations

18-484 -Vehicle Equipment  
and Inspection  
Proposed Preamble  
April 30, 2025

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Michael Carroll  
Secretary of Transportation

Preamble  
67 Pa. Code, Chapter 175  
Vehicle Equipment and Inspection Regulations

## Annex A

### TITLE 67. TRANSPORTATION

#### PART I. DEPARTMENT OF TRANSPORTATION

##### Subpart A. VEHICLE CODE PROVISIONS

###### ARTICLE VII. VEHICLE CHARACTERISTICS

###### CHAPTER 175. VEHICLE EQUIPMENT AND INSPECTION

###### Subchapter A. GENERAL PROVISIONS

###### § 175.2. Definitions.

The following words and terms, when used in this chapter, have the following meanings, unless the context clearly indicates otherwise:

\* \* \* \*

**Airless tires – Tires that use a special tread beam connected to a series of flexible spokes to support the weight of the vehicle that are not supported by air pressure., which are also known as non-pneumatic tires.**

*Allowable working pressure*—The pounds per square inch for which the container was constructed or, if conditions have changed, the maximum pressure at specified temperatures permitted at the most recent inspection by a **[certified] pressure vessel** inspector.

\* \* \* \*

*Certified inspection mechanic*—A person who holds a valid certification card issued by the Bureau certifying that the person is qualified, has passed all requirements to inspect specific vehicles and holds a valid driver's license for the correct class of vehicle. **The term includes a certified enhanced inspection mechanic.**

[*Certified inspector*—A person who holds a certificate issued by the Boiler Division in the Bureau of Occupation and Industrial Safety within the Department of Labor and Industry certifying that the person is qualified to inspect unfired pressure vessels.]

\* \* \* \* \*

[*Inspection station supervisor*—A person designated by the Department to investigate, inspect and supervise the operation of inspection stations.]

\* \* \* \* \*

*Pressure vessel inspector*—An individual who holds a current Pennsylvania boiler certificate issued by the Certifications, Accreditations and Licensing Division within the Department of Labor and Industry certifying that the person is qualified to inspect unfired pressure vessels.

\* \* \* \* \*

*Quality assurance auditor*—A person designated by the Department to investigate, inspect, audit and supervise the operation of official inspection stations.

\* \* \* \* \*

*Registration plate flipping device*—As defined in 75 Pa.C.S. § 3724 (relating to use of registration plate flipping device).

\* \* \* \* \*

*Transportation network company*—As defined in 53 Pa.C.S. § 57A01 (relating to definitions).

\* \* \* \* \*

*Turn signal*—A lamp showing to front and rear [for the purpose of] , indicating an intention to do any of the following:

- (1) [t]Turn either [to the] right or left.
- (2) [or for pulling] Pull into traffic.
- (3) [changing] Change lanes.

\* \* \* \* \*

**Unibody - A single structural unit of an automobile consisting of a combined chassis and body.**

\* \* \* \* \*

**Valid driver's license —A license to drive a motor vehicle issued under Part II of the Vehicle Code (75 Pa.C.S. §§ 1101—2307) (relating to title, registration and licensing) . The term does not include a learner's permit, a probationary license held by a driver for less than 3 years, an occupational limited license, an interlock license or an ignition interlock limited license.**

\* \* \* \* \*

**Vehicle Code— 75 Pa.C.S. §§ 101--9805.**

\* \* \* \* \*

#### **§ 175.5. Semiannual inspection.**

School buses, vehicles which are under contract with or owned by a school district or a private or parochial school, including vehicles having chartered group and party rights under the Public Utility Commission and used to transport school students; passenger vans used to transport persons for hire or owned by a commercial enterprise and used for the transportation of employees to or from their place of employment[;] **and** mass transit vehicles[ **and motor carrier vehicles with a registered gross weight in excess of 17,000 pounds, other than farm vehicles for which a biennial certificate of exemption has been issued]** shall be subject to semiannual inspection.

#### **§ 175.6. Annual inspection.**

Other vehicles, including **motor carrier vehicles with a registered gross weight in excess of 17,000**

**pounds**, motor homes, emergency vehicles and private noncommercial vehicles used to transport students, shall be inspected annually. Motor homes and emergency vehicles built on a truck chassis shall be inspected according to the appropriate truck inspection procedure based on the registered gross weight of the vehicle.

## **Subchapter B. OFFICIAL INSPECTION STATIONS**

### **§ 175.21. Appointment.**

\* \* \* \* \*

(b) *Certificate of appointment.* The certificate of appointment will be issued only when the Bureau is satisfied that the station is properly equipped and has certified personnel to make inspections and adjustments. Only those stations fulfilling Department requirements and complying with this chapter will be issued a certificate of appointment. Prior involvement with a suspended inspection station may be **[sufficient]** cause to deny appointment. The certificate of appointment at all times shall be conspicuously displayed at the **[place] station** for which it is issued. See 75 Pa.C.S. § 4722 (relating to certificate of appointment).

\* \* \* \* \*

(g) **[Cancellation of appointments.** A certificate of appointment previously issued for a station which does not comply with the restrictions contained in subsection (e) or (f) will be cancelled April 28, 1983.] **(Reserved).**

### **§ 175.22. Making application.**

\* \* \* \* \*

(b) *Bond or proof of insurance.* Requirements shall be as follows:

(1) An applicant for a certificate of appointment shall furnish a bond on a form prescribed by

the Department or proof of insurance as required [by] under 75 Pa.C.S. § 4722(c) (relating to certificate of appointment). **The Department must be listed as the certificate holder on the bond or insurance policy.**

(2) The bond or insurance shall be [in the] a minimum amount of \$10,000 for each place of business and shall provide compensation to a vehicle owner for damage their vehicle may sustain while it is in possession of the inspection station.

(3) The bond or proof of insurance shall be renewed each year.

(4) Cancellation of the bond or insurance shall automatically void the certificate of appointment. Inspections shall cease until the Bureau receives a new bond or proof of insurance and the Bureau has approved the station's application for reappointment. A cancellation or lapse in bond or insurance may result in suspension in accordance with § 175.51 (relating to cause for suspension).

\* \* \* \*

#### **§ 175.23. Approval.**

(a) *Investigation.* [An inspection station supervisor will conduct an investigation of each applicant to determine full compliance with the Vehicle Code and this chapter.] Upon submission of application or reapplication, the Bureau will conduct a review of the information provided to verify basic compliance with equipment, personnel and recordkeeping standards. If the Bureau verifies that the information appears to be in compliance, a quality assurance auditor will conduct an investigation of the physical location and equipment to determine full compliance with the Vehicle Code and this chapter.

(b) *English comprehension.* The applicant and each certified inspection mechanic shall be sufficiently versed in the English language to read and understand this title.

(c) *Issuance of certificate of appointment.* A certificate of appointment will be provided only upon approval of the application by the Bureau and upon a successful investigation by the quality assurance auditor. [Upon approval of the application by the Bureau, a] A certificate of appointment shall be issued to the applicant for the place of business located within this Commonwealth, as set forth in the application. No vehicle inspections shall be [made] conducted unless a certificate of appointment has been issued to and is prominently displayed at the official inspection station.

#### **§ 175.24. Required certificates and station signs.**

After appointment, the owner of each inspection station shall prominently display signs required by the Bureau, including the following:

- (1) A certificate of appointment for each type of station approved for the location.
- (2) A sign clearly stating the fee for the certificate of inspection separate from the fee for inspection. The fee for inspection shall be the same whether the vehicle passes or fails. The fee for inspection shall include the cost of labor for the inspection, including pulling wheels, but it shall not include the cost of parts, repairs or adjustments. The sign shall clearly indicate the fee for different types of vehicles—for example, passenger cars, trucks and trailers—to the extent that the fee varies among vehicles. Fleet and Commonwealth stations are exempt from this requirement.
- (3) A current list of certified inspection mechanics[, Form TS-443]at the inspection station.
- (4) An official inspection station sign outside the garage, clearly visible to the public. This sign shall have a keystone design which is 24 inches high and 21 inches wide. The station number plate shall be 2 3/4 inches high and 13 3/8 inches wide. The background shall be navy blue with gold lettering. If hung from a bracket, the sign shall be double faced. [A previously issued sign will still be permitted.]  
A sign issued prior to [Editor's note insert effective date of this regulation]is permitted if

**the sign remains clearly legible. Signage that has deteriorated or been defaced shall be replaced.**

Fleet and Commonwealth stations are exempted from this requirement.

**§ 175.25. Inspection area.**

(a) *General.* The following requirements apply to inspection areas:

- (1) Except as provided in subsection (b)(1)(iii) and (3), the inspection area shall be entirely within a sound, enclosed building; shall **[be in good repair]** **remain free from hazards to maintain a safe work environment;** and shall be kept in good condition.
- (2) An anticipated alteration or change affecting the condition or size of the inspection area shall be reported to the **[inspection station supervisor]** **quality assurance auditor** [at once] **immediately.**

\* \* \* \* \*

(5) The inspection area shall be free from obstructions, including shelves, work benches, partitions, displays, machinery and stairways. If the inspection area or any part is located outside the building, the area shall also be kept clear of snow or other substances which would curtail or interfere with inspections. **Inspection areas must remain free of debris and have the required tools easily accessible.**

(6) Hoists and lifts are permitted in the inspection area if a thorough and proper inspection can be performed.

(b) *Minimum requirements.* The following minimum dimensions apply to inspection areas:

(1) *Commonwealth, fleet and general inspection stations:*

\* \* \* \* \*

(iii) A motor carrier vehicle may be inspected either as single unit or in combination if, in the case of a station **[meets]** **meeting** the requirements of subparagraph (i), the inspection area has an additional unobstructed, **continuous** length of 42 feet or, in the case of a station **[meets]** **meeting** the requirements of subparagraph (ii), an additional

unobstructed, continuous length of 21 feet.

\* \* \* \* \*

#### **§ 175.26. Tools and equipment.**

(a) *General requirements.* An inspection station shall have tools and equipment in good operating condition sufficient to inspect each type of vehicle to be inspected, including the following:

\* \* \* \* \*

(17) A [brake-lining] gauge capable of indicating the amount of usable brake lining on both riveted and bonded lining in increments of 1/32 inch.

\* \* \* \* \*

(19) [A paper punch with a minimum diameter or width of 1/4 inch and a maximum diameter or width of 3/8 inch.](Reserved).

\* \* \* \* \*

#### **§ 175.27. Hours.**

(a) An inspection station shall be open for business a minimum of 40 hours, Monday through Friday between 7 a.m. and 5 p.m. This section may be waived by the Bureau upon written request of the inspection station owner and prior approval of the [inspection station supervisor] quality assurance auditor. To be considered for a waiver of this section, the inspection station shall be open for business at least 10 business hours between 7 a.m. and 8 p.m., Monday through Friday. A request for a waiver of this section shall be submitted on a form provided by the Department. A waiver of this section may be denied or revoked for any of the following reasons:

\* \* \* \* \*

#### **§ 175.28. Certified inspection mechanics.**

(a) *General.* An official inspection station shall have at least one certified inspection mechanic. Every inspection shall be performed by a certified inspection mechanic. The mechanic shall only

inspect the type of vehicle for which [he is] the mechanic is certified and for which [he] the mechanic holds a valid driver's license, except as otherwise provided in 75 Pa.C.S. § 4726(a) (relating to certification of mechanics). The mechanic signing the inspection sticker shall conduct and be responsible for the entire inspection of the vehicle, including the road test[, except that the Department may exempt a mechanic from the requirement to perform a road test because of a physical disability] . The Department may exempt a certified inspection mechanic from the requirement to perform a road test because of physical disability when the road test can be performed by another certified inspection mechanic. See 75 Pa.C.S. § 4726.

(b) *Multiple stations.* A certified inspection mechanic may work part time at more than one official inspection station if the mechanic notifies the [inspection station supervisor] quality assurance auditor and the Vehicle Control Inspection Division of the names and station numbers of all current employers. Failure to do so may result in suspension of the mechanic's inspection privileges.

\* \* \* \*

(d) *Certification requirements.* A mechanic desiring to maintain certification or to become certified:

\* \* \* \*

(2) Shall, as provided in subsection (a), have a valid driver's license for each class of vehicle [which] that the mechanic will inspect[;except that a] . A certified inspection mechanic who inspects school buses is not required to hold a school bus driver endorsement. [For the purposes of this chapter, a valid driver's license does not include a learner's permit, a probationary license held by a driver for less than 3 years, an occupational limited

license or an interlock license.] A certified inspection mechanic exempted from the requirement to perform the road test [shall also be] is also exempt from the requirement of this paragraph.

\* \* \* \*

(g) *Mechanic license codes.* A mechanic will be issued codes from the following table for the types of vehicle inspections and equipment testing the mechanic is authorized to perform:

<i>Code</i>	<i>Authorized Inspection or Testing</i>
1	Inspection of passenger cars, trucks 17,000 pounds or less and trailers less than 10,000 pounds
2	Inspection of motorcycles
3	Inspection of trucks over 17,000 pounds, trailers over 10,000 pounds and buses
4	Inspection of <u>all</u> vehicles
5	Inspection under codes 1 and 2
6	Inspections under codes 2 and 3
7	Inspections under codes 1 and 3
9	Testing and calibration of electronic (nonradar) speed timing devices that measure elapsed time between two sensors
A	Testing and calibration of electronic (radar) speed timing devices
B	Testing and calibration of stopwatches
C	Testing and calibration of speedometers
D	Testing and calibration of electronic (nonradar) speed timing devices that calculate average speed between two points
J	Enhanced vehicle safety inspection in conjunction with inspection under existing mechanic

	license codes in this table for the purpose of authorizing the issuance of a branded Pennsylvania certificate of title
--	--

\* \* \* \*

(i) *Certified document reviewer.* The Department may certify **[nonmechanics] individuals other than certified inspection mechanics** to perform document review for **[the purpose of]** authorizing the issuance of a branded Pennsylvania certificate of title.

### **§ 175.29. Obligations and responsibilities of stations.**

(a) *Personal liability.* It is the responsibility of the owner of an inspection station to do all of the following:

To conduct the business of the official inspection station honestly and in the best interests of this Commonwealth, in accordance with the provisions of 75 Pa.C.S (relating to Vehicle Code) and this chapter, and, except in the case of a fleet or Commonwealth inspection station, to make every reasonable effort to inspect all vehicles upon request. **Failure to meet the requirements in this paragraph may result in the imposition of sanctions under § 175.51 (relating to cause for suspension).**

(2) To make official inspection regulations and supplements available for **[the]** use **[of]** **by** certified inspection mechanics and other employees involved in inspection.

(3) To notify the **[inspection station supervisor]** **quality assurance auditor** and the Vehicle **[Control] Inspection** Division when a certified mechanic is hired.

(4) To keep inspection records and required work orders available for examination and audit by the **[inspection station supervisor and other authorized persons]** **quality assurance auditor or an authorized representative of the Department**.

\* \* \* \*

(b) *Change of ownership.* The following apply to change of ownership:

(1) In the case of a change of ownership, the certificate of appointment, all unissued certificates of inspection, and all inspection material shall be surrendered immediately to the [inspection station supervisor] **quality assurance auditor**. The new owner shall submit a Form MV-427 application to the Bureau. An investigation of the premises will be conducted by the [inspection station supervisor] **quality assurance auditor**.

\* \* \* \*

(c) *Change of location.* In the case of a change of location of an inspection station, all of the following apply:

\* \* \* \*

(2) An investigation of the premises will be conducted by the [inspection station supervisor] **quality assurance auditor**.

(3) Certificates of inspection will be audited by the [inspection station supervisor] **quality assurance auditor** and shall be retained by the station owner.

\* \* \* \*

(5) If the new location is not approved at the time of the investigation, the [inspection station supervisor] **quality assurance auditor** will pick up all current certificates of inspection and will retain them until the new location is approved.

(d) *Discontinuance of business.* Inspections shall be discontinued in any of the following circumstances:

(1) If the owner vacates, abandons or discontinues the inspection business. Immediate notice shall be provided to the Bureau and the [inspection station supervisor] **quality assurance**

**auditor**. The [inspection station supervisor] **quality assurance auditor** will pick up the certificate of appointment and all certificates of inspection, records and other inspection materials and return them to the Bureau.

\* \* \* \* \*

(3) If the owner voluntarily discontinues the operation of an inspection station, the owner shall immediately notify the [inspection station supervisor] **quality assurance auditor**. Remaining inspection materials shall be returned to the [inspection station supervisor] **quality assurance auditor**.

(e) *Notice required.* [The following events shall be reported at once to the inspection station supervisor and the Bureau; however, it is not necessary to discontinue inspections.] **The following events shall be reported immediately to the quality assurance auditor and the Bureau:**

(1) Whenever certificates of inspection are damaged, lost or stolen. **Lost or stolen certificates of inspection shall also be immediately reported to local law enforcement or the Pennsylvania State Police.**

\* \* \* \* \*

#### § 175.30. Commonwealth inspection stations.

\* \* \* \* \*

(d) *Method of inspection.* A Commonwealth inspection station shall inspect and issue certificates of inspection only to vehicles registered in the name of [the] **a** governmental body.

\* \* \* \* \*

## Subchapter C. CERTIFICATE OF INSPECTION

### § 175.41. Procedure.

\* \* \* \*

(b) *Type.* A certificate of inspection shall be selected for the particular type of vehicle being inspected according to this chapter. The certificate of inspection shall be examined before using. If found to be incorrect, the [inspection station supervisor] **quality assurance auditor** and the Vehicle Inspection Division shall immediately be notified. A temporary inspection approval indicator shall be used to designate a vehicle that has successfully passed the required periodic safety inspection. The vehicle must display a renewed emission certificate of inspection before a new safety certificate of inspection sticker may be affixed to the vehicle.

**[(1) TS-460 shall be used for motor vehicles except motorcycles and motor-driven cycles.**

**(2) TS-463 shall be used for trailers, motorcycles and motor-driven cycles.**

**(3) A temporary inspection approval indicator shall be used to designate a vehicle which has successfully passed the required periodic safety inspection, but which shall display a renewed emission certificate of inspection before a new safety certificate of inspection sticker may be affixed to the vehicle.]**

\* \* \* \*

(f) *Inspection cycles.* When selecting the proper type of certificate insert, the new expiration date is based upon whether the inspection is an annual or semiannual inspection.

(1) An annually inspected vehicle will receive an inspection for 1 year from the expiration of the safety inspection sticker which is about to expire[, except\_motorcycles, which receive an expiration in accordance with charts provided by the Department] A sticker may not

be issued for more than 15 months from the month of inspection. If a vehicle[**, other than a motorcycle,**] does not display a currently valid certificate of inspection, the vehicle shall receive an inspection valid for 1 year from the month of inspection. **Notwithstanding the foregoing motor carrier vehicles will receive an expiration 12 months from the last day of the month the vehicle is inspected.**

\* \* \* \*

#### § 175.42. Recording inspection.

\* \* \* \*

##### (c) *Records retention.*

(1) The original official inspection report sheet (Form MV-431 or MV-480) **or electronic version** shall be retained as a garage record and [kept on file] **maintained** at the station for audit. At the close of each inspection period, **stations not maintaining an electronic version of the official inspection report sheet shall place** the [official inspection report sheet] **original official inspection report sheet (MV-431 or MV-480) [shall be placed]** in the station's files, even though all spaces may not have been used, and a new inspection report sheet shall be started for the new inspection period.

(2) A work order signed by the [inspecting] **certified inspection** mechanic as required under this section shall be available for inspection upon request by the [inspection station supervisor] **quality assurance auditor** or an authorized representative of the Department.

#### § 175.43. Security.

\* \* \* \*

(c) *Removal.* Except as provided in paragraphs (1) and (3), a certificate of inspection may not be removed from a vehicle for which the certificate was issued, except to replace it with a new certificate of inspection issued under this chapter and Chapter 177 (relating to emission inspection program).

(1) A person replacing or repairing a windshield in a manner that requires removal of a certificate of inspection shall, at the option of the registrant of the vehicle, cut out the portion of the windshield containing the certificate of inspection and deliver it to the registrant of the vehicle or destroy the certificate. The vehicle may be driven up to 5 days if it displays the portion of the old windshield containing the certificate. Within the 5-day period, an official inspection station may affix to the vehicle another certificate of inspection for the same period without reinspecting the vehicle in exchange for the portion of the old windshield containing the certificate of inspection. Example: A #1 certificate of inspection shall be replaced with a #1 certificate of inspection. The replacement may be made any time prior to the expiration of the certificate of inspection. A fee of no more than \$2 plus the fee paid to the Department for the certificate may be charged for exchanging the certificate of inspection.

(i) A replacement certificate of inspection may not be issued in the following circumstances.

(A) Acceptable proof of financial responsibility is not provided. For the purpose of this chapter, financial responsibility shall be proven by one of the following documents:

(I) A valid financial responsibility identification card issued in accordance with 31 Pa. Code (relating to insurance).

(II) The declaration page of a valid insurance policy.

(III) A valid self-insurance identification card.

(IV) A valid binder of insurance issued by an insurance company licensed to sell motor vehicle liability insurance in this Commonwealth.

(V) A valid insurance policy issued by an insurance company licensed to sell motor vehicle liability insurance in this Commonwealth.

(B) The vehicle is in an obviously unsafe operating condition.

(ii) The portion of the windshield containing the certificate of inspection shall be retained for audit by the **[inspection station supervisor] quality assurance auditor**.

(iii) Record all information from the old certificate of inspection on Form MV-431. The replacement certificate of inspection shall be recorded on the same Form MV-431 and marked "replacement sticker issued." Stations utilizing an electronic data collection and storage program shall use the appropriate replacement sticker function menu to record replacements.

(iv) "Replacement" shall be marked on the reverse side of the replacement certificate of inspection.

\* \* \* \* \*

(3) A vehicle that has an expired emission certificate of inspection affixed and which no longer has an I/M registration indicator on the registration card, shall have the expired emission sticker removed by the **[safety]certified** inspection mechanic who is affixing a new safety certificate of inspection.

\* \* \* \* \*

(e) *Unused.* Unused certificates of inspection for an expired period shall be retained by the inspection station until audited by the **[inspection station supervisor] quality assurance auditor**. The Department will refund 75% of the purchase price of the unused certificates of inspection after the audit has been completed.

\* \* \* \* \*

#### **§ 175.44. Ordering certificates of inspection.**

\* \* \* \* \*

(d) *Copies.* A copy of the requisition or a Department receipt will be returned with the order of certificates of inspection shipped from the Department. Station copies of the requisitions or Department receipts shall be kept on file at the station for 2 years and shall be made available for inspection upon request of the [inspection station supervisor]quality assurance auditor or an authorized representative of the Department.

\* \* \* \*

**(g) The Department, in its discretion, may limit the quantity of certificates of inspection or inserts a station may order.**

**Subchapter D. SCHEDULE OF PENALTIES AND SUSPENSIONS: OFFICIAL INSPECTION STATIONS AND CERTIFIED MECHANICS**

**§ 175.51. Cause for monetary penalty or suspension.**

(a) [Schedule] *General rule.* The complete operation of an official inspection station is the responsibility of the owner. Failure by the station or certified inspection mechanic to comply with the appropriate provisions of 75 Pa.C.S. (relating to Vehicle Code) and this chapter will be considered sufficient cause for a monetary penalty or suspension of inspection privileges. A violator is also subject to criminal prosecution. When the penalty for a violation provides both a monetary penalty and duration of suspension, the department, at its discretion, may allow the station or certified inspection mechanic the option to pay the monetary penalty in lieu of serving a suspension.

**(a.1) Schedule of penalties for official inspection stations. The following penalties apply for violations of provisions of the Vehicle Code or this chapter by official inspection stations:**

<i>Duration of Suspension <u>or Amount of Monetary Penalty</u></i>			
<i>Type of Violation</i>	<i>1<sup>st</sup> Violation</i>	<i>2<sup>nd</sup> Violation</i>	<i>3<sup>rd</sup> and Subsequent Violation</i>
			<p><u><i>Note: For any 4<sup>th</sup> and Subsequent Violation, no monetary penalty listed below can be offered in lieu of suspension.</i></u></p>
<b>(1) Category 1 – MAJOR INFRACTIONS</b>			
(i) Issuance or possession of altered, forged, stolen or counterfeit certification of inspection	1 year	Permanent	
(ii) Furnish, lend, give, sell or receive a certificate of inspection without <u>performing an</u> inspection	1 year	Permanent	
(iii) Faulty inspection of equipment or parts	<u>2 months</u> <u>6 months</u>	1 year	<u>3 years</u> <u>Permanent</u>
<b><u>(iv) Fraudulent recordkeeping</u></b>	<u>1 year</u>	<u>Permanent</u>	
<b><u>(v) Inspection by uncertified inspection mechanic</u></b>	<u>4 months</u>	<u>6 months</u>	<u>1 year</u>

<u>(vi) Failure to produce or permit inspection of the required inspection logs or certificates of inspection</u>	<u>Until produced and inspected plus 1 year</u>	<u>Permanent</u>	
<u>(vii) Inspecting more than three motorcycles, or two motor vehicles or one enhanced inspection per hour</u>	<u>4 months</u>	<u>6 months</u>	<u>1 year</u>
<u>(viii) Failure to conduct business honestly and in the best interests of the Commonwealth</u>	<u>Permanent</u> <p><u>Note: Any entity or person criminally charged may be indefinitely suspended pending the disposition of the criminal case, at the discretion of the Department.</u></p>		
<u>(ix) Failure to conduct business in good faith</u>	<u>Permanent</u>		
<b>(2) Category 2 - IMPROPER INFRACTIONS</b>			
<u>[i] Fraudulent recordkeeping]</u>	<u>[1 year]</u>	<u>[Permanent]</u>	
<u>[(ii)] (i) Improper recordkeeping</u>	<u>2 months or \$250</u>	<u>1 year</u> <u>4 months or</u> <u>\$1,000</u>	<u>3 years</u> <u>1 year or \$6,000</u>
<u>(ii) Improper inspection</u>	<u>Warning</u>	<u>2 months or \$500</u>	<u>6 months or</u> <u>\$3,000</u>
<u>(iii) Failure to verify registration, title, manufacturer's statement of</u>	<u>2 months or \$250</u>	<u>4 months or</u> <u>\$1,000</u>	<u>[1 year]</u> <u>6 months or</u>

origin, <b><u>Vin-specific Secure Power of Attorney, or VIN-specific auction receipt</u></b> , financial responsibility information, or inspecting a vehicle with an expired registration or when valid proof of financial responsibility has not been submitted			<b><u>\$3,000</u></b>
(iv) Failure to affix certificate of inspection immediately upon successful completion of the inspection	2 months <b><u>or \$250</u></b>	4 months <b><u>or \$1,000</u></b>	1 year
(v) Improperly assigning certificate of inspection	2 months <b><u>or \$250</u></b>	4 months <b><u>or \$1,000</u></b>	1 year
(vi) Failure to produce <b>[records, certificates of inspection, signature cards,]</b> certificate of appointment or mechanic card upon demand <b>[by inspection station supervisor or authorized representative of the Department]</b>	2 months <b>[until produced] <u>or \$250</u></b>	<b>[6 months or until produced] <u>4 months or \$1,000</u></b>	<b>[1 year or until produced] <u>6 months or \$3,000</u></b>
(vii) Improper certificate of inspection security	<b>[Warning] <u>2 months</u></b>	4 months	1 year
<b>[(viii) Careless recordkeeping]</b>	<b>[Warning]</b>	<b>[4 months]</b>	<b>[6 months]</b>

<b><u>(viii) Failure by station to report lost or stolen stickers to the department and law enforcement</u></b>	<b><u>1 month</u></b>	<b><u>3 months</u></b>	<b><u>1 year</u></b>
<b><u>(ix) Failure of station to maintain bond or insurance or by allowing a lapse in the station's insurance policy and inspections were completed during the insurance or bond lapse</u></b>	<b><u>3 months</u></b>	<b><u>6 months</u></b>	<b><u>1 year</u></b>
<b><u>(x) Failure of station to maintain bond or insurance or by allowing a lapse in the station's insurance policy and no inspections were completed during the period of insurance or bond lapse.</u></b>	<b><u>Until proof of insurance or bond is provided to the department</u></b>	<b><u>Until proof of insurance or bond is provided to the department plus either 2 additional months or \$500</u></b>	<b><u>Until proof of insurance or bond is provided to the department plus either 4 additional months or \$2,000</u></b>
<b>(3) Category 3 – CARELESS INFRACTIONS</b>			
<b><u>(i) Careless recordkeeping</u></b>	<b><u>Warning</u></b>	<b><u>2 months or \$500</u></b>	<b><u>6 months or \$3,000</u></b>
<b><u>[i] (ii) Inspection by mechanic with <u>expired</u>, suspended, revoked, cancelled or recalled operating</u></b>	<b><u>2 months or \$250</u></b>	<b><u>6 months or \$1,500</u></b>	<b><u>1 year</u></b>

privilege <u>and any inspection has been completed during that time.</u>			
<u>(iii) Inspection by mechanic whose certification has expired and completed inspection during that time.</u>	<u>2 months or \$250</u>	<u>6 months or \$1,500</u>	<u>1 year</u>
<u>[ii) Inspecting more than three motorcycles or two other vehicles per hour]</u>	<u>[4 months]</u>	<u>[6 months]</u>	<u>[1 year]</u>
<u>[iii) Inspection by uncertified mechanic]</u>	<u>[4 months]</u>	<u>[6 months]</u>	<u>[1 year]</u>
<u>(4) Category 4 – MISCELLANEOUS INFRACTIONS</u>			
(i) Misstatement of fact	2 months <u>or \$250</u>	4 months <u>or \$1,000</u>	1 year
(ii) Performing or indicating unnecessary repairs for the purpose of passing an inspection	4 months <u>or \$500</u>	6 months <u>or \$1,500</u>	1 year
(iii) Performing repairs for the purpose of passing an inspection without vehicle owner authorization	4 months <u>or \$500</u>	6 months <u>or \$1,500</u>	1 year
(iv) Unclean <u>or unsafe</u> inspection area	<u>2 months</u> <u>Immediately</u> <u>suspended until area</u> <u>is made safe or</u>	<u>A minimum of 4 months (effective immediately) and continuing until</u>	<u>A minimum of 6 months (effective immediately) and continuing until</u>

	<u>cleaned up.</u>	<u>the area is made safe or cleaned up.</u>	<u>the area is made safe or cleaned up.</u>
(v) Required tools or equipment missing or broken	Warning if tools are repaired or replaced; if not, <u>immediate suspension until tools are repaired or replaced</u>	<u>A minimum of 2 months (effective immediately) and continuing [or]</u> until tools are repaired or replaced[, whichever is greater]	<u>A minimum of 6 months (effective immediately) and continuing [or]</u> until tools are repaired or replaced[, whichever is greater]
(vi) Bad check <u>or failure to satisfy monetary obligations to the Department</u>	Warning if amount due is paid within 10 days from date notified. If not, suspension until amount due is paid	[2 months or until amount due is paid, whichever is greater] <u>Until amount due is paid</u>	[6 months or until amount due is paid, whichever is greater] <u>Until amount due is paid</u>
(vii) Failure to report discontinuance of business	1 year <u>from date discontinuance is discovered</u>	[3 years] <u>Permanent from date discontinuance is discovered</u>	[Permanent]
(viii) Failure to notify the	4 months <u>or \$500</u>	6 months <u>or</u>	1 year <u>or \$6,000</u>

Department of changes of ownership[,] <u>or</u> location. [or other changes affecting an official inspection station]		<b>\$1,500</b>	
(ix) Failure to give a written receipt or work order to customer, or to list required information on work order	<b>[2 months] Warning</b>	4 months <u>or</u> <b>\$1,000</b>	1 year <u>or \$6,000</u>
(x) Failure to satisfy monetary penalty for a violation of this chapter or Chapter 177 (relating to emission inspection program) within 90 days of notification	Suspension until amount due is paid	<b>[2 months or]</b> <u>Suspension</u> until amount due is paid[, <b>whichever is greater</b> ]	<b>[6 months or]</b> <u>Suspension</u> until amount due is paid[, <b>whichever is greater</b> ]
<b><u>(xi) Failure to notify the department of other changes affecting an official inspection station (other than change of ownership or location)</u></b>	<b><u>Warning</u></b>	<b><u>2 months or \$500</u></b>	<b><u>4 months or \$2,000</u></b>
<b><u>(xii) Station is not open for business during scheduled business hours on two visit attempts by Department personnel or a designee.</u></b>	<b><u>2 months or until an audit can be conducted</u></b>	<b><u>4 months</u></b>	<b><u>6 months</u></b>

**(a.2) Schedule of penalties for certified inspection mechanics. The following penalties apply for**

**violations of provisions of the Vehicle Code or this chapter by certified inspection mechanics:**

	<u>Duration of Suspension</u>		
<u>Type of Violation</u>	<u>1st Violation</u>	<u>2nd Violation</u>	<u>3rd and Subsequent Violation</u>
			<p><u>Note: For any 4<sup>th</sup> and Subsequent Violation, no monetary penalty listed below can be offered in lieu of suspension.</u></p>
<b><u>(1) Category 1 - MAJOR INFRACTIONS</u></b>			
<u>(i) Issuance or possession of altered, forged, stolen or counterfeit certification of inspection</u>	<u>1 year</u>	<u>Permanent</u>	
<u>(ii) Furnish, lend, give, sell or receive a certificate of inspection without performing an inspection</u>	<u>1 year</u>	<u>Permanent</u>	
<u>(iii) Faulty inspection of equipment or parts</u>	<u>6 months</u>	<u>1 year</u>	<u>Permanent</u>
<u>(iv) Fraudulent recordkeeping</u>	<u>1 year</u>	<u>Permanent</u>	

<u>(v) Inspection by uncertified mechanic</u>	<u>4 months</u>	<u>6 months</u>	<u>1 year</u>
<u>(vi) Failure to produce or permit inspection of the required inspection logs or certificates of inspection</u>	<u>Until produced and inspected plus 1 year</u>	<u>Permanent</u>	
<u>(vii) Inspecting more than three motorcycles, two other vehicles or one enhanced inspection per hour</u>	<u>4 months</u>	<u>6 months</u>	<u>1 year</u>
<u>(viii) Failure to conduct business honestly and in the best interests of the Commonwealth</u>	<u>Permanent</u>		
<u>(ix) Failure to conduct business in good faith</u>	<u>Permanent</u>		
<u>(2) Category 2 - IMPROPER INFRACTIONS</u>			
<u>(i) Improper recordkeeping</u>	<u>2 months or \$150</u>	<u>4 months or \$500</u>	<u>1 year or \$3,000</u>
<u>(ii) Improper inspection</u>	<u>Warning to the Official Inspection Station</u>	<u>2 months or \$250</u>	<u>6 months or \$1,500</u>
<u>(iii) Failure to verify registration, title, manufacturer's statement of origin, Vin-specific Secure Power</u>	<u>2 months or \$150</u>	<u>4 months or \$500</u>	<u>6 months or \$1,500</u>

<u>of Attorney, or VIN-specific auction receipt, financial responsibility information, or inspecting a vehicle with an expired registration or when valid proof of financial responsibility has not been submitted</u>			
<u>(iv) Failure to affix certificate of inspection immediately upon successful completion of the inspection</u>	<u>2 months or \$150</u>	<u>4 months or \$500</u>	<u>1 year</u>
<u>(v) Improperly assigning certificate of inspection</u>	<u>2 months or \$150</u>	<u>4 months or \$500</u>	<u>1 year</u>
<u>(vi) Failure to produce inspection mechanic card upon demand</u>	<u>2 months or \$150</u>	<u>4 months or \$500</u>	<u>6 months or \$1,500</u>
<u>(vii) Improper certificate of inspection security</u>	<u>[Warning]2 months</u>	<u>4 months</u>	<u>1 year</u>
<b><u>(3) Category 3 – CARELESS INFRACTIONS</u></b>			
<u>(i) Careless recordkeeping</u>	<u>Warning to the Official Inspection Station</u>	<u>2 months or \$250</u>	<u>6 months or \$1,500</u>
<u>(ii) Inspection by mechanic with expired, suspended, revoked, cancelled or recalled operating privilege and any inspection has</u>		<u>6 months or \$750</u>	<u>1 year</u>

<u>been completed during that time.</u>			
<u>(iii) Inspection by mechanic whose certification has expired and completed any inspection during that time.</u>	<u>2 months or \$150</u>	<u>6 months or \$750</u>	<u>1 year or \$3,000</u>
<b><u>(4) Category 4 – MISCELLANEOUS INFRACTIONS</u></b>			
<u>(i) Misstatement of fact</u>	<u>2 months or \$150</u>	<u>4 months or \$500</u>	<u>1 year</u>
<u>(ii) Performing or indicating unnecessary repairs for the purpose of passing an inspection</u>	<u>4 months or \$300</u>	<u>6 months or \$750</u>	<u>1 year</u>
<u>(iii) Performing repairs for the purpose of passing an inspection without vehicle owner authorization</u>	<u>4 months or \$300</u>	<u>6 months or \$750</u>	<u>1 year</u>
<u>(iv) Failure to satisfy monetary penalty for a violation of this chapter or Chapter 177 (relating to emission inspection program) within 90 days of notification</u>	<u>Suspension until amount due is paid</u>	<u>Suspension until amount due is paid</u>	<u>Suspension until amount due is paid</u>

(b) *Assignment of points.* The Department [will] may permit the station owner to consent to the acceptance of a point assessment for the station in lieu of suspension, if the station owner, manager, supervisor or other management level employee employee was without knowledge of the violation[,] and should not have known of the violation. The Department will not permit the station owner to consent to the

**acceptance of a point assessment for the station in lieu of a monetary penalty.**

(1) The station owner bears the burden of proving that it provided proper supervision of the [employee] employee who committed the violation, but that supervision could not have prevented the violation.

(2) By accepting the assessment of points the station owner waives the right to appeal the Department's determination in the case to a court of record. If the station owner refuses to accept the point assessment, the Department will issue the suspension indicated in this subchapter.

(c) *Point determination.* When offering a point assessment, in lieu of a suspension, the Department will calculate points in the following manner:

(1) One point will be assessed for every 2 months of suspension which the Department would otherwise impose.

(2) A point assessment will not exceed eight points for a single violation.

(3) If an inspection station is currently serving a suspension for a violation of this chapter, no point assessment will be made. A subsequent violation which occurs while a current suspension is being served will result in a suspension that will run consecutively with the current suspension.

(d) *Point suspension.* The Department will suspend the privileges of an official inspection station for an accumulation of points whenever the station accumulates ten or more points.

(1) [The first occurrence of an accumulation of ten points or more shall result in a suspension for a period of 2 months for each point over nine points; the second occurrence of an accumulation of ten

points or more shall result in a suspension for a period of 4 months for each point over nine points; the third occurrence of an accumulation of ten points or more shall result in a suspension for a period of 6 months for each point over nine points.] The first occurrence of an accumulation of ten points or more shall result in a suspension for a period of 2 months for each point over nine points.

**(1.1) The second occurrence of an accumulation of ten points or more shall result in a suspension for a period of 4 months for each point over nine points.**

**(1.2) The third occurrence of an accumulation of ten points or more will result in a suspension of 1 year.**

(2) The fourth occurrence for an accumulation of ten or more points shall result in a permanent suspension.

(3) Only suspensions issued as the result of an accumulation of points [shall] will be counted in determining whether a suspension for point accumulation is a second, third or fourth suspension.

(4) If the point record of a station has been reduced to zero, a subsequent accumulation of points that will result in the suspension of the station will be considered first, second, or third and fourth suspensions.

(e) *Restoration of suspensions.* Stations and mechanics that have had their privilege to inspect suspended shall be restored as follows:

(1) A station that has been suspended as a result of a point accumulation shall have its point total reduced to six points upon restoration.

(2) Additional points assessed against the station since the last violation resulting in a suspension will be added to the point record unless the station has served an additional suspension under subsection (c)(3).

(3) A certified inspection mechanic that has been suspended under this chapter will be restored at the termination of the suspension.

(4) Prior to restoration, the station shall meet the reapplication requirements of § 175.52 (relating to reapplication) to ensure timely restoration.

(f) *Removal of points.* Points assessed against a station shall be removed at the rate of two points for each 12 consecutive months in which the station has not had additional violations charged against it that could result in additional points. The 12-month period starts at the date of the last violation resulting in points or from the date of restoration of a suspension resulting from an accumulation of points, whichever occurred last.

(g) *Subsequent violations.* Determination of second and subsequent violations is made on the basis of previous violations in the same category within a 3-year period.

(h) *Multiple violations.* In the case of multiple violations which are reviewed and considered at one Departmental hearing, the Department will impose separate penalties for each violation as required by the schedule. The Department may direct that a suspension be served concurrently. If the Department permits a station to accept points in lieu of a suspension, the points will be assigned for the more serious violation affecting each vehicle. Violations affecting more than one vehicle will be treated as separate violations.

(i) *Sale of business.* An inspection station may be sold, transferred or leased to a new owner, and an

application for appointment will be considered while the station is suspended or restored pending an appeal unless sold, transferred or leased to a person affiliated with the station or related to the station owner.

(j) *Confiscated materials.* Certificates of inspection and records confiscated as the result of an investigation will be retained by the **[inspection station supervisor] quality assurance auditor.** Certificates of inspection, certificates of appointment, mechanic certification cards and records confiscated as the result of a suspension will be returned to the Department. **[The Department will refund 75% of the purchase price for certificates of inspection confiscated as the result of a suspension.]**

(k) *Official documents.* Whenever an inspection station or mechanic is suspended or cancelled, the Department may order the surrender, upon demand, to **[an Inspection Station Supervisor] a quality assurance auditor** or authorized representative of the Department of any of the following items:

- (1) Inspection records.
- (2) A certificate of appointment.
- (3) Signature cards.
- (4) Unused certificates of inspection.
- (5) Unused monthly insert tabs.
- (6) A mechanic certification card.

**(l) Best interests of the Commonwealth. The following criteria will be used by the Department to determine if an owner of an official inspection station or certified inspection mechanic has conducted business in the best interests of the Commonwealth:**

**(1) The following factors related to the official inspection station or certified inspection mechanic:**

- (i) History of violations of the Vehicle Code and this Chapter.**
- (ii) Compliance with training and recordkeeping requirements.**
- (iii) Cooperation during audits.**

**(iv) Fraudulent or deceptive business practices.**

**(v) Criminal convictions related to vehicle titling, inspections and associated processes.**

**(2) The conduct's impact on public safety.**

**(m) Definitions.**—As used in this section, the following words and phrases shall have the meanings given to them in this subsection, unless the context clearly indicates otherwise:

**Careless recordkeeping**—A recordkeeping entry missing or omitting required documentation as required by this chapter or containing data entry errors proven to have no influence on the outcome of the inspection.

**Faulty inspection**—A safety inspection not performed as required by this chapter or that has a deviation which impacts the outcome of the inspection such that the inspection would have been different if the inspection had been performed properly.

**Fraudulent recordkeeping**—A recordkeeping entry not in accordance with fact, truth or required procedure and that falsifies or conceals one or more of the following:

**(1) A certificate of inspection was issued without compliance with the required inspection procedure.**

**(2) The number of inspections performed.**

**(3) The individual or station that performed the inspection.**

**Good faith**—Consistent with the principles of honesty, fair dealing and sincerity of intention.

**Improper inspection**—A safety inspection not performed as required by this chapter and that has a deviation which does not impact the outcome of the inspection.

**Improper recordkeeping**—A recordkeeping entry that is not in accordance with fact, truth or required procedure.

§ 175.52. Reapplication.

After a suspension has been served, inspection privileges will not be restored until an application for reappointment has been received by the Department. Upon receipt of an application for reappointment following suspension of 3 months or more, a complete and thorough investigation by the [inspection station supervisor] **quality assurance auditor** will be conducted to determine if applicant qualifies for reappointment under Subchapter B (relating to official inspection stations). Other applications for reappointment are subject to investigation at the discretion of the Department. The station shall submit an application for appointment 30 days prior to the restoration date to ensure timely restoration.

\* \* \* \*

## **Subchapter E. PASSENGER CARS AND LIGHT TRUCKS**

### **§ 175.64. Braking systems.**

\* \* \* \*

(b) *Service brakes.* A vehicle specified under this subchapter shall be equipped with a service brake system. See 75 Pa.C.S. § 4502 (relating to general requirements for braking systems).

\* \* \* \*

(4) Metal from a shoe **or pad** may not contact the brake drums or rotors.

(5) [Brake lines shall be approved for use as brake lines.] **The hydraulic hoses or tubing shall be a type approved by the vehicle manufacturer for use as brake lines.**

\* \* \* \*

### **§ 175.65. Tires and wheels.**

\* \* \* \*

(e) *Nonpneumatic tires.* A passenger car or light truck operated on highway may not be equipped with nonpneumatic **(solid)** tires [except] **unless one of the following criteria is met:**

**(1) The vehicle is** an antique vehicle with nonpneumatic tires if originally equipped by

the manufacturer.

**(2) The tire is an airless tire that is approved by the United States Department of Transportation for highway use.**

(f) *Ice grips or studs.* A tire may not be equipped with ice grips or tire studs or wear-resisting material which have projections exceeding 2/32 inch beyond the tread of the traction surface of the tire.

(g) *Tires and rims.* The axles of a vehicle specified under this subchapter shall be equipped with the number and type of tires and rims with a load rating equal to or higher than those offered by the manufacturer.

(h) *Spacers.* **[Spacers or similar devices thicker than 1/4 inch may not be installed to increase wheel track.] Spacers or similar devices over 1/4 inch in thickness may not be installed to increase wheel track unless originally equipped by the manufacturer.**

**§ 175.66. Lighting and electrical systems.**

\* \* \* \* \*

(h) *Ornamental lamps.* A lamp not enumerated in this section and not located as described in Tables III, IV and V of this chapter, is prohibited unless it is available as original equipment. An illuminated sign is prohibited except on taxicabs, ambulances and trucks. **Additionally, a transportation network company driver may display an illuminated sign provided by a transportation network company within the interior of the vehicle so long as the sign is approved by the Public Utility Commission or the Philadelphia Parking Authority, as applicable, in accordance with 75 Pa.C.S. § 4307(c.1.) (relating to use and display of illuminated signs).** Flashing or revolving lights are not ornamental lamps. Provisions relating to

flashing or revolving lights are in Chapters 15 and 173 (relating to authorized vehicles and special operating privileges; and flashing or revolving lights on emergency and authorized vehicles).

\* \* \* \*

(l) *Auxiliary driving lamps and fog lamps.* Auxiliary driving lamps and fog lamps may be installed on a passenger vehicle or light truck if the lamps comply with all of the following:

(1) Auxiliary driving lamps may not be substituted for headlamps. Auxiliary driving lamps may only be used with high headlamp beams.

**(1.1) Auxiliary driving lamps and front fog lamps must be white or selective yellow within the limits specified in Society of Automotive Engineers lighting standards (specifically, SAE Standards J581, published on February 24, 2011 and J583, published on May 13, 2020).**

(2) Fog lamps may not be substituted for headlamps.

**(2.1) Fog lamps may not operate with the high beams of the headlamps unless the vehicle was originally equipped with independent headlamp and fog lamp switches.**

(3) Auxiliary driving lamps and fog lamps shall be mounted on the front, spaced at least 20 inches apart from center to center and at height not more than 42 inches above level surface upon which the vehicle stands nor lower than the lowest chassis part. **[Rear] Red rear** fog lamps, if originally installed or offered as optional equipment, are acceptable.

(4) Auxiliary driving lamps and fog lamps shall be aimed when the vehicle and lamp assembly are in the straight-ahead position with the beam not above horizontal centerline of lamp at 25 feet.

(5) A vehicle specified under this subchapter may have only one pair of approved auxiliary driving lamps and **front** fog lamps.

(6) Auxiliary driving lamps and fog lamps may not be placed in front of a required lamp.

(7) Auxiliary driving lamps may not be used on snowplows as a substitute for headlamps obscured by blade. A substitute for headlamps used on the vehicle shall be complete, approved headlamps having both high and low beams.

(8) Snowplow lamps shall be installed as follows:

\* \* \* \* \*

(9) In accordance with 75 Pa.C.S. § 4303(f) (relating to general lighting requirements), roof or roll bar mounted off-road lights may be installed if they are not used on a highway or trafficway and are covered with an opaque covering at all times while operating on the highway or trafficway. Vehicles equipped with roof or roll bar mounted off-road lights shall have a switch that indicates to the driver, through the use of a pilot light, that the lights are on when so switched.

(10) White or clear cargo lamps are permitted if available as original equipment or installed in a manner which expressly illuminates the cargo area of a multipurpose passenger vehicle, truck or bus.

(11) Guidance laser systems used during highway maintenance operations, such as line painting and snow plowing, are authorized if they comply with 21 CFR 1040.10 (relating to laser products) for Class IIIa laser products and Occupational Health and Safety Administration Standard 1926.54 and are installed and operated in accordance with manufacturer's requirements. Guidance laser systems may not emit red or blue light visible to other motorists.

\* \* \* \* \*

#### **§ 175.67. Glazing.**

\* \* \* \* \*

(d) *Obstructions.* A vehicle specified under this subchapter shall have glazing free from obstructions as described in § 175.80 (relating to inspection procedure).

(1) With the exception of materials in paragraph (4), signs, posters or other materials whose design prevents a driver from seeing through the material may not be placed on the windshield, a side wing, a side window or rear window so as to obstruct, obscure or impair the driver's clear view of the highway or an intersecting highway. Under FMVSS No. 205, these restrictions do not apply to the rear side windows, rear wings or rear window of trucks or multipurpose passenger vehicles.

(2) With the exception of materials in paragraph (4), signs, posters or other materials whose design prevents a driver from seeing through the material may not be placed on a rear side window, rear wing or rear window of a passenger car which either covers more than 20% of the exposed portion of the windows or wings, or extends more than 3 1/2 inches above the lowest exposed portion of the windows or wings.

**(2.1) An object or material may not be hung, placed or attached in a position that obstructs, obscures or impairs the driver's vision through the windshield wiper path, excluding a certificate of inspection and a sticker identification sign on a mass transit vehicle or other officially required sticker.**

(3) This subsection also applies to glass etchings, except those used for vehicle identification.

(4) A sun screening device or other material which does not permit a person to see or view the inside of the vehicle is prohibited, unless otherwise permitted by FMVSS No. 205, or a certificate of exemption has been issued in compliance with § 175.265 (relating to exemption provisions). See Table X for specific requirements for vehicles subject to this subchapter.

Passenger car requirements relating to the rear window are delineated by vehicle model year in Table X.

(5) Vehicles specified under this subchapter may not have an obstruction forward of the windshield which extends more than 2 inches upward into the horizontally projected vision area of the windshield with the exception of windshield wiper components.

**§ 175.68. Mirrors.**

\* \* \* \* \*

(c) *Obstructions.* On a vehicle specified under this subchapter, a rearview mirror shall be free from obstructions as described in § 175.80.

\* \* \* \* \*

(2) **[Rear window louvers are permitted only if the vehicle has at least two outside rearview mirrors, one on the driver's side and one on the passenger's side, each with minimum reflective surfaces of 19.5 square inches.]** An object or material may not be hung, placed or attached to obstruct, obscure or impair the driver's vision through the rear window, with the exception of a temporary registration permit, unless the vehicle is equipped with at least two outside rearview mirrors, one on the driver's side and one on the passenger's side, each with a minimum reflective surface of 19.5 square inches.

\* \* \* \* \*

(4) **[No object or material may be hung from the rearview mirror and no object or material may be hung, placed or attached in a position so as to materially obstruct, obscure or impair the driver's vision through the windshield or constitute a safety hazard.]** An object or material may not be hung from the rearview mirror to extend below the rearview mirror.

\* \* \* \* \*

(d) *Motor homes.* A motor home shall be free from obstructions as described in this subchapter.

(1) A vehicle manufactured as or permanently converted into a motor home with a GVW of 11,000 pounds or less may have windows—approved glass only—transparent screens and roll-up shades or curtains installed if the shades and curtains are securely fastened in the completely opened position to avoid covering a portion of window while the vehicle is being operated on the highway. Venetian blinds may not cover a window while the vehicle is **[operated on the highway] in operation.**

\* \* \* \* \*

### § 175.71. Windshield wipers.

\* \* \* \* \*

(b) *Cleaning.* A vehicle specified under this subchapter shall be equipped with a wiper system capable of cleaning rain, snow and other moisture from windshield and constructed [so as] to be operated by a switch conveniently located for use by the driver while in normal operating position.

\* \* \* \* \*

(2) [A vehicle specified under this subchapter originally equipped with two wiper blades and two wiper arms—driver and passenger side—shall have them in place and in good working order.] A vehicle specified under this subchapter may not have less than the quantity of windshield wiper arms and windshield wiper blades as originally equipped by the manufacturer.

### § 175.72. Fuel systems.

\* \* \* \* \*

(d) *Filler cap.* A fuel system shall be equipped with a filler cap or equivalent fuel filler neck-sealing device.

\* \* \* \* \*

### § 175.77. Body.

\* \* \* \* \*

(d) *Protruding objects.* There may be no torn metal, glass [or], other loose or dislocated parts or materials protruding from the body of the vehicle.

(e) *Fender flares.* A vehicle may be equipped with fender flares [not to exceed 3 inches] as described in § 175.80(a)(6)(v) (relating to inspection procedure).

\* \* \* \* \*

**§ 175.78. Chassis.**

\* \* \* \* \*

(b) *Vehicle frame.* A vehicle frame or unibody shall be in solid condition.

(c) *Motor mounts.* **[Motor mounts may not be broken, cracked or missing.] Motor mounts must be in safe operating condition as described in § 175.80(c)(2) (relating to inspection procedure).**

\* \* \* \* \*

(e) *Bumpers.* A vehicle specified under this subchapter shall be equipped with bumpers of a type used as original equipment, or suitable replacement which is equal to or greater in strength than that provided by the vehicle manufacturer, securely attached to the chassis or frame. See 75 Pa.C.S. § 4536 (relating to bumpers).

\* \* \* \* \*

(3) A bumper or bumper cover may not extend beyond the body line or be longer than the original equipment, whichever is greater.

\* \* \* \* \*

**(7) A bumper cover must be securely fastened, and may not be broken, torn or protruding to create a hazard.**

(f) *Seats.* A vehicle specified under this subchapter shall be equipped with a seat for an operator which is firmly anchored to the frame or a support.

(1) **[Metal springs may not protrude from the driver's seat.] Metal, springs or other materials may not protrude from any seat cushion or seat back that constitutes a hazard to the vehicle occupant.**

\* \* \* \* \*

(g) [Safety belts] **Safety seat belt system**. A vehicle specified under this subchapter shall be equipped with safety **seat** belts of a type used as original equipment securely attached to the frame or structure. If attached to sheet metal, they shall have backing plates. **Safety seat belts must be in safe operating condition as described in § 175.80(b)(6).**

**[(1) Safety belt webbing may not be frayed.]**

**[(2) Belt buckles shall operate properly.]**

(h) *Body mounts*. **Body mounts may not be broken, cracked, deteriorated or missing.] Body mounts must be in safe operating condition as described in § 175.80(e)(5).**

#### **§ 175.80. Inspection procedure.**

(a) *External inspection*. An external inspection shall be performed as follows:

(1) Verify ownership, legality and proof of financial responsibility. For the purpose of this subchapter, ownership and legality shall be proven by a **valid** vehicle registration **[card]**, **valid temporary registration, valid temporary registration renewal from the Department's online vehicle registration service issued for the vehicle being inspected,** certificate of title or manufacturer's statement of origin. **[When a vehicle being held for resale is presented for inspection by a dealer licensed to sell vehicles in this Commonwealth,] When a dealer licensed to sell vehicles in this Commonwealth presents a vehicle held for resale for inspection,** a VIN-specific auction slip or VIN-specific secure

power of attorney evidencing the dealership's acquisition of the vehicle, or both, may be presented instead of a valid vehicle registration [card], valid temporary registration, valid temporary registration renewal from the Department's online vehicle registration service, certificate of title or manufacturer's statement of origin. Reject if one or more of the following apply:

\* \* \* \*

(i) When vehicle ownership and legality are demonstrated by presentation of a valid vehicle registration, valid temporary registration, valid temporary registration renewal from the Department's online vehicle registration service, certificate of title, manufacturer's statement of origin, VIN-specific auction slip or VIN-specific secure power of attorney:

(A) The VIN on the vehicle is not in agreement with the certificate of title, manufacturer's statement of origin, VIN-specific auction slip or VIN-specific secure power of attorney. Exception: If only one digit is incorrect or two digits are transposed, and the owner provides evidence that the appropriate Department form has been completed to correct the error or transposition.

(B) The license plate is hanging loosely from its mounting bracket.

(C) The license plate is [obscured so that the numbers cannot be identified.]:

I) Covered or obscured so that the numbers or letters cannot be identified.

**(II) Covered by a tinted plate cover.**

(D) The license plate lamp, if originally so equipped, does not illuminate the license plate.

**(E) The vehicle has a registration plate flipping device.**

**(F) The VIN plate is not securely fastened or is defaced, misplaced, or missing.**

**(G) For registered vehicles, the license plate is not in agreement with the valid vehicle registration, valid temporary registration or valid temporary registration renewal from the Department's online vehicle registration service.**

**Exception: If only one digit is incorrect or two digits are transposed, and the owner provides evidence that the appropriate Department form has been completed to correct an error or transposition.**

(iii) Acceptable proof of financial responsibility is not provided. For the purpose of this chapter, financial responsibility shall be proven by one of the following documents:

(A) A valid **paper or electronic** financial responsibility identification card issued in accordance with 31 Pa. Code (relating to insurance).

\* \* \* \*

(2) Check glazing.

(i) Reject if any of the following apply:

\* \* \* \*

(G) [There are defects in an acute area of the windshield—center of the critical area on the driver's side of the vehicle directly in the driver's normal line of vision, 8 1/2 inches wide and 5 1/2 inches high—or discolorations or hazardous cracks to the front, right, left or rear of the driver which would interfere with the driver's vision.] There are cracks, defects or discolorations in the windshield wiper path of the windshield, or discolorations or hazardous cracks to the front, right, left or rear of the driver that are more than 3/4 inch in length or diameter or that interfere with the driver's vision.

\* \* \* \* \*

(3) Check the windshield wiper system and reject if any of the following apply:

\* \* \* \* \*

(ii) The wiper blades are smaller than originally equipped, torn, or smear or streak the windshield after five cycles.

(iii) [There is only one wiper where two are required.] The quantity of wiper blades and wiper arms is less than the quantity originally equipped by the vehicle manufacturer.

\* \* \* \* \*

(4) Check the door operation, including the tailgate, and reject if one or more of the following apply:

\* \* \* \* \*

(ii) The doors [, including the tailgate,] do not open and close securely from mechanisms inside and outside the vehicle, unless the vehicle has been manufactured or modified to the extent that there is no roof or side or if child safety locks are engaged. Note: The rear side doors on emergency vehicles as defined in 75 Pa.C.S. § 102 (relating to definitions) are exempt from this requirement.

**(iii) The tailgate, if present, does not securely close.**

(5) Check outside mirrors and reject if one or more of the following apply:

\* \* \* \* \*

(iii) A vehicle does not have **all outside** rearview mirrors as originally equipped by the manufacturer.

\* \* \* \* \*

(6) Check fenders, hood and trunk lid and reject if one or more of the following apply:

\* \* \* \* \*

(v) **[The fender flares exceed 3 inches in width.] Fender flares used to cover tire tread cause the vehicle to exceed the maximum vehicle width of 102 inches.**

(7) Check the flooring and floor beds, **including the cargo area**, and reject if one or more of the following apply:

\* \* \* \* \*

(ii) The floor pan is **[rusted through so as to cause hazard to occupants or] corroded or configured** to permit exhaust gases to enter **any** passenger compartment.

(8) Check the bumpers, **visually accessible portion**, and reject if one or more of the following apply:

(i) The bumper **and bumper covers**, if required as original equipment, **[is] are** not on the vehicle.

(ii) The bumpers **and bumper covers** are not firmly attached to the frame or chassis.

(iii) Some part of the **[main] originally positioned** horizontal bumper bar on passenger vehicles does not fall within 16—20 inches above ground level. **Additional bumper material added to the originally positioned horizontal bumper bar is not to be used when taking this measurement.**

(iv) Some part of the **[main] originally positioned** horizontal bumper bar on multipurpose passenger vehicles and light trucks does not fall within 16—30 inches above ground level. **Additional bumper material added to the originally positioned horizontal bumper bar is not to be used when taking this measurement.**

(v) A broken or torn portion **[is protruding so as to create hazard] protrudes, creating a hazard.**

(vi) The bumpers **or bumper covers** extend beyond **[body line] the body line** or are longer than originally equipped, whichever is greater.

(vii) **A bumper cover is not securely fastened, protrudes or contains exposed sharp edges and is attached in a temporary manner.**

(9) Check the lamps and lenses and reject if one or more of the following apply:

(i) An exterior bulb or sealed beam, if originally equipped or installed, fails to light properly **or fails to direct light properly**, except ornamental lights.

(ii) The turn signal lamps **and hazard warning lamps** do not flash between 60—120

flashes per minute.

\* \* \* \*

(iv) The back-up lamps do not turn off automatically when the vehicle goes forward, there is no indicator on the dash that lights or there is no audible warning signal.

(v) [The lamp shows a color contrary to the lighting chart.] A lamp is located or shows color contrary to the lighting chart in Tables II—IV.

\* \* \* \*

(vii) [The lamp has a missing or broken lens.] A lamp or lens is loose, missing or broken.

(viii) [A required lamp is missing.] A required lamp or housing contains water, debris, excessive condensation or is repaired in a temporary manner.

(ix) [The auxiliary equipment is placed on, in or in front of a lamp.] Auxiliary equipment or a device is placed on, in or in front of a lamp to obscure, change the color or obstruct the beam.

(x) The fog lamps operate with the high beams of the headlamps [or are substituted for the low beams] unless the vehicle was originally equipped with independent headlamp and fog lamp switches.

(x.1) The fog lamps are substituted for the low beam headlamps.

(xi) The auxiliary driving lamps operate with the low beam of standard headlamp system or alone.

(xii) The headlamps are out of adjustment as follows:

(A) Mechanical aimers:

(I) The horizontal aim is more than 4 inches to the left or right.

(II) The vertical aim is higher or lower than 4 inches from center.

(B) Screen or photo electric type tester. See Charts 1—3 (relating to headlight aiming screen distance and marking identification; high beam inspection limits; and low beam inspection limits).

(I) Turn the lamps on high beam and reject if the center of the beam is horizontally more than 4 inches to the right or left of “straight ahead” or if center of light beam is vertically more than 4 inches above or below horizontal line.

(II) Turn the lamps on low beam and reject if the upper edge of the beam is more than 4 inches above or below horizontal center line of headlamp or if inner edge of beam is more than 4 inches to the right or left of the vertical line.

**(xiii) The automatic headlamp aiming system malfunction indicator light displays**

**“check headlights” or similar warning indicator, and one or more headlamps**  
**cannot be aimed as required.**

(10) Check for protruding **[metal]** **material** and reject if torn metal, glass, or other loose or dislocated parts **or** **material** protrude from a surface of the vehicle **[so as to create]** **creating** a hazard.

**(10.1) Check the exterior body components and reject if one or more of the following apply:**

**(i) Torn metal, broken glass, other loose or damaged material, or dislocated parts are present on the exterior of the vehicle creating a hazard such as sharp edges, or are in a deteriorated or dangerous condition, or a temporary repair that does not provide adequate structural support. Surface corrosion is not cause for rejection.**

**(ii) Holes are present that allow exhaust gases to enter the passenger compartment.**

(11) Check the fuel tank cap and reject if the fuel tank filler cap, **if originally equipped, or equivalent fuel filler neck-sealing device** is missing.

(12) Check the shock absorbers **or struts** and reject if **[the vehicle continues free rocking motion greater than three cycles after release, indicating loss of the shock absorber function.] one or more of the following apply:**

**(i) The vehicle continues free rocking motion greater than three cycles after release, indicating loss of the shock absorber or strut function.**

**(ii) There are loose or missing bushings that affect the proper function of the shock absorbers or struts.**

(b) *Internal inspection.* An internal inspection shall be performed as follows:

(1) Check steering column and reject if one or more of the following apply:

(i) [Freeplay] **Measured freeplay** exceeds the following allowances:

<i>Wheel diameter</i>	<i>Freeplay</i>
16 inches or less	2 inches
18 inches	2 1/4 inches
20 inches	2 1/2 inches
22 inches	2 3/4 inches

(ii) [The gear box is loose on the frame.] **The tilt or telescopic steering wheel does not hold adjustment.**

(iii) [The energy-absorbing column is defective.] **The steering column is loose or displays movement.**

(iv) The steering wheel, except if specially designed for handicapped drivers, is not circular or equivalent in strength to original equipment or has [an] **a measured** outside diameter less than 13 inches.

\* \* \* \* \*

(vi) The flexible steering coupler[—rag joint—is badly misaligned—], **rag joint or universal/flex joint is misaligned**, twisted or out of alignment between attaching collars, **to the extent it affects safe steering or operation of the vehicle.**

\* \* \* \* \*

(4) Check the brake pedal and reject if one or more of the following apply:

\* \* \* \* \*

(iii) There is excessive friction in pedal linkage or components, pedal levers are misaligned or improperly positioned, or the pedal pad is missing or damaged to the extent that the underlying pedal is exposed.

\* \* \* \*

(5) Check the parking brake operation and reject if one or more of the following apply:

- (i) [the] The pedal or lever reaches its limit of travel before parking brakes are set.
- (ii) The pedal is damaged to the extent that the underlying pedal is exposed.

(6) Check the seat and safety seat belts, if originally equipped, and reject if one or more of the following apply:

(i) [The driver's seat or back rest is not firmly attached.] All seats, including the backrest, are not firmly attached.

(ii) [The metal spring protrudes from driver's seat.] Any metal or spring protrudes from any seat cushion or seat back.

(iii) The driver's seat-adjusting mechanism slips out of set position.

(iv) There is no safety seat belt for each seating location, if the vehicle was originally so equipped, or if seats have been added.

(v) [The safety] A safety seat belt webbing is frayed.

(vi) The safety seat belt buckles do not operate properly.

(vii) [The belt anchorages are broken.] The safety seat belt anchors are broken, missing, not securely fastened or are severely deteriorated.

(viii) A passive safety seat belt restraint system is inoperative in that it is not able to be locked in position at the “B” pillar.

\* \* \* \* \*

(c) *Under the hood inspection.* An under the hood inspection shall be performed as follows:

(1) Check the hood and reject if any of the following apply:

\* \* \* \* \*

(iv) Oil or any combustible fluid leaks on vehicle components in sufficient quantity to constitute a fire hazard.

(2) Check the motor mounts, either here or during the beneath vehicle inspection, and reject if the motor mounts are broken, cracked [or missing], missing or are not functioning as designed.

(3) Check the fuel systems and controls and reject if any of the following apply:

(i) There is [liquid] fuel leakage at any point in system.

\* \* \* \* \*

(viii) Any fuel line, including tubing or hose is chafed, restricted or repaired in a temporary manner.

(ix) Visually accessible metal tubing is flaking, pitting or bulging.

(4) Check the exhaust system and reject if there is an exhaust leak in any under-the-hood components.

(5) Check the brake system and reject if any of the following apply:

\* \* \* \* \*

(ii) The power brake lines or hydraulic hoses or lines leak or are disconnected, flattened [or restricted], restricted, crimped or corroded to the point of flaking, bulging or pitting, or are made or constructed of a material not approved by the vehicle manufacturer for use as brake lines.

(iii) The hydraulic booster for the power brake system is leaking or inoperative or has excessively worn belts that would prevent proper operation of the pump.

(iv) Components, couplers, or fittings are not of a type approved by the vehicle manufacturer for use on hydraulic brake lines.

(v) Power assist unit for the power brake system is inoperative, leaking or worn preventing proper operation of the system.

(6) Check the battery if visually accessible and reject if the battery is not securely fastened with a device specifically designed for that function.

(7) Reject if oil or any combustible fluid leaks on vehicle components in sufficient quantity to constitute a hazard.

\* \* \* \* \*

(e) *Beneath the vehicle inspection.* A beneath the vehicle inspection shall be performed as

follows:

(1) Inspect **all external surfaces of** the tires and wheels and reject if one or more of the following apply:

(i) A tire has two **[adjacent treads with] or more grooves that measure** less than 2/32-inch tread remaining at any point **other than a wear bar**—less than 4/32-inch tread on the front tires of the vehicles having a gross weight in excess of 10,000 pounds.

(ii) **[A tire is worn so that the tread wear indicators contact the road in any two adjacent grooves.] Any overall outside tire's diameter is smaller than the vehicle manufacturer's recommended minimum size or below the vehicle manufacturer's recommended load rating.**

**(ii.1) A tire is repaired on a sidewall.**

(iii) A part of ply or cord is exposed.

(iv) A tire has been repaired with a blow-out patch or boot.

(v) There is a bump, bulge or separation **anywhere on the external surface of a tire.**

(vi) A tire is marked “not for highway use,” “for racing purposes only” or “unsafe for highway use,” or has a similar designation.

(vii) There are other conditions or markings such as cracking or dry rotting reasonably believed to render the tire unsafe for highway use.

(viii) A tire has been regrooved or recut below the original tread design depth except special **[taxicab tires which] tires that** are identified as having extra undertread rubber.

(ix) A tire's tread extends beyond the outer edge of the wheel housing, inclusive of fender flares.

(x) The tires used on the same axle are not the same size or type of construction—bias, belted, radial or snow.

(xi) The wheel nuts or bolts are missing, loose or have improper thread engagement.

(xii) The stud or bolt holes are worn out of round.

(xiii) Part of the wheel is bent, cracked, welded or **[damaged so as to affect] otherwise damaged, affecting the** safe operation of **the** vehicle.

(xiv) The rear wheel does not track **the** front wheel in straight ahead position as originally designed.

(xv) The wheel base on one side differs from the wheel base on the other side by more than 1 inch, unless the vehicle's design specifications indicate different left and right wheel base dimensions.

(xvi) Studded tires are in use after April 15 and before November 1.

(xvii) Retreads are on the front axle of a taxi.

(xviii) The diameter of duals is not within 3/8-inch of each other.

(xix) An axle has missing tires or rims.

(xx) A tire makes contact with the body or chassis.

(xxi)] Spacers or adapters over 1/4 inch in thickness are used to increase wheel track,  
unless originally equipped by the manufacturer.

**(xxii) [A tire is smaller than the manufacturer's recommended minimum size or  
below the manufacturer's recommended load rating.]**(Reserved.)

(2) Inspect the steering system and reject if one or more of the following apply:

(i) Steering gear [box is loose on frame] is loose on its mounting, or is binding or  
leaking preventing proper operation of the system.

(ii) Measured movement at the front or rear of a tire is greater than [1/4-inch. Eliminate]  
manufacturer's specifications using the manufacturer's recommended procedure.  
In the absence of a manufacturer's specification, measured movement at the front  
or rear of a tire is greater than 1/4 inch. If there is no manufacturer's recommended  
procedure, eliminate all wheel bearing movement by applying the service brake; then,

with the vehicle raised and wheels in the straight ahead position, grasp the front and rear of the tire and attempt to move the assembly right and left without moving the steering gear. Measure the movement.

\* \* \* \*

**(vi) The steering damper has severe leakage, not slight dampness.**

**(vii) Any constant velocity joint is loose, noisy or demonstrates a drivability problem during the road test.**

**(viii) The steering assembly and steering mechanism is not in safe operating condition according to manufacturer's recommended procedures.**

(3) Inspect the suspension system and reject if one or more of the following apply:

(i) The measured ball joint movement is in excess of the manufacturer's specifications using the manufacturer's recommended procedures.

(ii) The shock absorbers or struts are missing.

(iii) The shock absorbers or strut bearing plate, mounting bolts or mounts are broken.

(iv) The shock absorbers or struts have severe leakage—not slight dampness.

(v) The sway or stabilizer bar [is] and mounting components are loose, missing or broken.

(vi) [The coil spring or leaf spring is broken, if originally equipped.] A broken coil spring or main leaf spring that affects safe operation.

(vii) The spring attaching part is loose, badly worn, broken or missing.

\* \* \* \*

(xi) [Blocks used on rear axle exceed 5 inches over original equipment.] A block used on a rear axle exceeds 5 inches over original equipment or multiple blocks are used.

(4) Inspect the floor and reject if any of the following apply:

(i) The floor bed, rocker panels or inner panels have openings which would allow exhaust gases to enter either the occupant compartment or trunk.

(ii) The floor bed is not sufficient to hold the weight of does not provide adequate structural support for the driver, passengers and cargo.

(5) Inspect the vehicle frame and reject if one or more of the following apply:

(i) The vehicle frame or unibody is not in solid condition.

(ii) [The repairs] Repairs are made with tape, tar paper or cloth, or are made in another temporary manner that does not provide adequate structural support.

(iii) [The frame components are missing, cracked, rotted or broken or are in deteriorated or dangerous condition.] The frame or unibody components (such as

cross members, body/cab mount supports, truck frame cross supports, A-frame, radiator supports, engine/transaxle supports or other components providing structural support) are missing, cracked, corroded (except surface corrosion), or broken or are in a deteriorated or dangerous condition.

\* \* \* \* \*

(vi) The difference [in the body floor and] from the body floor to the top of the frame rail exceeds 4 inches.

(6) Inspect exhaust system and reject if one or more of the following apply:

\* \* \* \* \*

(iii) There are holes, cracks or leaking seams in the exhaust system, including the exhaust manifold.

(iv) There is a cutout or similar device on the muffler or catalytic converter [cutout or similar device].

\* \* \* \* \*

(vii) [The exposed exhaust system does not have adequate heat shield or protective system.] Any exposed portion of the exhaust system, including those through truck beds, does not have an adequate heat shield or protective system to prevent contact with people or cargo.

(viii) The exhaust does not discharge completely to the outside edge of the vehicle body behind the passenger compartment or to the rear of the vehicle, including a truck bed, or as originally designed.

(ix) The catalytic converter has had an external repair, been removed, or has been

**disconnected.**

(7) Inspect the [braking] **service brake** system. Remove [at least one front and one opposite rear wheel and] **all wheels and** reject if one or more of the following apply:

(i) The hydraulic hoses or tubing **are not approved for use as brake lines;** leaks; is flattened, restricted, insecurely fastened or improperly retained; or has exposed cords.

(ii) The wheel cylinder [leaks] **has visible external leakage without the removal of the dust cover,** has missing parts, is improperly retained or is not functioning.

(iii) The caliper leaks, has missing parts, is improperly retained or [is] **caliper components are** not functioning **properly.**

(iv) The lining is broken; not firmly attached to **the** shoe **or the pad backing;** or contaminated with oil, grease or another substance that would affect proper brake operation.

\* \* \* \* \*

(vi) The **measured** inside diameter of the drum is greater than **the** maximum diameter stamped on **the** drum or greater than [.090] **0.090** inch over original drum diameter for unmarked drums.

(vii) The **measured** disc thickness is less than **the** minimum stamped on **the** assembly or less than **the** manufacturer's specifications.

(viii) The **measured** bonded linings are less than 2/32 inch at the thinnest point.

(ix) The measured riveted linings are less than 1/32 inch above the rivet head at the thinnest point.

(x) The drums or rotors [are scored deeper than .015 inch] have scoring or pitting measuring deeper than 0.015 inch.

(xi) Repairs are made with components that are not of a type approved for use on hydraulic brake lines by the vehicle manufacturer.

(xii) Brake pads or shoes do not make full contact with the rotor or drum, as originally designed.

(xiii) The brake line or brake hose is crimped, is corroded (except surface corrosion) to the point of flaking, bulging or pitting.

(xiv) The braking performance is affected by a backing plate that is broken, corroded or missing, if originally equipped. Surface corrosion is not cause for rejection.

(8) Inspect the fuel system and reject if any of the following apply:

\* \* \* \* \*

(iv) Fuel tank mounting components are corroded (except surface corrosion) to the point of flaking or pitting.

(v) Metal tubing is flaking or bulging.

**(vi) Any fuel tank or fuel line is not specifically designed or manufactured as a fuel tank or fuel line.**

**(f) *Road test.* [Perform road test and reject if one or more of the following apply:] A road test of not less than 1 mile shall be performed as the final step in the inspection procedure and prior to the issuance of the certificate of inspection. Reject if one or more of the following apply:**

\* \* \* \* \*

**(2) The automatic transmission will does not hold in the park position.**

\* \* \* \* \*

**(8) The starter inhibitor system does not function as originally equipped.**

**(9) The windshield defroster does not provide adequate heat to defrost the windshield.**

## **Subchapter F. MEDIUM AND HEAVY TRUCKS AND BUSES**

\* \* \* \* \*

### **§ 175.96. Lighting and electrical systems.**

**(h) *Ornamental lamps.*** A lamp not enumerated in this section, and not located as described in Tables III—V of this chapter, is prohibited unless it is available as original equipment. An illuminated sign is prohibited except on taxicabs, ambulances and trucks. Additionally, a transportation network company driver may display an illuminated sign provided by a transportation network company within the interior of the vehicle so long as the sign is approved by the Public Utility Commission or the Philadelphia Parking Authority, as applicable, in accordance with 75 Pa.C.S. § 4307(c.1). Flashing or revolving lights are not ornamental lamps. Provisions relating to flashing or revolving lights are in Chapters 15 and 173

(relating to authorized vehicles and special operating privileges; and flashing or revolving lights on emergency and authorized vehicles).

\* \* \* \* \*

## **Subchapter M. ALTERNATE FUEL SYSTEMS AND CONTROLS**

### **§ 175.241. Compressed and liquefied gas fuel systems.**

\* \* \* \* \*

(e) *Installation.* The installation of liquefied petroleum gas, compressed natural gas or liquefied natural gas fuel systems on motor vehicles shall be in accordance with the following requirements:

\* \* \* \* \*

(2) Fuel supply containers. A fuel supply container shall meet appropriate requirements of the ASME Code, the DOT regulations and this chapter and shall be marked in accordance with subsections (b)–(d). A fuel supply container shall comply with the following requirements:

\* \* \* \* \*

(vii) No container shall be repaired until the contemplated repair has been authorized by a certified pressure vessel inspector. A DOT container shall be repaired under DOT regulations and control. The replacement of valves, fittings and accessories intended for the same purpose is not considered a repair.



**COMMONWEALTH OF PENNSYLVANIA**  
GOVERNOR'S OFFICE OF GENERAL COUNSEL

April 30, 2025

David Sumner, Executive Director  
Independent Regulatory Review Commission  
333 Market Street, 14<sup>th</sup> Floor  
Harrisburg, Pennsylvania 17101

Re: Proposed Rulemaking  
# 18-484 — 67 Pa. Code, Chapter 175  
Vehicle Equipment and Inspection

Dear Mr. Sumner:

Enclosed please find a copy of the proposed regulatory package of the Department of Transportation for the amendment of 67 Pa. Code Ch. 175, Vehicle Equipment and Inspection.

The Department will be happy to provide whatever information the Independent Regulatory Review Commission may require during the course of its review of the rulemaking.

Very truly yours,

*Victoria P. Edwards*  
Victoria P. Edwards  
Regulatory Counsel

RECEIVED

**From:** [Josiah Shelly](#)  
**To:** [Edwards, Victoria](#)  
**Subject:** RE: [EXTERNAL]: Proposed Rulemaking # 18-484 - 67 Pa Code, Chapter 175  
**Date:** Wednesday, April 30, 2025 9:00:12 AM  
**Attachments:** [image001.png](#)

Independent Regulatory  
Review Commission

April 30, 2025

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Received.

Josiah Shelly  
Executive Director (R)  
House Transportation Committee  
Pennsylvania House of Representatives  
129 Ryan Office Building  
717-787-8592

---

**From:** Edwards, Victoria <[victoredwa@pa.gov](mailto:victoredwa@pa.gov)>  
**Sent:** Wednesday, April 30, 2025 8:10 AM  
**To:** Kerry Benninghoff <[Kbenning@pahousegop.com](mailto:Kbenning@pahousegop.com)>; Josiah Shelly <[Jshelly@pahousegop.com](mailto:Jshelly@pahousegop.com)>  
**Cc:** Wagner, Teresa <[tereswagne@pa.gov](mailto:tereswagne@pa.gov)>; Spotts, Jeffrey M <[jespotts@pa.gov](mailto:jespotts@pa.gov)>; Sullivan, Daniel <[danisullivan@pa.gov](mailto:danisullivan@pa.gov)>; Domoto, Aaron <[aardomoto@pa.gov](mailto:aardomoto@pa.gov)>; Kayer, Kristin <[kkayer@pa.gov](mailto:kkayer@pa.gov)>; Fertenbaugh, Seth <[sfertenbau@pa.gov](mailto:sfertenbau@pa.gov)>  
**Subject:** [EXTERNAL]: Proposed Rulemaking # 18-484 - 67 Pa Code, Chapter 175  
**Importance:** High

Good morning,

Please see the attached rulemaking documents for proposed rulemaking – 67 Pa. Code Chapter 175 Vehicle Equipment and Inspection (Agency #18-484). All rulemaking documents, including cover letter, are included in the attached file. Please confirm your receipt of this email by responding with an email confirmation.

Thank you,

Victoria



**Victoria P. Edwards** | Assistant Chief Counsel

Governor's Office of General Counsel  
Department of Transportation | Office of Chief Counsel  
400 North Street | P.O. Box 8212 | Harrisburg, PA 17105-8212

RECEIVED

Phone: 717.787.5299

[victoredwa@pa.gov](mailto:victoredwa@pa.gov) | [www.penndot.pa.gov](http://www.penndot.pa.gov)

Independent Regulatory  
Review Commission

PRIVILEGED AND CONFIDENTIAL COMMUNICATION

April 30, 2025

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**From:** [Gensimore, Justin](#)  
**To:** [Edwards, Victoria](#); [Flynn, Senator Marty](#)  
**Cc:** [Wagner, Teresa](#); [Spotts, Jeffrey M](#); [Sullivan, Daniel](#); [Domoto, Aaron](#); [Kayer, Kristin](#); [Fertenbaugh, Seth](#)  
**Subject:** Re: Proposed Rulemaking # 18-484 - 67 Pa Code, Chapter 175  
**Date:** Wednesday, April 30, 2025 9:20:16 AM  
**Attachments:** [image001.png](#)

RECEIVED

Independent Regulatory  
Review Commission

April 30, 2025

Good morning,

On behalf of Chairman Flynn, our office is in receipt of the attached.

We will reply accordingly, should we have any questions or concerns.

Warm regards,

**Justin M. Gensimore**  
Executive Director | Senate Transportation Committee  
Policy Director | Office of Senator Marty Flynn  
Room 184 Main Capitol | Harrisburg | PA | 17120  
(O) 717.787.6481 | (E) [Justin.Gensimore@PASenate.com](mailto:Justin.Gensimore@PASenate.com)

---

**From:** Edwards, Victoria <[victoredwa@pa.gov](mailto:victoredwa@pa.gov)>  
**Sent:** Wednesday, April 30, 2025 8:10:07 AM  
**To:** Flynn, Senator Marty <[marty.flynn@pasenate.com](mailto:marty.flynn@pasenate.com)>; Gensimore, Justin <[Justin.Gensimore@pasenate.com](mailto:Justin.Gensimore@pasenate.com)>  
**Cc:** Wagner, Teresa <[tereswagne@pa.gov](mailto:tereswagne@pa.gov)>; Spotts, Jeffrey M <[jespotts@pa.gov](mailto:jespotts@pa.gov)>; Sullivan, Daniel <[danisulliv@pa.gov](mailto:danisulliv@pa.gov)>; Domoto, Aaron <[aardomoto@pa.gov](mailto:aardomoto@pa.gov)>; Kayer, Kristin <[kkayer@pa.gov](mailto:kkayer@pa.gov)>; Fertenbaugh, Seth <[sfertenbau@pa.gov](mailto:sfertenbau@pa.gov)>  
**Subject:** Proposed Rulemaking # 18-484 - 67 Pa Code, Chapter 175

■ EXTERNAL EMAIL ■

Good morning,

Please see the attached rulemaking documents for proposed rulemaking – 67 Pa. Code Chapter 175 Vehicle Equipment and Inspection (Agency #18-484). All rulemaking documents, including cover letter, are included in the attached file. Please confirm your receipt of this email by responding with an email confirmation.

Thank you,

Victoria



Victoria P. Edwards | Assistant Chief Counsel

Governor's Office of General Counsel  
Department of Transportation | Office of Chief Counsel  
400 North Street | P.O. Box 8212 | Harrisburg, PA 17105-8212  
Phone: 717.787.5299  
victoredwa@pa.gov | [www.penndot.pa.gov](http://www.penndot.pa.gov)

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Independent Regulatory  
Review Commission

April 30, 2025

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**From:** [Bulletin](#)  
**To:** [Edwards, Victoria](#)  
**Cc:** [Spotts, Jeffrey M](#); [Domoto, Aaron](#); [Kayer, Kristin](#); [Fertenbaugh, Seth](#); [Alyssa M. Burns](#)  
**Subject:** [External] RE: Proposed Rulemaking # 18-484 - 67 Pa Code, Chapter 175  
**Date:** Wednesday, April 30, 2025 8:38:31 AM  
**Attachments:** [image001.png](#)

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Review Commission  
April 30, 2025

**ATTENTION:** This email message is from an external sender. Do not open links or attachments from unknown senders. To report suspicious email, use the [Report Phishing](#) button in Outlook.

Good morning, Victoria,

Thank you for the official submission of this proposed rulemaking. As previously discussed, it will be published in the May 17, 2025, issue of the *Pennsylvania Bulletin*.

Have a great day!

**Alyssa Burns | Legal Assistant**

[aburns@palrb.us](mailto:aburns@palrb.us) | 717.783.1531

Legislative Reference Bureau  
*Pennsylvania Code & Bulletin Office*  
647 Main Capitol Building  
Harrisburg, PA 17120

---

**From:** Edwards, Victoria <[victoredwa@pa.gov](mailto:victoredwa@pa.gov)>  
**Sent:** Wednesday, April 30, 2025 8:10 AM  
**To:** Bulletin <[bulletin@palrb.us](mailto:bulletin@palrb.us)>  
**Cc:** Spotts, Jeffrey M <[jespotts@pa.gov](mailto:jespotts@pa.gov)>; Domoto, Aaron <[aardomoto@pa.gov](mailto:aardomoto@pa.gov)>; Kayer, Kristin <[kkayer@pa.gov](mailto:kkayer@pa.gov)>; Fertenbaugh, Seth <[sfertenbau@pa.gov](mailto:sfertenbau@pa.gov)>  
**Subject:** Proposed Rulemaking # 18-484 - 67 Pa Code, Chapter 175

Good morning,

As previously discussed, attached please find PennDOT's proposed rulemaking #18-484 – 67 Pa. Code, Chapter 175. It is our understanding that this package will be published in the *Pennsylvania Bulletin* on or after May 17th. Please send me an email confirming your receipt of this email and the attachments. Please also confirm the publication date. Please note that the attached Word documents are identical to the Word documents previously emailed to the Bulletin on 4/11/2025.

Thank you,

Victoria

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**Victoria P. Edwards** | Assistant Chief Counsel

Governor's Office of General Counsel

Department of Transportation | Office of Chief Counsel

400 North Street | P.O. Box 8212 | Harrisburg, PA 17105-8212

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April 30, 2025

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**From:** [Wagonseller, Kyle](#)  
**To:** [Edwards, Victoria](#); [Neilson, Ed](#)  
**Cc:** [Wagner, Teresa](#); [Spotts, Jeffrey M](#); [Sullivan, Daniel](#); [Domoto, Aaron](#); [Kayer, Kristin](#); [Fertenbaugh, Seth](#)  
**Subject:** RE: Proposed Rulemaking # 18-484 - 67 Pa Code, Chapter 175  
**Date:** Wednesday, April 30, 2025 9:23:44 AM  
**Attachments:** [image002.png](#)  
[image003.png](#)

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April 30, 2025



**Kyle Wagonseller | Executive Director**  
House Transportation Committee  
Majority Chairman Ed Neilson (D)  
127 Irvis Office Building, Harrisburg, PA 17120  
Office: 717-772-1786 | Cell: 717-982-1114  
E-mail: [kwagonse@pahouse.net](mailto:kwagonse@pahouse.net)

---

**From:** Edwards, Victoria <[victoredwa@pa.gov](mailto:victoredwa@pa.gov)>  
**Sent:** Wednesday, April 30, 2025 8:10 AM  
**To:** Neilson, Ed <[ENeilson@pahouse.net](mailto:ENeilson@pahouse.net)>; Wagonseller, Kyle <[KWagonse@pahouse.net](mailto:KWagonse@pahouse.net)>  
**Cc:** Wagner, Teresa <[tereswagne@pa.gov](mailto:tereswagne@pa.gov)>; Spotts, Jeffrey M <[jespotts@pa.gov](mailto:jespotts@pa.gov)>; Sullivan, Daniel <[danisulliv@pa.gov](mailto:danisulliv@pa.gov)>; Domoto, Aaron <[aardomoto@pa.gov](mailto:aardomoto@pa.gov)>; Kayer, Kristin <[kkayer@pa.gov](mailto:kkayer@pa.gov)>; Fertenbaugh, Seth <[sfertenbau@pa.gov](mailto:sfertenbau@pa.gov)>  
**Subject:** Proposed Rulemaking # 18-484 - 67 Pa Code, Chapter 175  
**Importance:** High

Good morning,

Please see the attached rulemaking documents for proposed rulemaking – 67 Pa. Code Chapter 175 Vehicle Equipment and Inspection (Agency #18-484). All rulemaking documents, including cover letter, are included in the attached file. Please confirm your receipt of this email by responding with an email confirmation.

Thank you,

Victoria

**Victoria P. Edwards | Assistant Chief Counsel**  
Governor's Office of General Counsel  
Department of Transportation | Office of Chief Counsel  
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**From:** [Ritchie, Nolan](#)  
**To:** [Edwards, Victoria](#)  
**Cc:** [Wagner, Teresa](#); [Spotts, Jeffrey M](#); [Sullivan, Daniel](#); [Domoto, Aaron](#); [Kayer, Kristin](#); [Fertenbaugh, Seth](#); [Ward, Senator Judy](#)  
**Subject:** Proposed Rulemaking # 18-484 - 67 Pa Code, Chapter 175  
**Date:** Wednesday, April 30, 2025 9:12:22 AM  
**Attachments:** [image001.png](#)

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This email is to confirm receipt of the proposed rulemaking.

April 30, 2025

Also, if the General Assembly has clarifying questions (not public comment) on this proposed rulemaking, (1) who do we contact? and (2) will the clarifying questions be published?

Let me know if you have any questions.

**Nolan R. Ritchie, M.P.A.**

Executive Director, Senate Transportation Committee  
Office of Senator Judy Ward (R-30)  
362 Main Capitol Building, Harrisburg, PA 17112  
T: 717-787-5490 | Direct: 7-0336 | E: [nritchie@pasen.gov](mailto:nritchie@pasen.gov)

---

**From:** Edwards, Victoria <[victoredwa@pa.gov](mailto:victoredwa@pa.gov)>  
**Sent:** Wednesday, April 30, 2025 8:11 AM  
**To:** Ward, Senator Judy <[jward@pasen.gov](mailto:jward@pasen.gov)>; Ritchie, Nolan <[nritchie@pasen.gov](mailto:nritchie@pasen.gov)>  
**Cc:** Wagner, Teresa <[tereswagne@pa.gov](mailto:tereswagne@pa.gov)>; Spotts, Jeffrey M <[jespotts@pa.gov](mailto:jespotts@pa.gov)>; Sullivan, Daniel <[danisulliv@pa.gov](mailto:danisulliv@pa.gov)>; Domoto, Aaron <[aardomoto@pa.gov](mailto:aardomoto@pa.gov)>; Kayer, Kristin <[kkayer@pa.gov](mailto:kkayer@pa.gov)>; Fertenbaugh, Seth <[sfertenbau@pa.gov](mailto:sfertenbau@pa.gov)>  
**Subject:** Proposed Rulemaking # 18-484 - 67 Pa Code, Chapter 175  
**Importance:** High

◎ CAUTION : External Email ◎

Good morning,

Please see the attached rulemaking documents for proposed rulemaking – 67 Pa. Code Chapter 175 Vehicle Equipment and Inspection (Agency #18-484). All rulemaking documents, including cover letter, are included in the attached file. Please confirm your receipt of this email by responding with an email confirmation.

Thank you,

Victoria



Victoria P. Edwards | Assistant Chief Counsel

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