



Rules of
Department of Public Safety
Division 50—Missouri State Highway Patrol
Chapter 2—Motor Vehicle Inspection

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**Title 11—DEPARTMENT OF
PUBLIC SAFETY**

**Division 50—Missouri State
Highway Patrol**

Chapter 2—Motor Vehicle Inspection

11 CSR 50-2.010 Definitions

PURPOSE: This rule defines the meaning of words and terms used throughout the inspection rules.

(1) The following words and terms as used in these rules shall have the following meaning:

(A) Approval certificate is the white copy of the written document which is given to the vehicle owner and which shows that the vehicle meets the inspection requirements;

(B) Autocycle is a three-wheeled motor vehicle in which the drivers and passengers ride in a partially or completely enclosed non-straddle seating area, that is designed to be controlled with a steering wheel and foot pedals, and that has met applicable Department of Transportation National Highway Safety Administration requirements or federal motorcycle safety standards.

(C) Commercial motor vehicle is a motor vehicle designed or regularly used for carrying freight and merchandise or more than eight (8) passengers;

(D) Decal is a gummed decalcomania that is attached to a motorcycle on an exterior location other than the windshield when the vehicle meets the inspection requirements;

(E) Inspector/mechanic is any automotive mechanic issued a permit by the superintendent of the Missouri State Highway Patrol to conduct inspections;

(F) Motorcycle is a motor vehicle operated on two (2) wheels;

(G) Motor tricycle is a motor vehicle operated on three (3) wheels, including a motorcycle while operated with any conveyance, temporary or otherwise, requiring the use of a third wheel. A motor tricycle shall not be included in the definition of all-terrain vehicle;

(H) Motor vehicle is any self-propelled vehicle not operated exclusively upon tracks, except farm tractors;

(I) Lights, lamps, and signaling devices consisting of multiple light emitting diodes shall be deemed to function properly if no less than seventy-five percent (75%) of the light emitting diodes of such light, lamp, or signaling device is operational;

(J) Rejection notice is a document which is given to the vehicle owner indicating the vehicle does not meet the inspection requirements;

(K) Revocation is the rescinding of an inspection permit for a period of one (1) year;

(L) School bus is any motor vehicle used solely to transport students to and from school or to transport students to or from any place for educational purposes.

1. A Type "A" school bus is a van conversion or bus constructed utilizing a cutaway front-section vehicle with a left side driver's door. The entrance door is behind the front wheels. This definition includes two (2) classifications: Type A1, with a Gross Vehicle Weight Rating (GVWR) less than or equal to ten thousand pounds (10,000 lbs.); and Type A2, with a GVWR of greater than ten thousand pounds (10,000 lbs.).

2. A Type "B" school bus is constructed utilizing a stripped chassis. The entrance door is behind the front wheels. This definition includes two (2) classifications: Type B1, with a GVWR less than or equal to ten thousand pounds (10,000 lbs.); and Type B2, with a GVWR greater than ten thousand pounds (10,000 lbs.).

3. A Type "C" school bus is constructed utilizing a chassis with a hood and fender assembly. The entrance door is behind the front wheels.

4. A Type "D" school bus is constructed utilizing a stripped chassis. The entrance door is ahead of the front wheels;

(M) Sticker is a gummed label or decalcomania that is attached to the windshield of a motor vehicle when the vehicle meets the inspection requirements;

(N) Suspension is the temporary removal of an inspection permit for a period of thirty (30) days to three hundred, sixty-four (364) days.

(O) Trailer is any vehicle without motor power designed for carrying property or passengers on its own structure and for being drawn by self-propelled vehicles, except those running exclusively on tracks, including a semitrailer or vehicle of the trailer type designed and used in conjunction with a self-propelled vehicle that a considerable part of its own weight rests upon and is carried by the towing vehicle;

(P) Truck-tractor is any self-propelled motor vehicle designed and used primarily for drawing other vehicles and not constructed to carry a load other than a part of the weight of the vehicle and load being drawn; and

(Q) Vehicle owner is any person, firm, corporation, or association who holds the legal title to a vehicle, or in the event a vehicle is the subject of an agreement for the conditional sale or lease thereof with the right of purchase upon performance of the conditions stated in the agreement and with an immediate right of possession vested in the conditional vendee or lessee, or in the event a mortgagor of a vehicle is entitled to possession, then such conditional vendee or lessee

or mortgagor shall be deemed the owner for the purpose of this chapter. The term "vehicle owner" also shall include any person renting or leasing a vehicle and having exclusive use of the vehicle for a period longer than thirty (30) days, the holder of a lessee title or the agent or personal representative of an owner as defined in this rule.

AUTHORITY: section 307.360, RSMo 2016. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 3, 1969, effective March 13, 1969. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Jan. 12, 1982, effective April 11, 1982. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Emergency rescission and rule filed March 12, 1997, effective April 15, 1997, expired Sept. 30, 1997. Rescinded and readopted: Filed March 12, 1997, effective Sept. 30, 1997. Amended: Filed Sept. 15, 2003, effective March 30, 2004. Amended: Filed Nov. 18, 2014, effective July 30, 2015. Emergency amendment filed Oct. 19, 2017, effective Oct. 29, 2017, expired April 26, 2018. Amended: Filed Oct. 19, 2017, effective May 30, 2018. Amended: Filed Jan. 11, 2019, effective July 30, 2019.*

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999.*

State v. Cushman, 451 SW2d 17 (1970). While an executive officer may not be delegated the power to make and promulgate rules of a strictly and exclusively legislative nature, the general assembly, having established a sufficiently definite policy, may authorize an administrative officer to make rules or orders relating to the administration or enforcement of the law. In other words, administrative power, as distinguished from legislative power, constitutionally may be delegated by the general assembly. . . section 304.720 (transferred in 1969 to 307.360) directs the superintendent of the state highway patrol to "establish standards and procedures to be followed in the making of inspections required by" the motor vehicle safety inspection laws.

11 CSR 50-2.020 Minimum Inspection Station Requirements

PURPOSE: This rule lists the minimum requirements for all official vehicle inspection stations. These requirements are necessary to insure that stations have the proper premises, equipment and personnel to perform inspections in a uniform manner and in accordance



with the inspection rules.

(1) Premises.

(A) Each inspection station must have an inspection area within an enclosed building of sufficient length, width and height to accommodate the type of vehicle being inspected. Class A and D stations are required to accommodate a commercial vehicle. Class B stations must accommodate a full-size domestic made passenger vehicle. Class C stations are required to have sufficient length and width to inspect full-size motorcycles.

1. In addition to an inside area, an outside inspection area may be approved for the inspection of commercial vehicles at Class B stations, if it is of sufficient length and width of the vehicle or combination of vehicles being inspected.

2. The area shall be substantially level and constructed of hard material, such as asphalt or concrete. It shall be a part of and adjacent to the official vehicle inspection station.

(B) The station must be in compliance with applicable city, county and state regulations relating to zoning, merchant licensing, fictitious name and retail sales tax number.

(C) The inside inspection area shall be sufficiently lighted, adequately heated and properly ventilated.

(D) The floor must be substantially level and constructed of a hard material. Dirt, gravel and bituminous surface or sagging wood floors will not be accepted. The floor must be kept clean, free from excessive dirt, grease and loose material.

(E) If the station has only one (1) inspection area, no major mechanical repair work shall be permitted in the inspection area during normal business hours.

(F) Public inspection stations shall be located on an all-weather road and be readily accessible to the motoring public without entering the station premises by the opening of gates or other similar barriers.

(G) Operational changes, except the addition or deletion of inspector/mechanics, unless the deletion of an inspector/mechanic results in no inspector/mechanic for the station, affecting the current station application must be submitted to the Missouri State Highway Patrol immediately.

(2) Equipment.

(A) All inspection stations, except Class C, must have the following equipment which must be arranged and located at or near the inside inspection area:

1. Brake performance. Some method of testing the service brake performance will be required. The use of a decelerometer, brake

testing machine, dynamometer or drive and stop test will be recognized;

2. Brake lining gauge. A gauge will be required to determine the remaining thickness in fractions of an inch of both bonded and riveted linings;

3. Brake pad gauge. Some type of gauging device to accurately measure the remaining thickness of the brake pad in fractions of an inch while the pad is within the caliper assembly;

4. Ball joint gauge. A ball joint gauge to accurately measure any looseness in the load-carrying ball joint. The gauge must be adapted to measure vertical (up and down) and horizontal (side-to-side) movement;

5. Lift or jack. A lift or jack, capable of hoisting a vehicle properly to check ball joints, suspension linkage and wheel play. If a lift is used, it must be the type which allows the front wheels to be suspended by lifting under the outer extremity of a motor vehicle's lower control arm, cross member or frame;

6. Scraper. A scraper to remove old stickers;

7. Measuring device. Yardstick or steel tape preferred;

8. Punch. An open face paper punch with a round die to validate inspection stickers and decals;

9. A tire tread depth gauge which is graduated into one-thirty-second inch (1/32") increments must be part of the equipment at inspection stations that inspect school buses;

10. A one-eighth inch (1/8") drawstring over thirty inches (30") in length with a one-half inch (1/2") hex nut attached to one (1) end to check handrails is required if the station will be inspecting school buses; and

11. A device which is capable of measuring or comparing the light transmission of all tinted windows.

(B) Class C inspection stations must have the following equipment:

1. Measuring device; and

2. Punch.

(3) Personnel.

(A) Minimum of one (1) inspector/mechanic, except for a short period of time due to illness or annual vacation.

(B) Each inspection station will designate, on the station application, a person in charge of inspections who is responsible for the daily operation of the station insuring that complete and proper inspections are being performed. The employee to be in charge of inspections will be present at the inspection station during the station's hours of inspection, except for short periods of time, such as illness or annual vacation.

*AUTHORITY: section 307.360, RSMo 2000.**

Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Dec. 1, 1975, effective Dec. 11, 1975. Amended: Filed Sept. 1, 1977, effective Dec. 11, 1977. Amended: Filed Aug. 16, 1979, effective Nov. 11, 1979. Amended: Filed July 14, 1982, effective Oct. 11, 1982. Amended: Filed Sept. 16, 1985, effective Jan. 1, 1986. Amended: Filed Aug. 30, 1989, effective Nov. 26, 1989. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Emergency rescission filed Jan. 28, 1997, effective Feb. 7, 1997, expired Aug. 1, 1997. Emergency rule filed Jan. 17, 1997, effective Feb. 3, 1997, expired Aug. 1, 1997. Rescinded and readopted: Filed Jan. 17, 1997, effective July 30, 1997. Emergency amendment filed Aug. 15, 2001, effective Aug. 28, 2001, expired Feb. 28, 2002. Amended: Filed Aug. 15, 2001, effective Feb. 28, 2002. Amended: Filed Sept. 15, 2003, effective March 30, 2004.

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999.*

11 CSR 50-2.030 Inspection Station Classification

PURPOSE: This rule provides different classifications of public inspection stations and lists the type vehicle each class of station is authorized and equipped to inspect.

(1) Public inspection stations shall be classified as follows:

(A) Class A stations—all vehicles;

(B) Class B stations—motor vehicles and autocycles;

(C) Class C stations—motorcycles only; and

(D) Class D stations—commercial vehicles.

AUTHORITY: section 307.360, RSMo 2016. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Sept. 1, 1977, effective Dec. 11, 1977. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Emergency rescission and rule filed March 12, 1997, effective April 15, 1997, expired Sept. 30, 1997. Rescinded and readopted: Filed March 12, 1997, effective Sept. 30, 1997. Amended: Filed Jan. 11, 2019, effective July 30, 2019.*

**Original authority: 307.360, RSMo 1967, amended 1971,*



1973, 1979, 1999.

11 CSR 50-2.040 Private Inspection Stations

PURPOSE: This rule lists the vehicles that private inspection stations may inspect and other responsibilities that apply only to private stations.

(1) A private official vehicle inspection station permit will be issued to any association, person, partnership, corporation, subsidiary corporation or governmental entity, provided its facilities, equipment and personnel meet the requirements prescribed for a public inspection station.

(A) A private inspection station shall inspect only vehicles registered or to be registered, titled or to be titled in the name of the person or organization described on the application for a permit or which are maintained under a written maintenance agreement of one (1)-year duration.

(B) Before any vehicles which are maintained under a written maintenance agreement can be inspected, a copy of the maintenance agreement must accompany the application for a private station permit or be on file at the Motor Vehicle Inspection Division, Jefferson City, Missouri.

(C) All inspection rules, standards and procedures shall apply to private inspection stations.

AUTHORITY: section 307.360, RSMo 1994.* Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974.

*Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979.

Op. Atty. Gen. No. 253, Hockaday (6-18-68). The superintendent of the Missouri State Highway Patrol may issue private official inspection station permits to automobile dealers, municipalities and other governmental entities having one or more vehicles, trailers, or both, with a gross weight in excess of six thousand pounds.

11 CSR 50-2.050 Inspection Station Permits

PURPOSE: This rule prescribes uniform procedures for the licensing of inspection stations. These procedures are necessary to

insure that fees are collected according to law for each applicant and that sufficient stations are licensed to perform inspections.

(1) Any person, firm, corporation, partnership or governmental entity requesting appointment as an official inspection station shall submit a completed inspection station application.

(2) The fee for a permit to operate a public or private inspection station is ten dollars (\$10) per year. No fee shall be charged for a permit issued to a governmental entity. A permit is valid for one (1) year from the date of issue. Each permit shall be renewed on or before the expiration date. A completed inspection station application shall be accompanied by a check or money order made payable to the director of revenue and forwarded to the Missouri State Highway Patrol, Motor Vehicle Inspection, PO Box 568, Jefferson City, MO 65102-0568. Under no circumstances will cash be accepted for the permit fee.

(3) No permit issued to an inspection station may be transferred or used at any other location. Any change in ownership or location shall cancel the station permit. The Missouri State Highway Patrol must be notified immediately when a change of ownership or location occurs or when a station discontinues operation.

(4) When an inspection station permit has been suspended or revoked, or when a station discontinues operation, all inspection supplies must be released on demand to a motor vehicle inspector or a member of the Missouri State Highway Patrol. The failure to account for all inspection supplies will be sufficient cause not to reinstate a station permit.

(5) No motor vehicle inspection station license will be issued to a spouse, child(ren), son/daughter-in-law, employee or any person having an interest in the business for the privilege to conduct inspections at the same location or in close proximity to the location of a station whose license is under suspension or revocation, unless the applicant can provide reasonable assurance that the licensee under suspension or revocation will not be employed, manage, assist in the station operation or otherwise benefit financially from the operation of the business in any way.

AUTHORITY: section 307.360, RSMo 2000.* Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971.

Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Dec. 1, 1975, effective Dec. 11, 1975. Amended: Filed Aug. 16, 1979, effective Nov. 11, 1979. Amended: Filed Nov. 13, 1992, effective May 6, 1993. Emergency rescission and rule filed March 12, 1997, effective April 15, 1997, expired Sept. 30, 1997. Rescinded and readopted: Filed March 12, 1997, effective Sept. 30, 1997. Amended: Filed Sept. 15, 2003, effective March 30, 2004.

*Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999.

Op. Atty. Gen. No. 127, Hockaday (5-25-72). Section 307.365(5), RSMo (Supp. 1971), dealing with the refunding of moneys for vehicle safety inspection stickers of those inspection stations which discontinue operation or are suspended or revoked, is applicable only to those inspection stations which discontinued operation or were suspended or revoked after the effective date of section 307.365(5), RSMo (Supp. 1971), September 28, 1971.

11 CSR 50-2.060 Display of Permits, Signs and Poster

PURPOSE: This rule requires inspection station operators and inspector/mechanics to display inspection permits, the official sign and poster. This is necessary to identify the station as an official vehicle inspection station and to identify inspector/mechanics.

(1) The station permit must be framed under clean glass and displayed in a conspicuous location discernible to those presenting vehicles for inspection.

(2) The inspector/mechanic permit must be framed under clean glass and displayed in a conspicuous location discernible to those presenting vehicles for inspection.

(3) The sign designating the station as a public inspection station shall be displayed in a location visible to the traveling public. This is not required for private stations.

(4) The poster, MVI-6, must be framed under clean glass and displayed in a conspicuous location discernible to those presenting vehicles for inspection. This is not required for private stations.

AUTHORITY: section 307.360, RSMo (1994).* Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971.



19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed April 3, 1995, effective Sept. 30, 1995. Emergency rescission and rule March 12, 1997, effective April 15, 1997, expired Sept. 30, 1997. Rescinded and readopted: Filed March 12, 1997, effective Sept. 30, 1997.

*Original authority 1967, amended 1971, 1973, 1979.

11 CSR 50-2.070 Hours of Operation

PURPOSE: This rule lists the minimum hours of operation for inspection stations and the obligation of the station operator to inspect vehicles. This rule is necessary to insure that stations will be open and available for inspection purposes.

(1) The normal business hours of every public inspection station shall be at least eight (8) continuous hours per day, five (5) days per week.

(2) Inspection station operators, inspector/mechanics, or both, are obligated to conduct inspections and reinspections of vehicles during normal business hours. A vehicle shall be inspected within a two (2)-hour period after being presented unless other vehicles are being inspected. A reinspection must begin within one (1) hour when a vehicle is presented during the twenty (20) consecutive-day period excluding Saturdays, Sundays and state holidays allowed by law for reinspections.

AUTHORITY: section 307.360, RSMo (1994).* Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Sept. 1, 1977, effective Dec. 11, 1977. Amended: Filed Aug. 15, 1983, effective Nov. 11, 1983.

*Original authority 1967, amended 1971, 1973, 1979.

11 CSR 50-2.080 Licensing of Inspector/Mechanics

PURPOSE: This rule lists minimum requirements and licensing procedures for inspector/mechanics. These requirements and procedures are necessary to insure that inspections are performed by persons with sufficient training, experience and knowledge to perform the inspections uniformly and in accordance with the inspection rules.

(1) Every person requesting appointment as

an inspector/mechanic shall submit a completed inspector/mechanic application.

(2) An inspector/mechanic must have at least one (1) year's practical experience as an automotive mechanic or must have completed a course of vocational instruction in automotive mechanics from a generally recognized educational institution, either public or private. All inspector/mechanics must be at least seventeen (17) years of age and able to read the written instructions.

(3) An inspector/mechanic must be thoroughly familiar with the contents of the inspection manual and must have passed a written test indicating knowledge of its contents. An inspector/mechanic will also be required to demonstrate practical knowledge by inspecting a vehicle. A minimum grade of eighty (80) is required to pass each written examination, practical examination or reexamination.

(4) An inspector/mechanic permit will be issued without charge. Permits are valid for a period of three (3) years from the date of issuance or until suspended or revoked by the superintendent of the Missouri State Highway Patrol. An inspector/mechanic whose permit has been suspended or revoked shall be required to pass a reexamination before the permit will be reinstated.

(5) An inspector/mechanic may be reexamined at any time, and if s/he fails the reexamination or refuses to be reexamined, the permit issued to him/her shall be suspended. If an inspector/mechanic fails a reexamination, s/he cannot again be tested until a period of thirty (30) days has elapsed.

(6) A permit may be renewed before the expiration date or sixty (60) days after expiration without a reexamination. An inspector/mechanic does not have authority to conduct any inspections during the sixty (60)-day grace period unless the permit has been properly renewed.

(7) Two (2) types of inspector/mechanic permits are available—a permit that restricts the inspector/mechanic to motorcycle and motor tricycle inspections only and a permit that authorizes an inspector/mechanic to safety inspect motor vehicles.

AUTHORITY: section 307.360, RSMo 1994.* Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Aug. 13, 1970, effective Aug. 23, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed Aug. 17, 1972, effective Aug. 27, 1972. Amended: Filed May

21, 1974, effective May 31, 1974. Amended: Filed Dec. 1, 1975, effective Dec. 11, 1975. Amended: Filed Sept. 1, 1977, effective Dec. 11, 1977. Amended: Filed Jan. 16, 1978, effective April 13, 1978. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Emergency rescission and rule filed March 12, 1997, effective April 15, 1997, expired Sept. 30, 1997. Rescinded and readopted: Filed March 12, 1997, effective Sept. 30, 1997. Amended: Filed Feb. 1, 2000, effective July 30, 2000.

*Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999.

11 CSR 50-2.090 Inspection Station Operational Requirements

PURPOSE: This rule lists the responsibilities of inspection station operators and inspector/mechanics. These procedures are necessary for compliance with the inspection law and to insure proper inspection of vehicles.

(1) The inspection fee, including the issuance of the certificate of inspection, sticker or decal, may be charged for each inspection as established by state statute. Every inspection must be a complete inspection before a vehicle may be approved or rejected. Once an inspection has begun it shall not be terminated until a complete and proper inspection has been made. Every item of vehicular equipment that is required to be inspected shall be inspected according to prescribed procedures before an approval certificate, rejection notice or inspection sticker or decal is issued. A proper and complete inspection consists of a physical inspection of the vehicle and the immediate completion and issuance of all inspection certificates at the time the vehicle is inspected.

(2) All inspections must be conducted at the inspection station in the approved inside inspection area. Large commercial vehicles unable to fit within the approved inside inspection area may be inspected in an outside inspection area, during good weather only, if the station has an approved outside inspection area. Reinspection of a vehicle's lights, windshield wipers, seat belts, horn, glazing and mirrors may be conducted outside the inspection station on the driveway. Under no circumstances may an inspection be performed at any other location.

(3) The inspection of a vehicle shall be made only by an individual who has a valid inspector/mechanic permit, except a person without



a valid permit may assist by operating the lights and signaling devices.

(4) No person without a valid inspector/mechanic permit shall issue an approval certificate, a rejection notice, an inspection sticker or decal.

(5) No owner, operator or employee of an inspection station shall furnish, loan, give or sell an approval certificate, inspection sticker or decal to any person except those entitled to receive it.

(6) All current manuals, bulletins or other rules issued by the superintendent of the Missouri State Highway Patrol must be read and initialed by the station owner or operator and each inspector/mechanic, and must be available at all times for ready reference.

(7) When an inspector/mechanic or a person authorized to purchase inspection stickers or decals resigns or is dismissed, the station owner or operator must report these changes when contacted by a motor vehicle inspector or a member of the Missouri State Highway Patrol.

(8) If the highway patrol is asked to settle a difference of opinion between the vehicle owner and an inspection station owner or an inspector/mechanic concerning the inspection standards and procedures, the decisions of the highway patrol concerning inspection standards and procedures will be final.

(9) Up-to-date inspection records shall be available during normal business hours for examination by any motor vehicle inspector or member of the Missouri State Highway Patrol.

(10) Inspection stickers, decals, and MVI-2s (see 11 CSR 50-2.120) will be kept under lock to prevent them from being lost, damaged or stolen. If stickers, decals, or MVI-2s are lost, damaged or stolen, they shall be reported immediately to the Missouri State Highway Patrol.

(11) Inspection station operators are permitted to advertise as official inspection stations.

AUTHORITY: section 307.360, RSMo 1994.* Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Feb. 26, 1975, effective March 8, 1975. Amended: Filed Sept. 1, 1977, effective Dec. 11, 1977. Amended: Filed May 9, 1978, effective Aug.

11, 1978. Amended: Filed Sept. 12, 1984, effective Jan. 1, 1985. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Emergency amendment filed Aug. 3, 1992, effective Aug. 28, 1992, expired Dec. 25, 1992. Emergency amendment filed Nov. 2, 1992, effective Dec. 26, 1992, expired April 24, 1993. Amended: Filed Aug. 3, 1992, effective Feb. 26, 1993. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Emergency rescission and rule filed March 12, 1997, effective April 15, 1997, expired Sept. 30, 1997. Rescinded and readopted: Filed March 12, 1997, effective Sept. 30, 1997. Amended: Filed Feb. 1, 2000, effective July 30, 2000.

*Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999.

11 CSR 50-2.100 Requisition of Inspection Stickers, Authorities, and Decals

PURPOSE: This rule establishes uniform procedures for inspection stations to follow in the requisition of inspection stickers, safety inspection authorities, emission inspection authorities, and decals to simplify the ordering process and collection of funds. In addition, the rule establishes requirements of station operators to order and keep a sufficient number of inspection stickers, safety inspection authorities, emission inspection authorities, or decals on hand to meet their needs.

(1) Inspection stickers will be used on the windshield of passenger and commercial motor vehicles. Inspection stickers will be sold only in complete books of twenty (20) stickers at a cost of thirty dollars (\$30) per book. These stickers are valid for any one (1) of the calendar years shown on the sticker.

(A) In lieu of inspection stickers, safety inspection authorities, for use with Gateway Vehicle Inspection Program (GVIP) analyzers, will be sold at a cost of one dollar and fifty cents (\$1.50) each.

(B) Emission inspection authorities, for use with Gateway Vehicle Inspection Program (GVIP) analyzers, will be sold at a cost of two dollars and fifty cents (\$2.50) each.

(2) Inspection decals will be used for motorcycle and autocycle inspections. Inspection decals will be sold only in complete books of twenty (20) decals at a cost of thirty dollars (\$30) per book. These decals are valid for any one (1) of the calendar years shown on the decal.

(3) All stations will keep a sufficient number of inspection stickers and/or decals on hand to meet their needs. Stations will be limited to one (1) requisition per month, allowing for

sufficient time delay to prevent stations from depleting their stock of required supplies.

(A) Public safety inspection stations shall purchase a minimum of five (5) books of inspection stickers and/or decals per combined order. Stations performing one hundred (100) or fewer inspections in the previous calendar year shall be exempt from this required minimum order.

(B) Public safety and emission inspection stations with Gateway Vehicle Inspection Program (GVIP) analyzers shall purchase a combined minimum of not less than one hundred (100) safety inspection authorities or emission inspection authorities.

(4) The Requisition For MVI Supplies (SHP-455) will be used when ordering both stickers or decals. The Requisition for Gateway Vehicle Inspection Program (GVIP) Supplies (SHP-453) will be used by safety and emission stations with GVIP analyzers when ordering safety inspection authorities, emission inspection authorities, or decals. Requisitions must be accompanied by a check or money order made payable to the director of revenue, in the correct amount for the order. The requisition and payment must be mailed to the Missouri State Highway Patrol, Motor Vehicle Inspection Division, PO Box 568, Jefferson City, MO 65102. If a personal check is returned for any reason because of nonpayment, personal checks will no longer be accepted from that station. Stations that submit a check which is returned for nonpayment are subject to administrative action, including suspension and revocation, and criminal prosecution. Cash will not be accepted under any circumstances. Orders for stickers and decals will be shipped to the station's address as listed on the station application or most recent amendment. No fee is charged for inspection stickers, authorities, or decals issued to governmental entities.

(5) Motor vehicle safety inspection stickers, motorcycle/autocycle inspection decals, safety inspection authorities, or emissions inspection authorities may be ordered online by utilizing the Missouri State Highway Patrol website. Only public and private stations may submit online orders. All online orders require payment by electronic check or credit card.

(6) Inspection stations may exchange unused expired inspection stickers and decals for the same number of current issue. A request to exchange stickers must be accompanied by a Return Of Expired Stickers/Decals Form (SHP-466) properly completed with the numbers of the stickers/decals being returned recorded in the appropriate locations. The stickers or decals must be submitted for exchange no later than April 30 of



the calendar year following their expiration. Stickers may be traded for decals and vice versa. A station may be sent portions rather than full books. Exchange stickers and decals will be shipped separately from other orders.

AUTHORITY: section 307.360, RSMo 2016. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed Oct. 28, 1969, effective Nov. 7, 1969. Amended: Filed Dec. 5, 1969, effective Dec. 15, 1969. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Jan. 27, 1971, effective Feb. 6, 1971. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Feb. 26, 1975, effective March 8, 1975. Amended: Filed March 3, 1980, effective June 12, 1980. Emergency amendment filed Aug. 3, 1992, effective Aug. 28, 1992, expired Dec. 25, 1992. Emergency amendment filed Nov. 2, 1992, effective Dec. 26, 1992, expired April 24, 1993. Amended: Filed Aug. 3, 1992, effective Feb. 26, 1993. Emergency rescission and rule filed May 15, 1997, effective June 16, 1997, expired Nov. 30, 1997. Rescinded and readopted: Filed May 15, 1997, effective Nov. 30, 1997. Amended: Filed Feb. 1, 2000, effective July 30, 2000. Amended: Filed Nov. 18, 2014, effective July 30, 2015. Amended: Filed Jan. 11, 2019, effective July 30, 2019.*

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999.*

11 CSR 50-2.110 Issuance of Inspection Stickers and Decals

PURPOSE: This rule establishes uniform procedures for inspection station operators and inspector/mechanics to follow when issuing inspection stickers and decals. These procedures are necessary to insure proper accountability and a record of each sticker and decal issued.

(1) An inspection sticker or decal shall be issued immediately following an inspection or reinspection if the vehicle meets the inspection requirements. The sticker or decal shall immediately be properly affixed to the vehicle by the inspector/mechanic who performed the inspection or reinspection.

(2) When an inspection sticker is issued, the inspector/mechanic shall validate the sticker by punching the month and the year that the inspection was performed and by legibly writing the information asked for on the reverse side of the inspection sticker. Previous inspection stickers affixed to the windshield shall be removed. The inspector/mechanic shall affix the current

inspection sticker on the inside of the vehicle's windshield in the lower left-hand corner. On motor vehicles not equipped with a windshield, the inspector/mechanic shall issue a properly validated inspection decal and affix it to the vehicle's dash or steering column.

(3) Location for placement of decals.

(A) When an inspection decal is issued for a motorcycle, it shall be affixed in an upright position on the left side of the steering fork sleeve at a visible location near the slider tube. When such location is not available, the decal shall be affixed in an upright position to the frame in a visible location on the front left side of the motorcycle.

(B) When an inspection decal is issued for an autocycle, it shall be affixed in an upright position to the left front corner of a glass windshield. If any autocycle is not equipped with a glass windshield, the decal will be affixed in an upright position at a visible location on the left front frame or on the driver's side rollbar.

(4) Stations which do not punch the correct month and year issue inspection sticker or decal shall be required to remove the sticker or decal from the vehicle and affix a properly validated inspection sticker or decal to the owner's vehicle without charge.

(5) Stations will issue inspection stickers or decals from only one (1) book at a time, starting with their lowest numbered book.

(6) All covers from used books of both stickers and decals will be retained by the inspection station.

(7) Inspection stickers or decals issued to an inspection station can be used only by that station.

AUTHORITY: section 307.360, RSMo 2016. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Feb. 26, 1975, effective March 8, 1975. Amended: Filed Sept. 1, 1977, effective Dec. 11, 1977. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed Oct. 3, 1994, effective April 30, 1995. Emergency rescission and rule filed May 15, 1997, effective June 16, 1997, expired Nov. 30, 1997. Rescinded and readopted: Filed May 15, 1997, effective Nov. 30, 1997. Amended: Filed Jan. 11, 2019, effective July 30, 2019.*

**Original authority: 307.360, RSMo 1967, amended 1971,*

1973, 1979, 1999.

11 CSR 50-2.120 MVI-2 Form

PURPOSE: This rule provides uniform procedures for the proper use of the MVI-2 form. These procedures are necessary to insure that correct and complete information is recorded on the form. The completed form is needed to evaluate inspections conducted at each station and provides a record of inspections performed. The form is also used as a receipt for vehicle owners.

(1) The MVI-2 form will be used as an approval certificate, rejection notice and station record. It shall be completed and signed by the inspector/mechanic who inspected the vehicle. This form will be issued to an inspection station by number without charge and can be used only by the station to which issued. A station owner shall be accountable for each set. This form shall be used in every instance when a vehicle is presented for inspection, and no part of the form shall be filled out until the vehicle has been presented for inspection. All applicable blanks or spaces on the form shall be completely and accurately filled out in a legible manner. The inspector/mechanic shall obtain the identification number from the vehicle and accurately record the number on the MVI-2 form in the space allotted. If a vehicle does not have an identification number, the inspector/mechanic shall write the word "None" on the form in the space provided. A station will issue approval certificates or rejection notices from one (1) book of MVI-2s at a time, twenty (20) sets to a book, using their lowest numbered book.

(2) Approval of Vehicle.

(A) If each item of equipment required to be inspected meets the inspection requirements, an inspection sticker or decal will be issued and the inspector/mechanic shall record the number on the MVI-2 form in the space provided.

(B) The first sheet of the MVI-2 form (white copy) shall be given to the vehicle owner or operator as an approval certificate. An approval certificate will not be issued, under any circumstances, without the issuance of an inspection sticker or decal.

(C) No inspection sticker number or decal number shall be recorded on the MVI-2 form until the time a complete and proper inspection has been made and the vehicle described meets the minimum inspection standards established by rule; nor shall any signature of an inspector/mechanic be recorded until the vehicle has been completely and properly inspected.



(3) Rejection of Vehicle.

(A) If an item of equipment or any of its components does not meet the minimum inspection standards, the vehicle shall be rejected and the item or component shall be written under "Defective Part" in the space provided. In addition, the proper code for the defective item shall be determined from the code chart printed on the inside cover of the MVI-2 form and the code letter shall be recorded in the space provided. If an item is rejected for which a specific tolerance or measurement is listed, the measurement shall be recorded on the MVI-2 form.

(B) If a load-carrying ball joint is rejected because of movement in excess of prescribed tolerances, the measured movement shall be recorded. It should also be shown whether the measurement of the rejected ball joint is vertical or horizontal movement.

(C) The vehicle owner must be informed that s/he may repair the defective parts him/herself or have them repaired at any place of his/her choice and s/he shall have the right to remove the vehicle to a place for needed repairs. The inspector/mechanic shall sign the MVI-2 form in the space provided.

(D) Before any repairs are made by the inspection station, the vehicle owner shall be provided with a written estimate of the total cost of the repairs and the vehicle owner must authorize the station to make the repairs by signing the repair authorization in the space provided on the MVI-2 form.

(E) If the vehicle is removed from the inspection station for needed repairs, the second sheet of the MVI-2 form (yellow copy) shall be given to the vehicle owner as a rejection notice. The first sheet (white copy) and the third sheet (pink copy) will be filed with the station's yellow copies which are filed by consecutive control number.

(F) When a vehicle is returned for reinspection after repairs are made, the owner should present his/her rejection notice (yellow copy). The white and pink copies of the MVI-2 form having control numbers that correspond with the owner's rejection notice will be obtained from the station's files. A reinspection will consist of only those items of equipment or components that were originally rejected. If the vehicle is approved, an inspection sticker or decal will be issued. The inspector/mechanic who made the reinspection shall sign the approval certificate and record his/her inspector/mechanic number and the number of the inspection sticker or decal in the spaces provided. The approval certificate (white copy) then shall be given to the vehicle owner. The yellow copy will be filed by control number.

(G) If the rejected vehicle is returned for a reinspection within twenty (20) consecutive days, excluding Saturdays, Sundays and state

holidays, no additional inspection fee can be charged for one (1) reinspection.

(4) Inspection Station Record.

(A) The third sheet of the MVI-2 form (pink copy) will be filed by consecutive issue of sticker or decal number.

(B) Twenty (20) pink copies, which are filed by consecutive issue of sticker or decal number, shall be filed between the front and back cover of the used sticker or decal book which contained corresponding sticker or decal numbers. These pink copies and used covers will be kept by the inspection station for twenty-four (24) months from the date the inspection sticker or decal number was issued, at which time they may be destroyed.

(C) Inspection records (yellow and pink copies) shall be given to any member of the Missouri State Highway Patrol or motor vehicle inspector.

(D) All MVI-2 forms which are voided will be marked Void. All voided sets will be filed with the station's yellow copies that are filed by consecutive control number.

(5) If a vehicle owner loses an approval certificate, the vehicle owner may obtain, within sixty (60) calendar days, a replacement approval certificate at no charge from the inspection station which made the original inspection. Information for a replacement approval certificate will be obtained from the inspection station's records. The words "Replacement Certificate" will be written across the front. The first sheet (original) will be given to the vehicle owner. The second copy (yellow) will be filed by consecutive control number. The third copy (pink) will be filed by sticker or decal number.

AUTHORITY: section 307.360, RSMo 2000. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed Oct. 28, 1969, effective Nov. 7, 1969. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Aug. 13, 1970, effective Aug. 23, 1970. Amended: Filed Sept. 24, 1970, effective Oct. 4, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed Aug. 17, 1972, effective Aug. 27, 1972. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Dec. 1, 1975, effective Dec. 11, 1975. Amended: Filed Jan. 12, 1982, effective April 11, 1982. Amended: Filed Aug. 15, 1983, effective Nov. 11, 1983. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Emergency rescission and rule filed May 15, 1997, effective June 16, 1997, expired Nov. 30, 1997. Rescinded and readopted: Filed May 15, 1997, effective Nov. 30, 1997. Amended: Filed Aug. 15, 2001, effective Feb. 28, 2002.*

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999.*

11 CSR 50-2.130 Violation of Laws or Rules Penalty

PURPOSE: This rule advises inspection station operators and inspector/mechanics that compliance with the inspection law and the official inspection rules is required. A failure to comply subjects the inspection station operator or inspector/mechanic to a warning, suspension or revocation of inspection permits and arrest. A permit holder is entitled to a hearing before a suspension or revocation of any inspection permit.

(1) All inspection station operators and inspector/mechanics shall comply with the motor vehicle inspection law and the motor vehicle inspection rules. All inspections shall be conducted in accordance with the motor vehicle inspection rules. Failure to comply with the motor vehicle inspection law or the motor vehicle inspection rules will subject the inspection station operator and inspector/mechanic to a warning, suspension or revocation of inspection permits and arrest.

(2) Before any inspection station permit or inspector/mechanic permit is suspended or revoked by the superintendent of the Missouri State Highway Patrol, the holder will be given the opportunity to have an administrative hearing as provided by law.

AUTHORITY: section 307.360, RSMo 1994. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974.*

**Original authority 1967, amended 1971, 1973, 1979.*

11 CSR 50-2.140 Sale of Vehicles for Junk, Salvage or Rebuilding

PURPOSE: This rule prescribes the form which shall be used when a vehicle is sold for junk, salvage or for rebuilding and not inspected under the motor vehicle inspection regulations. This is a requirement of section 307.380, RSMo.

(1) When a vehicle is sold for junk, salvage or for rebuilding, the purchaser must give to the seller an affidavit signed before a notary public stating that the vehicle is being purchased for that purpose. A copy of the affidavit will be given to the buyer. The affidavit shall be written in the prescribed manner and shall contain the following information:



JUNK, SALVAGE OR REBUILDING AFFIDAVIT

SHP-498A 2/92

I understand that the _____
(Year) (Make) (Model) (Vehicle Identification No.) (Mileage)

which I am buying from _____
(Name of Seller)

has not been inspected and is in an unsafe mechanical condition. The vehicle is being purchased for junk, salvage or rebuilding. I understand that the vehicle cannot be operated in its present condition; therefore, I agree that the vehicle will either be towed or hauled from the place of purchase. I further understand that the vehicle cannot be registered and operated upon a public highway until I have the vehicle inspected. If any defects are discovered in the vehicle's brakes, lights, turn signals, steering mechanism, horn, mirrors, windshield wipers, tires, wheels, exhaust system, glass or fuel tank, during the inspection, they must be repaired at my own expense.

I certify that I have read the above statement, or that the above statement has been read to me, and that I fully understand the conditions under which the vehicle is being purchased.

(Purchaser's Signature)

(Address)

NOTE: The sale of this vehicle in its present condition without an approval certificate and its operation upon the streets and highways of Missouri from the place of purchase, is a violation of section 307.380, RSMo, and may subject the seller to penalties pursuant to sections 307.380 and 307.390, RSMo, 1986.

FOR NOTARY PUBLIC USE ONLY

Subscribed and sworn to before me this _____ day of _____, 19 _____

Notary Public _____

County of _____, State of Missouri.

My commission expires _____

(A COPY OF THIS AFFIDAVIT MUST BE GIVEN TO THE SELLER)



AUTHORITY: section 307.360, RSMo 1994. Original rule filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Aug. 16, 1979, effective Nov. 11, 1979. Amended: Filed July 14, 1982, effective Oct. 11, 1982. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Emergency rescission and rule filed May 15, 1997, effective June 16, 1997, expired Nov. 30, 1997. Rescinded and readopted: Filed May 15, 1997, effective Nov. 30, 1997.*

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979.*

11 CSR 50-2.150 Brake Performance

PURPOSE: This rule describes the procedures and standards for the inspection of brake performance. The inspection of brakes is a requirement of section 307.365, RSMo.

(1) A brake performance test shall be performed by an inspector/mechanic on all single unit motor vehicles equipped with mechanical, hydraulic or power assisted hydraulic service brakes. The brake performance test may be conducted by using any one (1) of the following procedures: a decelerometer test, a drive and stop test, a brake testing machine or a dynamometer test. The selected test shall be conducted on the inspection station premises.

(A) Decelerometer Test. Mount and level decelerometer on vehicle. At a speed of five to twenty miles per hour (5–20 mph) apply service brake firmly. Observe decelerometer reading.

1. Reject vehicle if:

A. The vehicle is unable to develop deceleration equal to or greater than that listed for its classification as prescribed in Table I.

(B) Drive and Stop Test. The inspector/mechanic shall operate the vehicle at a speed of five to twenty (5–20) mph and apply the service brakes firmly.

1. Reject vehicle if:

A. The vehicle’s brakes fail to function or if the vehicle pulls significantly to either side.

(C) Brake Testing Machine. Drive vehicle onto brake testing machine. Apply brakes firmly at a speed from four to eight (4–8) mph without wheel lock-up. If a computerized brake testing machine is utilized, a copy of the results will be provided to the vehicle owner.

1. Reject vehicle if:

A. The vehicle is not capable of developing evaluated braking force equal to or greater than that shown for its classification as prescribed in Table I. At least three (3) tests should be made before a vehicle is rejected;

B. Any wheel fails to indicate braking action;

C. The reading on any one (1) wheel is less than seventy-five percent (75%) of the reading on the other wheel on the same axle; or

D. The braking force of both wheels on one (1) axle is more than seventy-five percent (75%) of the total force of all the wheels.

(D) Dynamometer Test. Test in accordance with the manufacturer’s instructions.

Table I

Classification of Vehicles	Braking Force as a Percentage of Gross Vehicle or Combination	Deceleration in Feet Per Second
Passenger vehicles with a seating capacity of 10 people or less including driver, not having a manufacturer’s Gross Vehicle Weight Rating	52.8%	17
Single unit vehicles with a manufacturer’s Gross Vehicle Weight Rating of 10,000 pounds or less	43.5%	14
Single unit vehicles with a manufacturer’s gross weight rating of more than 10,000 pounds	43.5%	14

AUTHORITY: section 307.360, RSMo 2000. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed Dec. 5, 1969, effective Dec. 15, 1969. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Dec. 1, 1975, effective Dec. 11, 1975. Amended: Filed Aug. 16, 1979, effective Nov. 11, 1979. Amended: Filed March 15, 1999, effective Sept. 30, 1999. Emergency amendment filed Feb. 1, 2000, effective July 1, 2000, expired Dec. 27, 2000. Amended: Filed Feb. 1, 2000, effective July 30, 2000. Amended: Filed Nov. 1, 2001, effective April 30, 2002.*

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999.*

11 CSR 50-2.160 Brake Components

PURPOSE: This rule describes the procedures and standards for the inspection of brake components. The inspection of brakes is a requirement of section 307.365, RSMo.

(1) Hydraulic System.

(A) Pedal Reserve. With the vehicle stopped, apply moderate foot force on the brake pedal for at least one (1) minute and observe if the pedal moves slowly toward toe board.

1. Reject vehicle if:

A. Brake pedal moves slowly toward the toe board, indicating fluid leakage, while pedal pressure is maintained for one (1) minute;

B. Less than one-fifth (1/5) of the total available pedal travel remains;

C. Less than two-fifths (2/5) of total available pedal travel remains on a school bus; or

D. The brake warning device or light comes on when the brake pedal is depressed. Do not inspect the anti-lock braking system warning device or light.

(B) Power Reserve. Determine if system is operating by first stopping engine, then depress brake pedal several times to destroy all vacuum in system. Depress pedal with a moderate foot force. While maintaining this force on the pedal, start engine; and observe if pedal falls slightly when engine starts. Hydroboost system must have accumulator pressure for two (2) complete brake applications and should have return pressure against foot. If vehicle is equipped with electrohydraulic booster brake system, stop engine, turn ignition to the “on” position, depress brake pedal and observe if electric pump, buzzer and pump indicator lights operate. Inspect school buses manufactured after March 1, 1987, for audible or visible brake warning signals, or both.

1. Reject vehicle if:

A. Service brake pedal does not fall slightly as engine is started while pressure is maintained on pedal;

B. There is audible leakage in the vacuum system;

C. Hydroboost brake system does not have two (2) brake applications available;

D. Electric pump, buzzer and pump indicator lights fail to function on vehicles equipped with electrohydraulic booster brake system; or

E. School bus manufactured after March 1, 1987, is not equipped with proper audible or visible brake warning signals, or both, or signals fail to function.



(C) Master Cylinder. Inspect master cylinder for proper fluid, fluid level, fluid leakage and play in push rod. Power master-type systems should have the brake pedal depressed ten to forty (10–40) times or until the pedal is firm, with the ignition off, before inspecting fluid level. Master cylinder reservoirs with distinctly marked minimum levels should be inspected with the cap on. Observe the fluid level to ensure it complies with the manufacturer’s suggested minimum level. The cap will then be removed to inspect the gasket for fluid contamination, swelling, cracking, misshape or tears.

1. Reject vehicle if:

A. Master cylinder contains fluid other than brake fluid, if master cylinder leaks, if fluid level is more than three-fourths inch (3/4") below top of reservoir;

B. Vehicle with disc brakes and dual hydraulic systems show the brake fluid level measuring more than one-half inch (1/2") below the top of the reservoir on master cylinders that have no manufacturer’s minimum markings;

C. Master cylinder brake fluid level is below the manufacturer’s minimum fluid level as marked on the reservoir;

D. There is no play in the push rod with brake pedal not depressed; or

E. Master cylinder gasket is torn or misshaped.

(2) Drums, Discs and Internal Brake Components. At least one (1) front or one (1) rear wheel and drum must be removed on each passenger vehicle, one-half (1/2) ton and three-quarter (3/4) ton pickup trucks, or similar type vehicles not equipped with dual rear wheels. Only the wheel must be removed on vehicles equipped with disc brakes. Identification marks shall be made on the wheel and lug before removal so the wheel can be remounted in the same position to insure wheel balance. On drum brake systems, a new cotter pin must always be used when remounting a wheel and drum. The removal of a wheel and/or drum is not required if the brake performance test has been administered using an approved computerized brake testing machine. When an approved computerized brake testing machine is used, and no wheel is removed, the inspector shall mark through the space on the MVI-2 form provided for “Brake Inspected” with the letters “CBTM.” When removal of a wheel is required, a wheel appearing to leak brake fluid or grease, shall be the wheel removed to inspect for contamination. Wheels on four (4)-wheel drive vehicles equipped exclusively with drum-type brakes are not required to be removed.

(A) Inspect drums, discs, calipers, linings, pads, wheel cylinders, hoses, lines and other internal brake components.

1. Reject vehicle if:

A. There are substantial cracks on the friction surface extending to open edge of drum or to the edge of a disc;

B. A brake drum or disc has external cracks;

C. Friction surface of disc brake pads, rotor, brake linings or brake drum is contaminated with oil, grease or brake fluid;

D. A brake lining is worn into the friction surface of the brake drum where the brake drum cannot be removed after loosening the adjusting screw (backing off of the self-adjusting mechanism);

E. Thinnest point of bonded lining is less than one-thirty-second inch (1/32");

F. Rivets are loose or missing or if lining or pad is not firmly attached to shoe;

G. Riveted lining is worn to less than one-thirty-second inch (1/32") above any rivet head at thinnest point;

H. Wire is visible on the friction surface of wire-backed linings;

I. Lining is broken or cracked, does not include heat cracks;

J. A primary or secondary shoe and lining is improperly installed;

K. Bonded pads are worn at any one (1) point to less than one-thirty-second inch (1/32");

L. Riveted pads are worn at any one (1) point to less than five-thirty-seconds inch (5/32"). If unable to determine if pads are riveted or bonded, pads will be considered to be bonded pads;

M. A wheel cylinder or caliper leaks a sufficient amount of hydraulic brake fluid to cause droplets. Do not mistake assembly fluid for hydraulic fluid;

N. Hoses or tubing leak or are cracked, chafed, flattened, restricted, bubbled, improperly installed or insecurely fastened;

O. Mechanical parts are missing, broken or badly worn;

P. There is excessive friction in brake pedal, linkage or other components;

Q. Pedal levers are improperly positioned or misaligned; or

R. Brake components are misaligned, binding, obstructed or will not function properly.

AUTHORITY: section 307.360, RSMo 2000. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed Dec. 5, 1969, effective Dec. 15, 1969. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov.*

19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Dec. 1, 1975, effective Dec. 11, 1975. Amended: Filed Sept. 1, 1977, effective Dec. 11, 1977. Amended: Filed Jan. 16, 1978, effective April 13, 1978. Amended: Filed March 3, 1980, effective June 12, 1980. Amended: Filed Jan. 12, 1982, effective April 11, 1982. Amended: Filed Aug. 26, 1985, effective Nov. 28, 1985. Amended: Filed Aug. 14, 1987, effective Nov. 12, 1987. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Amended: Filed Oct. 3, 1994, effective April 30, 1995. Emergency rescission and rule filed May 15, 1997, effective June 16, 1997, expired Nov. 30, 1997. Rescinded and readopted: Filed May 15, 1997, effective Nov. 30, 1997. Amended: Filed March 15, 1999, effective Sept. 30, 1999. Emergency amendment filed Feb. 1, 2000, effective July 1, 2000, expired Dec. 27, 2000. Amended: Filed Feb. 1, 2000, effective July 30, 2000. Amended: Filed Sept. 15, 2003, effective March 30, 2004. Amended: Filed Oct. 3, 2005, effective March 30, 2006.

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999.*

11 CSR 50-2.170 Air and Vacuum Brake Systems

PURPOSE: This rule describes the procedures and standards for the inspection of air and vacuum brake systems. The inspection of brakes is a requirement of section 307.365, RSMo.

(1) Vehicles With a Vacuum Brake System.

(A) On vehicles equipped with a vacuum brake system, the engine should be allowed to run for one (1) minute to build vacuum. Inspect system for collapsed, broken, badly chafed and improperly supported hoses, tubes and loose or broken hose clamps. Depress brake pedal with moderate foot force. While maintaining this force on the pedal, start engine and observe if pedal falls slightly when engine starts. Build full vacuum, then shut off engine and make as many full brake applications as possible. On vehicles with low vacuum indicators, build full vacuum. Shut off engine and reduce vacuum by making a series of moderate brake applications. A flashing or buzzing signal should function when vacuum reaches eight inches (8") mercury.

1. Reject vehicle if:

A. Hoses or tubes are collapsed, leaking, broken, badly chafed, improperly supported or loose because of broken clamps;

B. Service brake pedal does not fall slightly as engine is started while pressure is maintained on pedal;

C. Vacuum reserve is insufficient to make one (1) full application after engine shutoff;

D. Indicator fails to function when system is reduced to eight inches (8") mercury.

(2) Vehicles With an Air Brake System.

(A) The following will apply to all motor vehicles equipped by the manufacturer with an air brake system. Open all drain cocks in system until pressure gauge reads zero (0). Close drain cocks and run engine at fast idle. Record time to raise air pressure from fifty to ninety pounds per square inch (50–90 psi) on gauge. Observe gauge pressure at which light or buzzer on low pressure indicator goes out or off. Continue running engine and observe gauge pressure when governor cuts out. With engine idling, make a series of brake applications and observe gauge pressure when governor cuts in. With fully charged system, stop engine and record pressure drop in psi per minute with brakes fully applied. With fully charged system, stop engine and record pressure drop in psi per minute with brakes released. Make a series of brake applications until low pressure warning signal operates. Stop engine and make one (1) full brake application. With fully charged system, stop engine and make one (1) full brake application. Measure drop in reservoir pressure. Inspect all air hoses and connections. Inspect lines for contact with frame, axles or exhaust system. Inspect for leaks that may be heard from valves, diaphragms and piston cups. Inspect air safety valve. Inspect condition of compressor drive belts.

1. Reject vehicle if:

A. Time required to build pressure from fifty to ninety (50–90) psi at fast idle is more than five (5) minutes;

B. Low pressure warning fails to function when pressure is lowered to between fifty to seventy (50–70) psi;

C. Governor cut-out pressure is higher than one hundred twenty-five (125) psi;

D. Governor cut-in pressure is lower than eighty (80) psi;

E. Leakage in psi per minute exceeds three (3) psi for single vehicles and four (4) psi for combination of two (2) vehicles with brakes applied;

F. Leakage in psi per minute exceeds two (2) psi for single vehicles and three (3) psi for combination of two (2) vehicles with brakes released;

G. Air reserve is not sufficient to permit one (1) full brake application after engine is stopped;

H. Reservoir pressure is lowered more than twenty percent (20%) of first reading;

I. Leaks, breaks, crimps or cracks in the air hoses, tubes or connections are present;

J. Lines are being rubbed by moving parts or are touching the exhaust system;

K. Leaks in valves, diaphragms or piston cups can be heard;

L. Air safety valve does not operate;

or
M. Compressor drive belts are badly worn or loose.

(3) Air Brakes Adjustment.

(A) On vehicles equipped with cam brakes, mark each brake chamber push rod at the face of the brake chamber with the brakes released. Apply the air brakes fully, minimum air pressure eighty-five (85) psi, and measure the distance the push rod travels from the face of the chamber to the mark previously made when the brakes were released. This measurement is the push-rod stroke and is illustrated in Figure 1:

(B) Reject vehicle if the push-rod travel exceeds the maximum stroke listed in the following table:

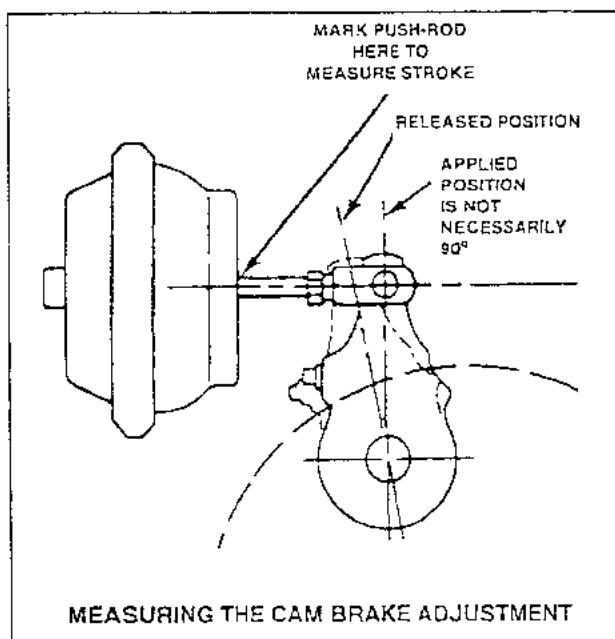


FIGURE 1



TABLE 1

CLAMP TYPE BRAKE CHAMBER DATA

TYPE	OUTSIDE DIAMETER	BRAKE ADJUSTMENT LIMIT
6	4-1/2	1-1/4
9	5-1/4	1-3/8
12	5-11/16	1-3/8
16	6-3/8	1-3/4
20	6-25/32	1-3/4
24	7-7/32	1-3/4
30	8-3/32	2
36	9	2-1/4

LONG STROKE CLAMP TYPE CHAMBER DATA

TYPE	OUTSIDE DIAMETER	BRAKE ADJUSTMENT LIMIT
16	6-3/8	2.0
20	6-25/32	2.0
24	7-7/32	2.0
24*	7-7/32	2.5
30	8-3/32	2.5

*For 3" maximum stroke type 24 chambers

TIE ROD STYLE PISTON BRAKE CHAMBER DATA

TYPE	OUTSIDE DIAMETER	BRAKE ADJUSTMENT LIMIT
30	6-1/2 (165mm)	2.5 (64mm)

BOLT TYPE BRAKE CHAMBER DATA

TYPE	OUTSIDE DIAMETER	BRAKE ADJUSTMENT LIMIT
A	6-15/16	1-3/8
B	9-3/16	1-3/4
C	8-1/16	1-3/4
D	5-1/4	1-1/4
E	6-3/16	1-3/8
F	11	2-1/4
G	9-7/8	2



ROTOCHAMBER DATA

TYPE	OUTSIDE DIAMETER	BRAKE ADJUSTMENT LIMIT
9	4-9/32	1-1/2
12	4-13/16	1-1/2
16	5-13/32	2
20	5-15/16	2
24	6-13/32	2
30	7-1/16	2-1/4
36	7-5/8	2-3/4
50	8-7/8	3

DD-3 BRAKE CHAMBER DATA

TYPE	OUTSIDE DIAMETER	BRAKE ADJUSTMENT LIMIT
30	8-1/8	2-1/4



(4) Commercial Vehicles Emergency and Parking Brakes.

(A) Every vehicle equipped exclusively with an air brake system and every commercial motor vehicle equipped with a vacuum, air over hydraulic, hydroboost or electrohydraulic booster brake system shall be equipped with parking brakes adequate to hold the vehicle or combination on any grade upon which it is operated under any condition of loading, on a surface free from ice and snow. The parking brake shall be capable of being applied by the driver's muscular effort or by spring action. Their operation may be assisted by the service brakes or other source of power, provided that failure of the service brakes or other power assisting mechanisms will not prevent the parking brakes from being applied. The parking brake shall be so designed that when once applied it shall remain in the applied position despite exhaustion of any source of energy or leakage of any kind. Emergency system—apply the emergency operating control fully or release air pressure from the spring brake actuators using the manual control valve. Observe locking and holding feature of the actuating mechanism. Observe operating mechanisms for bottoming before brakes are fully applied. Observe if spring brakes apply when control valve is manually operated. Inspect for worn, missing or defective cotter pins, springs, rods, yokes, couplings or anchor pins and cables. Observe if mechanism releases brakes when release control is operated.

(B) Reject vehicle if:

1. Operating mechanisms fail to hold brakes in applied position without manual effort;
2. Operating mechanism bottoms before brakes are fully applied;
3. Spring brakes fail to apply when control valve is operated;
4. Mechanical parts are missing, broken or badly worn or pull cables are badly worn, stretched, frayed or not operating freely; or
5. Brakes do not fully release when release control is operated.

AUTHORITY: section 307.360, RSMo 2000. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed Dec. 5, 1969, effective Dec. 15, 1969. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Dec. 1, 1975, effective Dec. 11, 1975. Amended: Filed March 3, 1980, effective June 12, 1980. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Emergency*

rescission and rule filed May 15, 1997, effective June 16, 1997, expired Nov. 30, 1997. Rescinded and readopted: Filed May 15, 1997, effective Nov. 30, 1997. Amended: Filed Nov. 1, 2001, effective April 30, 2002.

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999.*

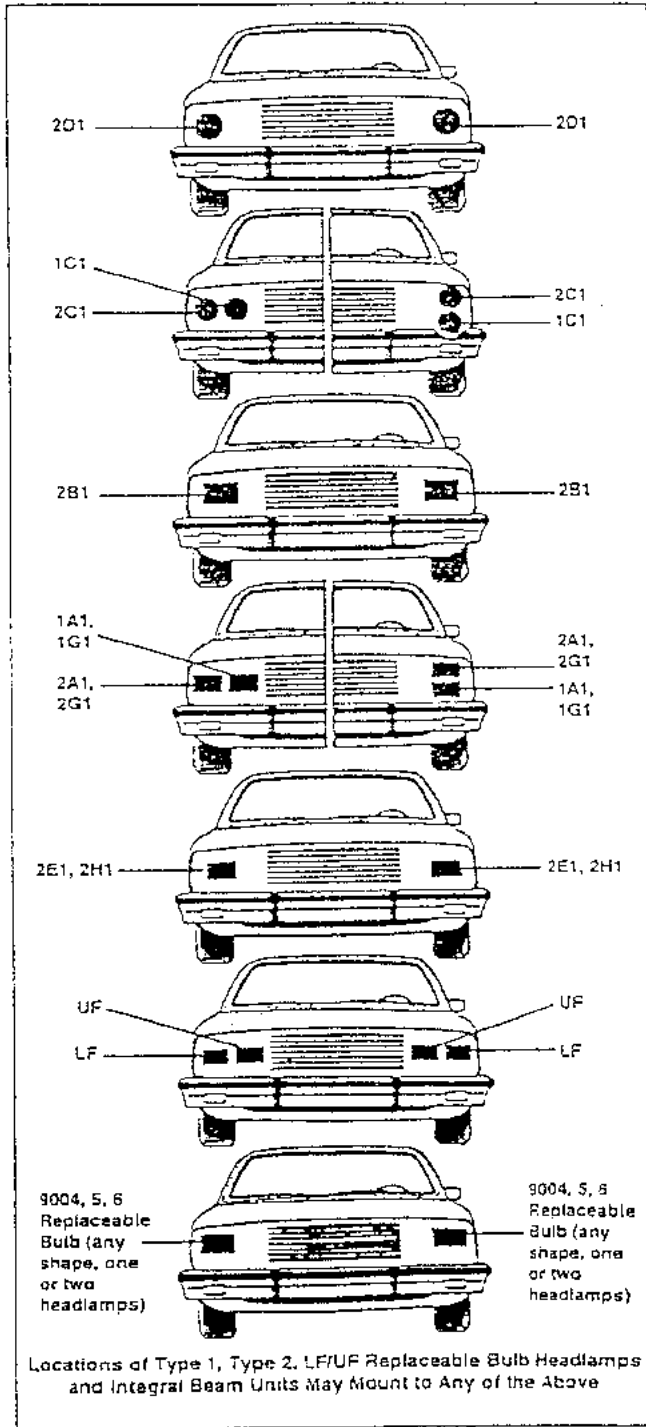
11 CSR 50-2.180 Lighting Equipment

PURPOSE: This rule describes the procedures and standards for the inspection of lighting equipment. The inspection of lighting equipment is a requirement of section 307.365, RSMo.

(1) Headlights. Every motor vehicle, other than a motorcycle, shall be equipped with one (1) of the following types of headlighting systems which shall exhibit light substantially white in color (see headlight chart).

(A) Approved Headlamp Systems.

1. 177-mm diameter, 2D1 both upper and lower beam.
2. 146-mm diameter, 1C1 upper beam, 2C1 lower beam.
3. 142 × 200-mm rectangular, 2B1 both upper and lower beam.
4. 100 × 165-mm rectangular, 1A1 and 1G1 upper beam, 2A1 and 2G1 lower beam and 2E1 and 2H1 both upper and lower beam.
5. 92 × 150-mm rectangular, UF upper beam, LF lower beam.
6. Replacement bulb headlamp.
 - A. 9004, 9007 replacement bulb, both upper and lower beam.
 - B. 9005 and 9006 together, upper and lower beam.
 - C. 9005 and 9006 in separate headlamps, upper and lower beam, respectively.
7. Headlights shall be mounted one (1) or two (2) on each side, depending upon application, at the same level.



reflector may be in combination with the tail-light and must be mounted on the rear, one (1) on each side, at a height not to exceed sixty inches (60") nor less than fifteen inches (15") above the surface upon which the vehicle stands.

(5) Inspect Vehicles for Proper Lighting Equipment. Do not inspect side marker lights, parking lights, four (4)-way flashers, backup lights, interior lights, license plate light or clearance lights.

- (6) Reject vehicle if:
- (A) Not equipped with the required lights or reflector;
 - (B) A light or reflector is obstructed;
 - (C) A required light fails to function properly;
 - (D) A light, reflector or electrical switch is not securely mounted;
 - (E) A light or reflector shows color contrary to law;
 - (F) Wiring or electrical connectors are defective;
 - (G) A lens is missing, incorrectly installed, repaired with tape or broken to the extent that moisture or contamination could enter the reflective area or light socket;
 - (H) High beam indicator does not function properly;
 - (I) Physical damage is present that would obviously cause a headlight beam to be either above or below horizontal or to the left or right of vertical; or
 - (J) A taillight or reflector is not mounted in the prescribed area.

*AUTHORITY: section 307.360, RSMo 1994. * Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed Jan. 24, 1969, effective Feb. 3, 1969. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Jan. 27, 1971, effective Feb. 6, 1971. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Dec. 1, 1975, effective Dec. 11, 1975. Amended: Filed July 1, 1976, effective Oct. 11, 1976. Amended: Filed Sept. 1, 1977, effective Dec. 11, 1977. Amended: Filed Aug. 26, 1985, effective Nov. 28, 1985. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Amended: Filed Oct. 3, 1994, effective April 30, 1995. Emergency rescission and rule filed May 15, 1997, effective June 16, 1997, expired Nov. 30, 1997. Rescinded and readopted: Filed May 15, 1997, effective Nov. 30, 1997.*

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979.*

(2) Beam Indicator. Every motor vehicle equipped with multiple beam headlights shall be equipped with a beam indicator which shall be lighted only when the high beam is in use.

(3) Taillights. All motor vehicles, except motorcycles, shall be equipped with at least two (2) taillights, mounted on the rear of the

vehicle at the same level with at least one (1) on each side, not less than fifteen inches (15") or more than seventy-two inches (72") above the ground. These lights shall exhibit a plainly visible red light.

(4) Reflectors. Every 1966 and later model vehicle, except a motorcycle, must be equipped with two (2) red reflectors. A



11 CSR 50-2.190 Signalling Devices

PURPOSE: This rule describes the procedures and standards for the inspection of signalling devices. The inspection of signalling devices is a requirement of section 307.365, RSMo.

(1) Turn Signals. Turn signals installed by the manufacturer or their equivalent in number, size, and intensity shall be in operating condition. The front signal lights may be white or amber and may be in combination with the parking lights. The rear signal lights may be red or amber, except when in combination with a taillight the lens must be red.

(2) Stoplights. Stoplights installed by the manufacturer or their equivalent in number, size, and intensity shall be in operating condition. Stoplights may be red or amber, except when in combination with the taillight the stoplight must be red. Stoplights must operate when the service brake is applied.

(3) Every vehicle manufactured after January 1, 1954, must be equipped with mechanical or electrical turn signals and a stoplight if the distance from the center of the top of the steering post to the—

(A) Left outside limit of the body, cab or load exceeds twenty-four inches (24"); and

(B) Rear limit of the body or load exceeds fourteen feet (14'). The limit of fourteen feet (14') shall apply to both single and vehicle combinations.

(4) Inspect Vehicle for Proper Signalling Devices. The headlights must be on with the engine running, when inspecting the operation of the signalling devices and stoplights. Move turn signal lever up and down and observe function of turn signal lights.

(5) Reject vehicle if:

(A) Not equipped with the required signalling devices;

(B) A signalling device is obstructed;

(C) A required signalling device fails to function properly. Do not reject if turn signal fails to self-cancel or will function properly by manually holding the lever in the engaged position;

(D) A signalling device or electrical switch is not securely mounted;

(E) A light shows color contrary to law;

(F) Wiring or electrical connectors are defective; or

(G) A lens is missing, incorrectly installed, repaired with tape or broken to the extent that moisture or contamination could enter the reflective area or light socket.

AUTHORITY: section 307.360, RSMo 1994. *Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Dec. 1, 1975, effective Dec. 11, 1975. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Amended: Filed Oct. 3, 1994, effective April 30, 1995. Emergency rescission and rule filed May 15, 1997, effective June 16, 1997, expired Nov. 30, 1997. Rescinded and readopted: Filed May 15, 1997, effective Nov. 30, 1997.

*Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979.

11 CSR 50-2.200 Steering Mechanisms

PURPOSE: This rule describes the procedures and standards for the inspection of steering mechanisms. The inspection of steering mechanisms is a requirement of section 307.365, RSMo.

(1) Steering Wheel Play.

(A) An inspection for steering wheel play will consist of checking steering sector for looseness and binding condition. If vehicle is equipped with power steering, the engine must be running and the fluid level and belt tension must be adequate before testing. Turn steering wheel through a full right and left turn. If equipped, inspect energy absorbing steering column.

(B) Inspect steering.

1. Reject vehicle if:

A. Steering gear binds or jams other than at wheel stops;

B. There is more than two inches (2") of free movement in steering wheels up to and including eighteen inches (18") in diameter or more than three inches (3") in steering wheels over eighteen inches (18") in diameter;

C. Power steering belt slips, is frayed, if serpentine power steering belt has sections missing, if fluid level is below manufacturer's minimum fluid level, if hoses or connections are leaking, if a power steering unit has been disconnected and has not been converted to manual steering or if any component part is missing, loose or leaking sufficient fluid to cause droplets;

D. Energy absorbing steering column is collapsed or partially collapsed;

E. Steering wheel and steering column are not properly secured; or

F. Steering gear box or steering rack assembly is not securely mounted.

(2) Front and Rear Wheel Play.

(A) An inspection for front and rear wheel play, which includes steering linkage, pitman arm, idler arm, stabilizer bar(s), connections, link(s), wheel bearings, tie rod ends and adjusting sleeves, can only be made by putting the ball joints under load. To load ball joints, the vehicle must be hoisted—

1. Under the frame if the spring or torsion bar is on the lower control arm (Figure 1, included herein);

2. Under lower control arm, close to ball joint, if spring or torsion bar is on upper control arm (Figure 2, included herein); and

3. From the underside of axle (Figure 3, included herein) if the vehicle is equipped with king pins or Twin I-Beams with ball joints (Figure 17, included herein).

(B) Inspect wheel bearings by grasping the tire—top and bottom—and rock it in and out. To verify that any looseness detected is in the wheel bearings, notice the movement between the brake drum or disc and the backing plate or splash shield.

(C) Inspect front wheels, king pin (spindle bolts) and idler arm for play. On vehicles with power steering, the engine must be running. Eliminate all wheel bearing movement by first applying the service brake. Grasp front and rear of tire and attempt to turn assembly right and left. Then grasp top and bottom of tire and attempt to rock it in and out. Observe movement at extreme front and rear—top and bottom—of tire (Figures 4 and 5, included herein).

(D) Inspect all steering linkage, pitman arm, stabilizer bar(s), connections, link(s), tie rods and adjusting sleeves for locked joints and looseness by working them up and down and back and forth by hand.

(E) Inspect condition of all upper and lower control arms, pivot shafts, pivot shaft mountings, radius arms, and all bushings.

1. Reject vehicle if:

A. Wheel bearing looseness allows relative movement between drum and backing plate (disc and splash shield) more than one-eighth inch (1/8") measured at the outer circumference of the tire for vehicles ten thousand pounds (10,000 lbs.) Gross Vehicle Weight Rating (GVWR) or less or one-quarter inch (1/4") for vehicles more than ten thousand pounds (10,000 lbs.) GVWR. A wheel bearing falls apart when a wheel is removed to inspect a brake or if the bearing is broken;

B. Front wheel movement is in excess of one-fourth inch (1/4") for wheels sixteen inches (16") or less, three-eighths inch (3/8")



for wheels over sixteen inches (16") to and including eighteen inches (18") and one-half inch (1/2") for wheels over eighteen inches (18") (see Figures 3, 4 and 5, included herein). (An idler arm or king pin must meet this criteria before being rejected.);

C. Excessive vertical (up and down) or lateral (side) movement is evident in any of the steering linkage sockets, tapered studs are loose in their mounting holes, any movable joints are locked, any adjusting sleeves are loose, or any joints are not secured with cotter pins or other devices;

D. A control arm or radius arm is badly bent or broken, or if a pivot shaft or a pivot shaft mounting or any control arm, radius arm, pivot shaft bushing is badly worn or missing; or

E. Stabilizer bar(s), links, connections are badly worn, missing, loose or broken.

(3) Springs and Shock Absorbers.

(A) A visual examination must be made of all springs, torsion bars, shock absorbers, bushings, shackles and "U" bolts with the vehicle on a hoist or jack.

(B) Reject vehicle if:

1. Springs or torsion bars are loose, broken or spring pieces or torsion bars are missing;

2. Spring shackles or "U" bolts are worn, missing, loose; or

3. A shock absorber is missing, disconnected, not securely attached, broken, or if rubber bushings or mounting bolts are worn-out or missing.

(4) Ball Joints.

(A) An inspection for ball joint wear can only be made when the joints are unloaded, except those ball joints having a wear indicator. An inspection of a ball joint which has a wear indicator must be made while the ball joint is under load with the weight of the vehicle on its wheels. To unload ball joints, the vehicle must be hoisted:

1. Under lower control arm if spring or torsion bar is on lower control arm (Figure 6, included herein). The lower ball joint is the load-carrying ball joint and the upper ball joint is the nonload-carrying ball joint; and

2. Under frame if spring or torsion bar is on upper control arm (Figure 7, included herein). The upper ball joint is the load-carrying ball joint and the lower ball joint is the nonload-carrying ball joint.

(B) In checking the condition of an unloaded ball joint, a ball joint gauge need not be used if the inspector is absolutely certain that the ball joint movement does not exceed the prescribed tolerances. A vehicle will not be

rejected unless the vertical (up and down) or horizontal (side-to-side) movement in the load-carrying ball joint has been accurately measured by a ball joint gauge and the measurement exceeds the prescribed tolerances. A vehicle requiring a special tool or method to measure ball joint movement will not be rejected unless the ball joint is obviously dangerous. Inspector/mechanics will either contact the Motor Vehicle Inspection Division at the nearest troop headquarters or visit the division's website at www.mshp.state.mo.us to obtain manufacturer's specifications on ball joints. If the ball joint movement exceeds the prescribed tolerances, the measured movement shall be listed with the defective part on the MVI-2 form (see 11 CSR 50-2.120).

(C) Unless a dial indicator or a gauge of the type which screws into a grease fitting is used, it is recommended that the most accurate method of determining vertical (up and down) movement of the ball joint using a gauge which has a roller and pointer, is to remove the dust cup from the spindle and place the pointer rollers of the ball joint gauge on top of the spindle nut (Figures 6 and 7, included herein). In the event that the rollers of a particular brand gauge are too large to rest on top of the spindle nut, the rollers should then be positioned against the bottom of the spindle nut. To measure horizontal (side) movement, place rollers of gauge against tire sidewall and work wheel in and out (Figures 8 and 9, included herein).

(D) Inspect ball joints with wear indicator, as shown in Figures 10 and 14, included herein. Wipe the grease fitting and boss free from dirt and grease. Observe if boss is flush or inside the cover surface.

(E) Inspect ball joints without wear indicator by hoisting and unloading the ball joint as indicated in either Figure 6 or Figure 7, included herein. Position a pry bar under the front tire and wheel and with pressure sufficient only to lift the weight of the wheel assembly, move the wheel up and down and observe movement (Figures 6 and 7, included herein). Under no circumstances should there be more upward lifting force exerted than necessary to determine the actual movement of the ball joint stud within the housing. Grasp the tire and wheel assembly at the eleven (11) and five (5) o'clock positions. Work the wheel in and out to detect any looseness. Move hands to the one (1) and seven (7) o'clock positions and repeat (Figures 8 and 9, included herein).

(F) Inspect ball joints on front-wheel drive vehicles as illustrated in Figures 11, 12, 15 and 16, included herein. Inspect vehicles equipped with MacPherson Strut Suspension

System as illustrated in Figure 13, included herein.

(G) Inspect ball joints on Twin I-Beam axles using the following procedure. Eliminate all wheel bearing play by applying the service brake. Raise the vehicle by hoisting under the I-Beam axle beneath the spring as shown in Figure 17, included herein. Grasp the lower edge of the tire and move the wheel in and out. While the wheel is being moved, observe the lower spindle arm and the lower part of the axle jaw. Grasp the upper edge of the tire and move the wheel in and out. While the wheel is being moved, observe the upper spindle arm and the lower part of the axle jaw. Movement of .031" (thirty-one thousandths inch) or greater between the lower or upper portion of the I-Beam and ball joint indicates that a measurement should be made at the circumference of the wheel adjacent to the ball joint that exhibits movement.

(H) Reject vehicle if:

1. The grease fitting boss on the wear indicator type ball joint is flush or inside the cover surface;

2. MacPherson Strut Suspension System has severely worn or missing thrust bearing or mounting bushings. If piston rod is bent or unit is not securely mounted to vehicle;

3. There is free play in any direction in a nonload-carrying ball joint. If vertical (up and down) movement in a load-carrying ball joint exceeds prescribed tolerances;

4. Horizontal (side) movement at tire sidewalls is in excess of prescribed tolerances;

5. Twin I-Beam axle has movement greater than .031" (thirty-one thousandths inch) when measured at the outer circumference of the wheel; or

6. Any joints are not secured with cotter pins or other devices, or if ball stud is loose in the mounting hole.

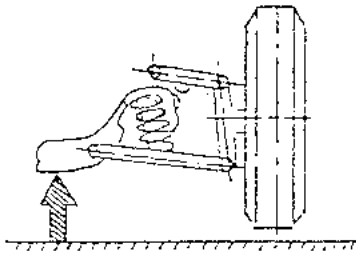


FIGURE 1

INSPECTION FOR WHEEL BEARING ADJUSTMENT, WHEEL PLAY AND STEERING LINKAGE WITH SPRING ON LOWER CONTROL ARM

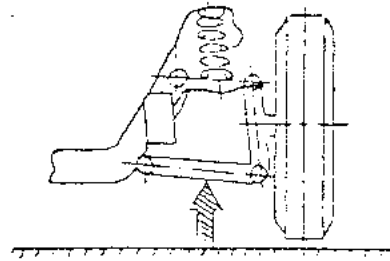


FIGURE 2

INSPECTION FOR WHEEL BEARING ADJUSTMENT, WHEEL PLAY AND STEERING LINKAGE WITH SPRING ON UPPER CONTROL ARM

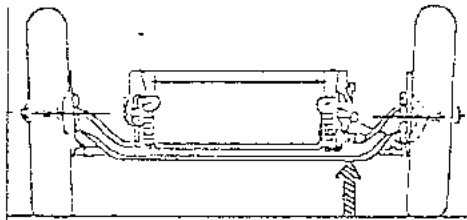


FIGURE 3

INSPECTION FOR WHEEL BEARING ADJUSTMENT, WHEEL/KING PIN (SPINDLE BOLT), AND LINKAGE PLAY WITH FRONT AXLE. (Raise until wheel clears one side at a time.)

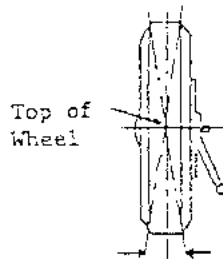


FIG. 4

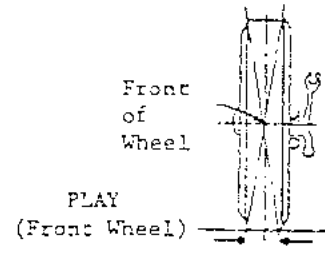


FIG. 5

WHEEL PLAY

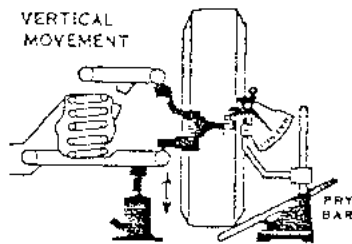


FIGURE 6

INSPECTION FOR BALL JOINT WEAR WITH SPRING ON LOWER CONTROL ARM.

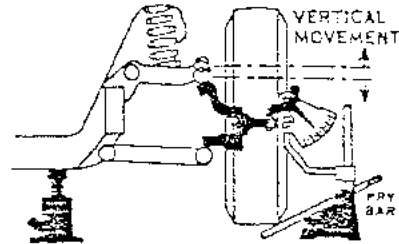


FIGURE 7

INSPECTION FOR BALL JOINT WEAR WITH SPRING ON UPPER CONTROL ARM.

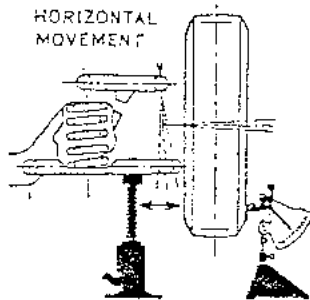


FIGURE 8

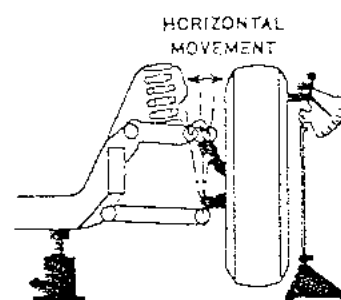


FIGURE 9

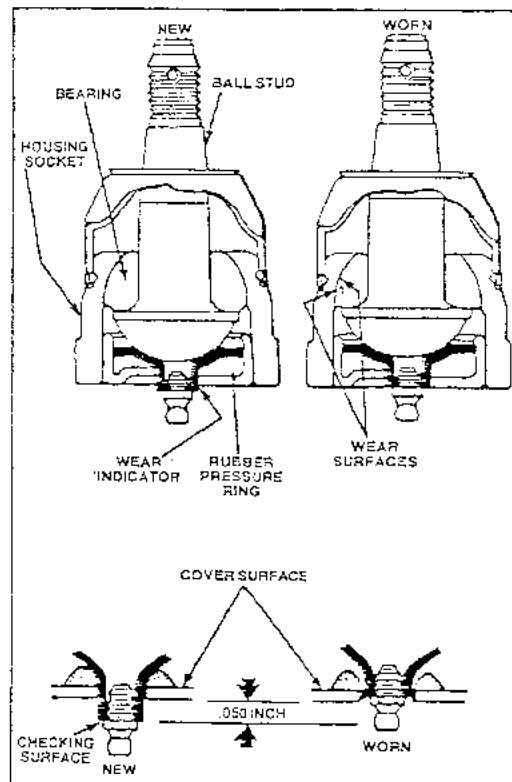


FIGURE 10

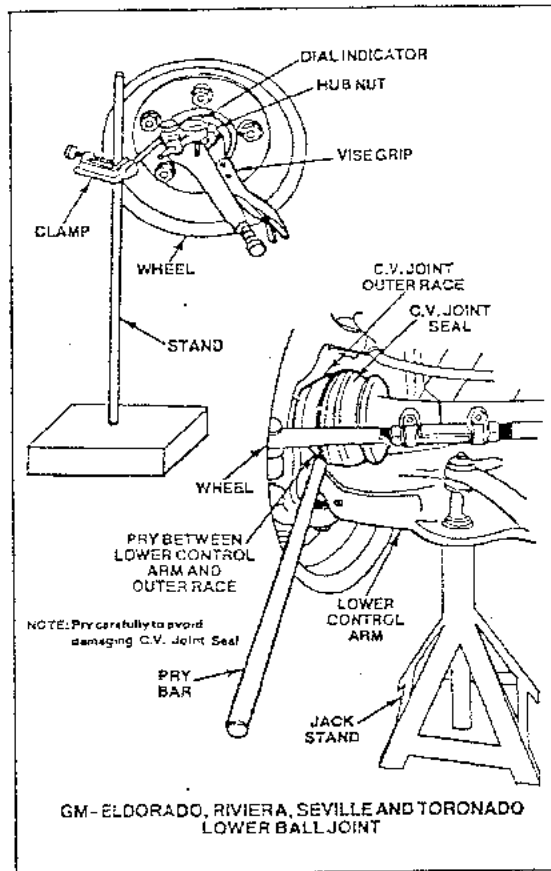


FIGURE 11

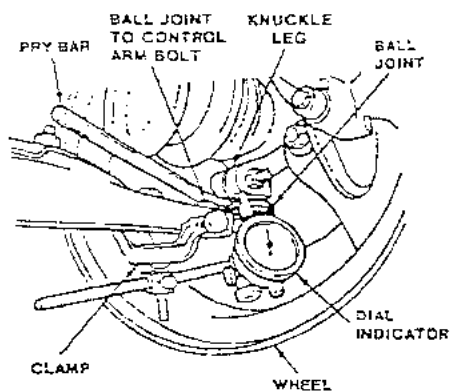


FIGURE 12
CHRYSLER - OMNI AND HORIZON LOWER BALL JOINT.

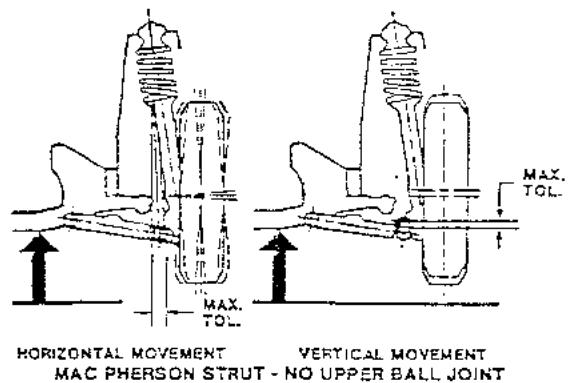


FIGURE 13
ATTACH DIAL INDICATOR TO CONTROL ARM TO MEASURE MOVEMENT ACCURATELY BETWEEN BALL JOINT AND ITS SOCKET.

Ford Motor Company
 Fairmont & Zephyr (1978-1983)
 Mustang & Capri (1979-Present)
 Lincoln & Mark (1980-Present)
 Continental (1982-1987)
 Granada (1981-1982)
 LTD & Marquis (1983-Present)

Procedure: These models have a new wear-indicating single lower ball joint system. Support the vehicle in normal driving position, with both ball joints loaded. Inspect using same procedure as ball joints with wear indicators.

Reject Vehicle: If checking surface is inside the ball joint cover.

FIGURE 14

GM Transverse Engine Front Wheel Drive Vehicles

Equipment: Floor jack or hoist, and jack stand.

Procedure:

- Support the vehicle positioning lift or jack under cradle.
- Grasp wheel at top and bottom and shake top of wheel in an "in and out" motion. Observe for any movement of the steering knuckle relative to the control arm. This visual observation is necessary to avoid confusion with other conditions such as loose wheel bearings.

Reject Vehicle: If ball joint shows any movement.

NOTE: Ball joint is internally spring loaded.

FIGURE 15

Chrysler Front Wheel Drive Vehicles (Lower Only) Concorde, Intrepid, and Vision

Procedure: Raise front wheels using a frame contact hoist, until front suspension is in full rebound and tires are not in contact with the ground. Grasp tire at the top and bottom, and apply an in and out force on the wheel and tire. While applying force, look for any movement between the lower ball joint and lower control arm.

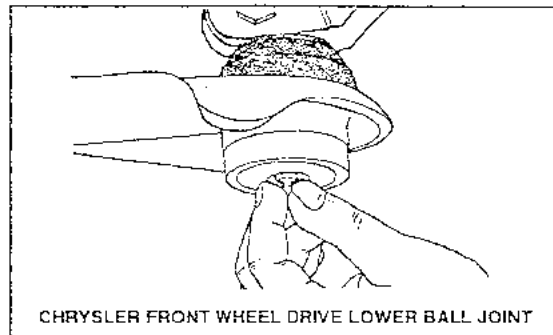
Reject Vehicle: If any movement is evident.

Chrysler Front Wheel Drive Vehicles (Lower Only), All Others

Procedure:

- With the weight of the vehicle resting on the road wheels, grasp the grease fitting as shown below and attempt to move fitting. No mechanical assistance or added force is necessary.

Reject Vehicle: If grease fitting shows any movement.



Chrysler Front Wheel Drive Vehicles (Lower Only), Stratus and Cirrus

Procedure: Raise the vehicle on jack stand or center on a frame contact hoist. Install a dial indicator so it is contacting the top surface of the steering knuckle near the lower ball joint stud castle nut. Grab the wheel and tire assembly and push it up and down firmly. Record the amount of up and down movement.

Reject Vehicle: If the movement exceeds .059 inches (1.5 mm).

Chrysler – Upper Ball Joint

Procedure:

- Position jack under the lower control arm and raise wheel clear of floor.
- Lower jack to allow tire to lightly contact floor (most of vehicle weight relieved from the tire). It is important that the tire have contact with the floor.
- Grasp the top of the tire and apply force, in and outward. While this force is being applied, an observer checks for any movement at the ball joints between the upper control arm and the knuckle.

Reject Vehicle: If any lateral movement is evident.

FIGURE 16

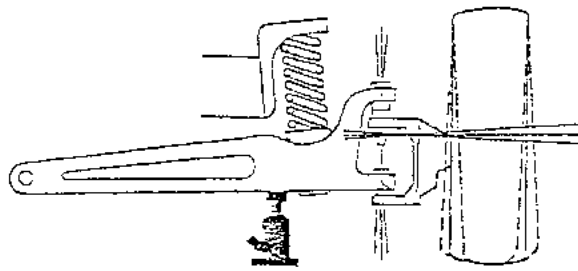


FIGURE 17

TWIN I-BEAM FRONT AXLE
EQUIPPED WITH BALL JOINTS



AUTHORITY: section 307.360, RSMo 2000. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 27, 1969, effective April 6, 1969. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Sept. 24, 1970, effective Oct. 4, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed Aug. 17, 1972, effective Aug. 27, 1972. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Feb. 26, 1975, effective March 8, 1975. Amended: Filed Dec. 1, 1975, effective Dec. 11, 1975. Amended: Filed June 14, 1976, effective Sept. 15, 1976. Amended: Filed Sept. 1, 1977, effective Dec. 11, 1977. Amended: Filed Jan. 16, 1978, effective April 13, 1978. Amended: Filed March 3, 1980, effective June 12, 1980. Amended: Filed Jan. 12, 1982, effective April 11, 1982. Amended: Filed July 14, 1982, effective Oct. 11, 1982. Amended: Filed Aug. 15, 1983, effective Nov. 11, 1983. Amended: Filed Aug. 26, 1985, effective Nov. 28, 1985. Amended: Filed Aug. 14, 1987, effective Nov. 12, 1987. Amended: Filed July 27, 1988, effective Oct. 27, 1988. Amended: Filed Feb. 16, 1990, effective May 11, 1990. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Amended: Filed Oct. 3, 1994, effective April 30, 1995. Emergency rescission and rule filed March 2, 1998, effective April 1, 1998, expired Sept. 27, 1998. Rescinded and readopted: Filed March 2, 1998, effective Aug. 30, 1998. Amended: Filed March 15, 1999, effective Sept. 30, 1999. Amended: Filed Sept. 15, 2000, effective March 30, 2001. Amended: Filed Sept. 15, 2003, effective March 30, 2004. Amended: Filed Oct. 3, 2005, effective March 30, 2006.*

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999.*

11 CSR 50-2.210 Horn

PURPOSE: This rule describes the procedures and standards for the inspection of the horn. The inspection of the horn is a requirement of section 307.365, RSMo.

(1) Every motor vehicle shall be equipped with a horn directed forward, or whistle in good working order, capable of emitting a sound adequate in quantity and volume to give warning of the approach of the vehicle to other users of the highway and to pedestrians.

(2) Reject vehicle if:

- (A) Vehicle is not equipped with a horn;

(B) Horn is not audible under normal conditions;

(C) Horn button or switch is not firmly mounted providing a good ground. If horn is actuated by grounding two (2) naked wires or a similar method; or

(D) Horn button or switch is not readily accessible from driver's position.

AUTHORITY: section 307.360, RSMo 1994. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Emergency rescission and rule filed Aug. 1, 1997, effective Sept. 2, 1997, expired Feb. 28, 1998. Rescinded and readopted: Filed Aug. 1, 1997, effective Jan. 30, 1998.*

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979.*

11 CSR 50-2.220 Mirrors

PURPOSE: This rule describes the procedures and standards for the inspection of mirrors. The inspection of mirrors is a requirement of section 307.365, RSMo.

(1) All motor vehicles which are so constructed or loaded that the operator cannot see the road behind by looking back or around the side of the vehicle shall be equipped with either an inside or outside mirror, or both, that will reveal the road behind.

(2) All motor vehicles which were equipped by the manufacturer with an inside mirror and all 1968 and later model vehicles manufactured with both an inside and a driver's side outside mirror, shall be equipped in like manner. Do not inspect passenger side outside mirrors.

(3) Reject vehicle if:

(A) Forward vision is unsafely obstructed by mirror assembly;

(B) Mirror does not provide a clear view of highway to rear because of cracks, discoloration or improper mounting;

(C) Mirror is broken or has sharp edges exposed;

(D) Mirror is very difficult to adjust or will not maintain a set adjustment; or

(E) There is no required mirror.

AUTHORITY: section 307.360, RSMo 1994. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9,*

1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Aug. 14, 1987, effective Nov. 12, 1987. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Emergency rescission and rule filed Aug. 1, 1997, effective Sept. 2, 1997, expired Feb. 28, 1998. Rescinded and readopted: Filed Aug. 1, 1997, effective Jan. 30, 1998.

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979.*

11 CSR 50-2.230 Windshield Wipers

PURPOSE: This rule describes the procedures and standards for the inspection of windshield wipers. The inspection of windshield wipers is a requirement of section 307.365, RSMo.

(1) All front windshield wipers as equipped by the manufacturer shall be in operating condition.

(2) Inspect for operation, damaged or torn rubber blades, and for proper contact of blades with windshield. Raise wiper arm slightly away from windshield and release.

(3) Reject vehicle if:

(A) Windshield wipers fail to function;

(B) Rubber wiping element is damaged or torn;

(C) Part of blades or arms are missing or are severely damaged; or

(D) The blades fail to contact the windshield firmly.

AUTHORITY: section 307.360, RSMo 2000. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Oct. 3, 1994, effective April 30, 1995. Emergency rescission and rule filed Aug. 1, 1997, effective Sept. 2, 1997, expired Feb. 28, 1998. Rescinded and readopted: Filed Aug. 1, 1997, effective Jan. 30, 1998. Amended: Filed Nov. 18, 2014, effective July 30, 2015.*

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979.*

11 CSR 50-2.240 Tires

PURPOSE: This rule describes the procedures and standards for the inspection of tires. The inspection of tires is a requirement of section 307.365, RSMo.



(1) Inspect all tires except the spare tire for tread wear, knots, cuts, separations, mismatching of tire types and for tire markings such as "reject" or "for non-highway use."

(2) Reject vehicle if:

(A) A tire is worn at any location other than the wear indicator to the point where there is no tread configuration;

(B) There is a localized worn spot that exposes the cord;

(C) Tire has any cut or separation that exposes the cord when the tire is inflated or if the tire has any knots;

(D) A vehicle has a radial and a nonradial tire on the same axle;

(E) A tire is marked reject, rejected, not for highway use, farm use only, for nonhighway use, for race track use only, or marked with similar terms, or if determined beyond a reasonable doubt that these markings have been removed. This does not include tires labeled with the word blemish; or

(F) The tire size of any dual is mismatched by more than one-half inch (1/2") in height.

AUTHORITY: section 307.360, RSMo 2000. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Jan. 27, 1971, effective Feb. 6, 1971. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Dec. 8, 1975, effective Dec. 18, 1975. Amended: Filed July 14, 1982, effective Oct. 11, 1982. Amended: Filed Aug. 14, 1987, effective Nov. 12, 1987. Amended: Filed Aug. 30, 1989, effective Nov. 26, 1989. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed Oct. 3, 1994, effective April 30, 1995. Emergency rescission and rule filed Aug. 1, 1997, effective Sept. 2, 1997, expired Feb. 28, 1998. Rescinded and readopted: Filed Aug. 1, 1997, effective Jan. 30, 1998. Amended: Filed Nov. 1, 2001, effective April 30, 2002. Amended: Filed Nov. 18, 2014, effective July 30, 2015.*

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999.*

11 CSR 50-2.250 Wheels

PURPOSE: This rule describes the procedures and standards for the inspection of wheels. The inspection of wheels is a requirement of section 307.365, RSMo.

(1) Inspect all wheels except the spare tire wheel for damage and the condition of any visible wheel bolts, nuts or lugs, or mis-

matching of hub assembly. Hub caps need not be removed to inspect wheel bolts, nuts or lugs except on the wheel which is removed for brake inspection.

(2) Reject vehicle if:

(A) There are loose, missing or damaged wheel studs, bolts, nuts or lugs;

(B) Rims and lock rings on the wheel of a commercial vehicle are mismatched;

(C) Rims or lock rings are bent, sprung, cracked or otherwise damaged;

(D) Stud holes are out-of-round;

(E) There are cracks between the hand holes or stud holes of a disc wheel;

(F) A casting is cracked or there is evidence of wear in the clamping area of a cast wheel; or

(G) A wheel and hub assembly are mismatched or if the lug holes and lug bolts are mismatched, which prohibits the tightening and proper seating of the lug nuts, or the hub flange fails to make full contact with the wheel pad.

AUTHORITY: section 307.360, RSMo 1994. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Emergency rescission and rule filed Aug. 1, 1997, effective Sept. 2, 1997, expired Feb. 28, 1998. Rescinded and readopted: Filed Aug. 1, 1997, effective Jan. 30, 1998.*

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979.*

11 CSR 50-2.260 Exhaust System

PURPOSE: This rule describes the procedures and standards for the inspection of the exhaust system. The inspection of the exhaust system is a requirement of section 307.365, RSMo.

(1) All motor vehicles shall be equipped with a properly attached exhaust pipe, muffler and tail pipe.

(2) All items must be inspected with the motor running. Holes in the system made by the manufacturer for drainage are not cause for rejection. Do not block or place anything over the end of the tailpipe to check for leaks.

(3) Reject vehicle if:

(A) A manifold, manifold gasket, flange gasket or a connection or any other component is loose or leaking;

(B) Muffler, exhaust pipe, tailpipe or resonator has holes, leaking patches or seams. Only patches made with an arc or acetylene weld will be permitted;

(C) Tailpipe end is pinched or broken off from rear support bracket;

(D) Any part of the system is supported by wire, or if any component is not securely attached by supporting hardware, such as bolts, brackets, clamps or hangers;

(E) Tailpipe is located so that a person may be burned on entering or leaving passenger compartment;

(F) Any part of system passes through passenger compartment;

(G) Tailpipe fails to discharge exhaust away from under passenger compartment of commercial motor vehicles;

(H) Tailpipe fails to discharge exhaust from the rear or sides of the passenger and luggage compartment on passenger vehicles;

(I) Vehicle has no muffler;

(J) Tailpipe fails to discharge exhaust away from the sides or rear of a camper which is mounted on a motor vehicle and which is equipped with permanent cooking, heating and sleeping facilities; or

(K) A commercial vehicle has a tailpipe extending beneath the cargo area that leaks or is improperly supported.

AUTHORITY: section 307.360, RSMo 1994. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 27, 1969, effective April 6, 1969. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed Aug. 17, 1972, effective Aug. 27, 1972. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Emergency rescission and rule filed Aug. 1, 1997, effective Sept. 2, 1997, expired Feb. 28, 1998. Rescinded and readopted: Filed Aug. 1, 1997, effective Jan. 30, 1998.*

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979.*

11 CSR 50-2.270 Glazing (Glass)

PURPOSE: This rule describes the procedures and standards for the inspection of glazing. The inspection of glazing is a requirement of section 307.365, RSMo.

(1) All 1936 and later model motor vehicles which were originally equipped with glass must have approved safety glass in all doors, windows and windshields.



(2) Automotive safety glass is marked with the manufacturer's trademark and the words American Standard or the letters AS followed by a number indicating the position in which the glass may be used. Safety glass bearing the following identification may be used in the designated locations: AS1 anywhere in a motor vehicle; AS2 anywhere except windshields; AS3 or AS4 anywhere on school buses except windshields and side windows to immediate right and left of driver location; AS3 and above is permitted at certain other specified locations, such as rear windows of trucks and convertibles.

(3) Types of Damage or Defect.

(A) Outright breakage: Glass that is severely cracked, shattered, or broken to expose sharp edges or missing pieces.

(B) Distortion: A manufacturing defect or other defect that causes a distorted view.

(C) Star break: Vented breaks with cracks radiating from point of impact.

(D) Bull's-eye and half moon: Nonvented circular or half-circular chips not dislodged from glass.

(E) Stone nicks or chips: Small chips dislodged from the glass.

(4) Inspect glazing. The driver's vision area is that area within the normal sweep of the wiper blades above a line measured four inches (4") from the bottom of the windshield. In addition, inspect operation of window at driver's left.

(5) Reject vehicle if:

(A) Required glazing is not present or improper glazing materials are used;

(B) Window at driver's left cannot be readily opened to permit arm signals. (Do not reject if the vehicle is equipped with properly operating turn signals and stoplight);

(C) After-market vision reducing material or other conditions that obscure the driver's vision is on the windshield;

(D) The windshield has any distortion, or cracks exceeding three inches (3") in length, within the driver's vision area;

(E) The windshield has any unrepaired star breaks, bull's-eyes, half moons, stone nicks, or stone chips within the driver's vision area, or has any star breaks, bull's-eyes, half moons, stone nicks, or stone chips more than two inches (2") in diameter at any area outside the driver's vision area; or

(F) Outright breakage, missing pieces, or any break exposing sharp edges is present at any location.

AUTHORITY: section 307.360, RSMo 2000. Original rule filed Nov. 4, 1968, effective*

Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Aug. 13, 1970, effective Aug. 23, 1970. Amended: Filed March 24, 1971, effective April 3, 1971. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Dec. 1, 1975, effective Dec. 11, 1975. Amended: Filed Dec. 8, 1975, effective Dec. 18, 1975. Amended: Filed Jan. 12, 1982, effective April 11, 1982. Amended: Filed Aug. 26, 1985, effective Nov. 28, 1985. Emergency amendment filed Aug. 29, 1985, effective Sept. 27, 1985, expired Jan. 25, 1986. Amended: Filed Oct. 8, 1987, effective Jan. 14, 1988. Amended: Filed Aug. 18, 1989, effective Nov. 26, 1989. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Amended: Filed Oct. 3, 1994, effective April 30, 1995. Emergency rescission and rule filed Aug. 1, 1997, effective Sept. 2, 1997, expired Feb. 28, 1998. Rescinded and readopted: Filed Aug. 1, 1997, effective Jan. 30, 1998. Amended: Filed July 14, 1998, effective Jan. 30, 1999. Amended: Filed Sept. 15, 2000, effective March 30, 2001. Emergency amendment filed Aug. 15, 2001, effective Aug. 28, 2001, expired Feb. 28, 2002. Amended: Filed Aug. 15, 2001, effective Feb. 28, 2002. Amended: Filed Sept. 15, 2003, effective March 30, 2004. Amended: Filed Nov. 18, 2014, effective July 30, 2015.

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999.*

11 CSR 50-2.280 Air Pollution Control Devices

PURPOSE: This rule describes the procedures and standards for the inspection of air pollution control devices. The inspection of air pollution control devices is a requirement of section 307.365, RSMo.

(1) The inspection of air pollution control devices installed by the manufacturer will apply to 1968 and later model vehicles. This does not apply to diesel fuel vehicles or to vehicles operating exclusively on propane fuel or compressed gas. Vehicles converted with option to operate on compressed natural gas or propane are permitted to remove or modify the thermostatic air cleaner if the modifications performed meet United States Environmental Protection Agency Mobile Source Enforcement Memorandum Number 1A.

(A) Effective July 1, 1992, all light-duty vehicles which are passenger vehicles with a Gross Vehicle Weight Rating (GVWR) below six thousand pounds (6,000 lbs.) and com-

mercial vehicles with a GVWR below eight thousand five hundred pounds (8,500 lbs.), which receive a replacement engine, in regard to all emissions related parts, engine design parameters and engine calibrations, must comply with the certified configuration of the same or newer model year as the vehicle chassis.

(B) Effective July 1, 1992, diesel powered vehicles may receive a replacement gasoline engine if the resulting engine-chassis configuration is equivalent to a certified configuration of the same model year or newer as the chassis and that chassis has been certified with a gasoline engine.

(C) Effective July 1, 1992, heavy-duty vehicles which are passenger vehicles with a GVWR in excess of six thousand pounds (6,000 lbs.) and commercial vehicles with a GVWR in excess of eight thousand five hundred pounds (8,500 lbs.) may receive a replacement heavy-duty engine if the resulting vehicle is identical to a certified configuration of the same model year or newer. Under no circumstances may a heavy-duty engine ever be installed in a light-duty vehicle.

(D) All 1968 and later model vehicles which received a replacement engine before July 1, 1992, must be equipped with all the air pollution control devices installed by the manufacturer on that particular engine.

(E) Reject vehicle if a:

1. Replacement engine is not equivalent to the certified configuration of the engine-chassis; or

2. Heavy-duty engine is used in a light-duty chassis.

(2) Crankcase Ventilation.

(A) The ventilation system of the crankcase is commonly known as the positive crankcase ventilation (PCV) system. The engine should be warm and running at idle during inspection of the vent system.

(B) Inspect plumbing connections for tightness and proper routing. Disconnect PCV valve from engine. Shake briskly and listen for a rattling sound. Place finger or thumb over end of valve and feel for vacuum suction.

(C) Reject vehicle if:

1. Plumbing is loose, broken, leaking or improperly routed;

2. No vacuum suction is present or valve does not rattle when shaken; or

3. Any part of the system is missing or disconnected.

(3) Air Injection System.

(A) The air injection system provides air to the exhaust manifold or catalytic converter.



The system may or may not be equipped with an external air pump.

(B) With engine stopped, inspect tension of air pump drive belt. Inspect hose connections at air pump, antibackfire valve, check valves and air distribution manifolds.

(C) Reject vehicle if:

1. Belt slips or is frayed, if serpentine air pump belt has sections missing, if connections are loose, broken or leaking; or
2. Any part of the injection system is missing or disconnected.

(4) Engine Modification Type.

(A) An engine modification control system may be most easily identified as one without an air pump.

(B) With engine stopped, inspect ignition wiring and vacuum hose connections.

(C) Reject vehicle if:

1. Wires or connections are loose, broken or leaking; or
2. Any part of system is missing.

(5) Thermostatic Air Cleaner.

(A) The thermostatic air cleaner provides heated air to the carburetor during cold-engine operation.

(B) Inspect exhaust manifold shroud, pre-heat tube, vacuum diaphragm air cleaner and vacuum hoses.

(C) Reject vehicle if:

1. Connections are broken or disconnected; or
2. Any part of system is missing.

(6) Spark Control System.

(A) The spark control system controls the advance and retard of the ignition spark.

(B) Inspect distributor, vacuum control valve, electrical control switch, wiring and vacuum hoses.

(C) Reject vehicle if:

1. Wiring or vacuum lines are broken, leaking or improperly routed; or
2. Any part of the system is missing or bypassed.

(7) Exhaust Gas Recirculation.

(A) The exhaust gas recirculation system supplies metered exhaust gas to the intake manifold.

(B) Inspect exhaust gas recirculation valve, temperature control valve and vacuum lines for proper routing.

(C) Reject vehicle if:

1. Components are broken, leaking or improperly routed; or
2. Any part of system is missing.

(8) Oxygen Sensor System.

(A) The oxygen sensor system measures the quantity of oxygen present in the exhaust system and supplies a signal to the carburetor or fuel injection system.

(B) Inspect oxygen sensor, located in exhaust manifold, temperature sensor, crankshaft sensor, microprocessor and wiring for proper routing.

(C) Reject vehicle if any:

1. Component is leaking, bypassed, modified or disconnected; or
2. Part of the system is missing.

(9) Evaporative Emission System.

(A) The evaporative emission system restricts the release of fuel vapors by storing and metering the fuel vapors into the fuel intake system.

(B) Inspect the fuel tank vent line, overflow limiting valve, charcoal canister and purge line for proper mounting, leaks and proper routing.

(C) Reject vehicle if:

1. Components are leaking, improperly routed or mounted; or
2. Any part of the system is missing or disconnected.

(10) Catalytic Converters.

(A) All 1981 and later model vehicles which were equipped by the manufacturer with a catalytic converter(s) must be equipped with the original equipment manufacturer converter(s) or United States Federal Environmental Protection Agency-approved replacement converters. These devices are located in the exhaust system, usually in front of the muffler.

(B) Inspect catalytic converter.

(C) Reject vehicle if:

1. Catalytic converter is bypassed or modified, is not securely attached, has leakage or is patched by other than an arc or acetylene weld; or
2. A 1981 or later model vehicle is not equipped with a catalytic converter, as equipped by the manufacturer and as specified on the emission label.

*AUTHORITY: section 307.360, RSMo 1994. * Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Dec. 1, 1975, effective Dec. 11, 1975. Amended: Filed Sept. 12, 1980, effective Dec. 11, 1980. Amended: Filed Sept. 16, 1985, effective Jan. 1, 1985. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Emergency rescission and*

rule filed Aug. 1, 1997, effective Sept. 2, 1997, expired Feb. 28, 1998. Rescinded and readopted: Filed Aug. 1, 1997, effective Jan. 30, 1998.

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979.*

Op. Atty. Gen. No. 331, Shell (11-15-71). *The state of Missouri has the authority to inspect for "air pollution control devices" which may be installed on motor vehicles as a requirement to comply with applicable emission regulations, but whether such regulations and inspections would accomplish the purpose of "enforcing compliance with applicable emission standards" which are federal standards and whether the preemption provision of 42 U.S.C.A., section 1857f-6a has been complied with, are questions that only the appropriate federal officials can answer.*

11 CSR 50-2.290 Fuel System

PURPOSE: This rule describes the procedures and standards for the inspection of a vehicle's fuel tank. The inspection of vehicle fuel tanks is a requirement of section 307.365, RSMo.

(1) Inspect the fuel tank(s), fuel lines and connections, filler tube and, if originally equipped, the filler tube cap.

(2) Reject vehicle if:

- (A) There is fuel leakage at any location;
- (B) Fuel tank is not securely attached; or
- (C) Filler tube cap is missing or does not fit.

*AUTHORITY: section 307.360, RSMo 2000. * Original rule filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed April 2, 1992, effective Sept. 26, 1992. Amended: Filed Oct. 3, 1994, effective April 30, 1995. Emergency rescission and rule filed Aug. 1, 1997, effective Sept. 2, 1997, expired Feb. 28, 1998. Rescinded and readopted: Filed Aug. 1, 1997, effective Jan. 30, 1998. Emergency amendment filed Feb. 1, 2000, effective July 1, 2000, expired Dec. 27, 2000. Amended: Filed Feb. 1, 2000, effective July 30, 2000. Amended: Filed Nov. 18, 2014, effective July 30, 2015.*

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999.*



11 CSR 50-2.300 Mud Flaps

PURPOSE: This rule describes the procedures and standards for the inspection of mud flaps. The inspection of mud flaps is a requirement of section 307.365, RSMo.

(1) Trucks without rear fenders, which are intended to be registered for over twenty-four thousand pounds (24,000 lbs.) must be equipped with mud flaps for the rear wheels. Mud flaps must be wide enough to cover the full tread width of the tires. Mud flaps must be installed so that they extend from the underside of the vehicle body in a vertical plane behind the wheels to within eight inches (8") of the ground, they must be sufficiently rigid to provide adequate protection when the vehicle is in motion.

(2) Fenders installed by the manufacturer on all pickup trucks and other small trucks will be recognized. Curved fender wells, such as those on gasoline delivery trucks, van-type trucks and any other truck with a fender design that provides reasonable protection to the rear of the vehicle, will be exempt.

(3) Reject vehicle if:

- (A) Not equipped with required mud flaps;
- (B) Flap is not wide enough to cover the full tread width of the tire(s); or
- (C) Flap is not in a vertical plane extending to within eight inches (8") of the ground.

AUTHORITY: section 307.360, RSMo 1994. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Aug. 13, 1970, effective Aug. 23, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Emergency rescission and rule filed Oct. 1, 1997, effective Nov. 2, 1997, expired April 30, 1998. Rescinded and readopted: Filed Oct. 1, 1997, effective March 30, 1998.*

**Original authority 1967, amended 1971, 1973, 1979.*

11 CSR 50-2.310 Seat Belts

PURPOSE: This rule describes the procedures and standards for the inspection of seat belts. The inspection of seat belts is a requirement of section 307.365, RSMo.

(1) Every four (4)-wheel passenger car, other than buses, manufactured after June 30, 1964, and designated as a 1965 or later

model shall be equipped with at least two (2) sets of seat belts for the front seat of the vehicle. Pickup trucks manufactured on or after July 1, 1971, shall be equipped with at least two (2) sets of seat belts in the forward-most seating area of those vehicles. The inspector/mechanic must latch both sets of seat belts.

(2) A seat belt is any strap, webbing or similar device including all necessary buckles, fasteners, motors, tracks and all hardware designed for installing that seat belt in a motor vehicle by the manufacturer or its equivalent. Seat belts are classified as:

(A) Type 1 seat belt assembly is a lap belt for pelvic restraint;

(B) Type 2 seat belt assembly is a combination of pelvic and upper-torso restraint; and

(C) Type 2a shoulder belt is an upper-torso restraint for use in conjunction with a lap belt as a type 2 seat belt assembly. Some type 2a shoulder belts are motorized.

(3) Inspect Seat Belts. Do not reject vehicles that are equipped by the manufacturer with passive restraints consisting of only a shoulder belt without a lap belt.

(4) Reject vehicle if:

(A) Not equipped, if required, with two (2) sets of seat belts in front seat equivalent to those installed by the manufacturer;

(B) Front seat is covered so as to prohibit the use of required belts;

(C) A belt, buckle, bracket or motor is inoperative which prohibits designed function; or

(D) Belt webbing is frayed, split or torn.

AUTHORITY: section 307.360, RSMo 1994. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Aug. 26, 1985, effective Nov. 28, 1985. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Emergency rescission and rule Oct. 1, 1997, effective Nov. 2, 1997, expired April 30, 1998. Rescinded and readopted: Filed Oct. 1, 1997, effective March 30, 1998. Amended: Filed July 14, 1998, effective Jan. 30, 1999.*

**Original authority 1967, amended 1971, 1973, 1979.*

11 CSR 50-2.311 Bumpers

PURPOSE: This rule formulates procedures for the inspection of motor vehicle bumpers as required by section 307.172(2), RSMo.

(1) Definitions.

(A) Bumper—A device of at least four and one-half inches (4 1/2") in vertical height constructed of metal, wood or other durable material capable of absorbing shock and mounted on the front or rear of a motor vehicle. Each bumper must be made of a strength equal to a stock bumper.

(B) Drop bumper—A bumper as described in subsection (1)(A) which may be mounted not more than three inches (3") below the original manufacturer's mounting with heavy metal by bolting or welding to the motor vehicle frame.

(C) Nonstock bumper—A device as defined in subsection (1)(A) and designed by other than a motor vehicle manufacturer.

(D) Stock bumper—A device as defined in subsection (1)(A) designed by a motor vehicle manufacturer or an equivalent replacement.

(2) The bumper shall be horizontally mounted on the vehicle centerline by bolting or welding to the vehicle frame as originally installed by the motor vehicle manufacturer. The bumper must extend in width to the originally manufactured tread width for the motor vehicle.

(3) Measurement. Measurements shall be taken with the motor vehicle in an unloaded condition on a level surface with the tires inflated to the manufacturer's specifications. Measurements shall be taken from the surface on which the vehicle stands to the highest point of the bottom of the bumper (excluding any bumper attachments). If the vehicle is equipped with a nonstock-type bumper the measurement shall be taken from a point not more than five inches (5") below the centerline of the bumper mounting bracket. The bottom of the nonstock-type bumper, however, shall not be higher than the measurements contained in section (4).

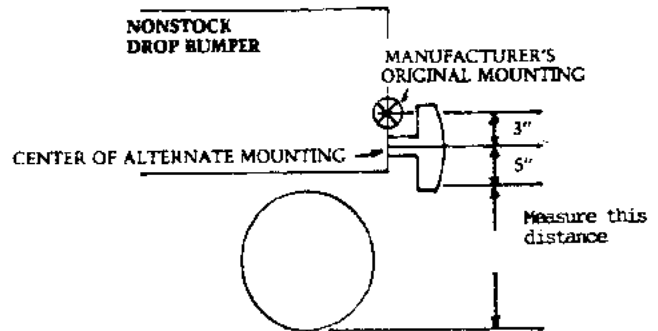
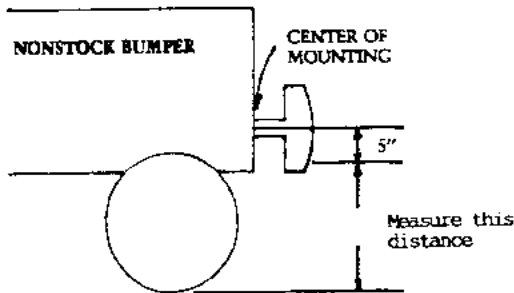
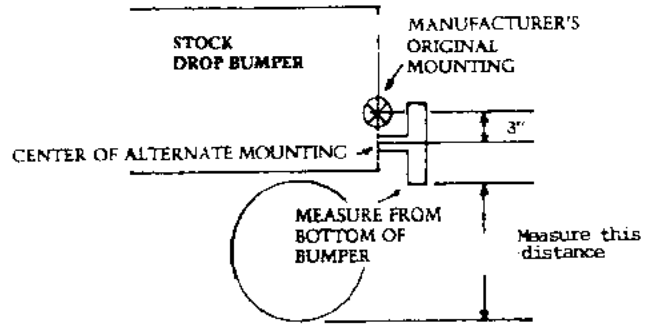
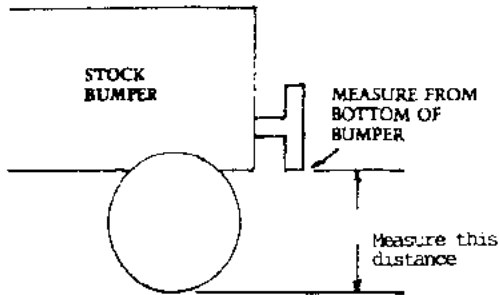
(4) Inspection Procedure. Inspect motor vehicle bumpers for proper bumper height, mounting, construction and presence of bumpers. (Pickup trucks and other commercial vehicles not equipped by the manufacturer with a rear bumper as standard equipment are not required to be equipped with a rear bumper.) Vehicle design will determine how a vehicle is classified. Passenger cars and station wagons which are designed and manufactured solely as passenger vehicles will be



classified as motor vehicles, except commercial motor vehicles, and must comply with the twenty-two inch (22") maximum bumper height. Motor vehicles designed as multi-purpose or utility vehicles, including Broncos, Blazers, Suburbans, Jeeps, vans, mini-vans, pickups and mini-pickups, will be considered as commercial motor vehicles. The Gross Vehicle Weight Rating (GVWR) of these vehicles will determine the maximum bumper height as specified in the statute. The following chart depicts various bumper configurations and correct locations to measure:



MAXIMUM BUMPER HEIGHTS
(NOT TO SCALE)





The following bumper heights apply to motor vehicles with a GVWR up through eleven thousand five hundred pounds (11,500 lbs.):

	Maximum Front Bumper Height	Maximum Rear Bumper Height
Motor vehicles except commercial motor vehicles	22 inches	22 inches
Commercial motor vehicles (GVWR)		
4500 lbs. and under	24 inches	26 inches
4501 lbs.-7500 lbs	27 inches	29 inches
7501 lbs.-9000 lbs	28 inches	30 inches
9001 lbs.-11500 lbs.	29 inches	31 inches

A motor vehicle will not be rejected for improper bumper height if the motor vehicle was originally equipped by the manufacturer with a bumper that exceeds the stated heights or if the motor vehicle was originally equipped by the manufacturer with a bumper that fails to comply with subsection (1)(A).

(A) Reject vehicle if:

1. The bumper height exceeds the limit stated for the weight category of the motor vehicle;
2. Bumper is not constructed of metal, wood or other durable material and of equal strength to a stock bumper;
3. Bumper is improperly mounted; or
4. Motor vehicle is not equipped with required bumper(s).

AUTHORITY: section 307.172.2, RSMo Supp. 2004. Emergency rule filed July 23, 1986, effective Aug. 13, 1986, expired Dec. 11, 1986. Original rule filed July 23, 1986, effective Oct. 27, 1986. Amended: Filed Aug. 28, 1987, effective Nov. 23, 1987. Amended: Filed Feb. 3, 1988, effective May 12, 1988. Amended: Filed May 9, 1989, effective Aug. 11, 1989. Emergency amendment filed Sept. 1, 2004, effective Sept. 11, 2004, expired March 9, 2005. Amended: Filed Sept. 1, 2004, effective Feb. 28, 2005.*

**Original authority: 307.172.2, RSMo 1973, amended 1986, 1987, 2004.*

11 CSR 50-2.320 School Bus Inspection

PURPOSE: This rule describes the procedures and standards for the inspection of school buses. The inspection of school buses is a requirement of section 307.375, RSMo.

(1) The standards and procedures prescribed for the inspection of a motor vehicle as set out in the rules of the Motor Vehicle Inspection Division, shall apply to Types A-D school buses. In addition, the items listed in this rule will be inspected on all school buses.

(2) Lighting Equipment and Signalling Devices.

(A) Clearance and Side Marker Lamps. School buses shall be equipped with clearance and side marker lamps, except school buses less than eighty inches (80") in width.

1. Two (2) amber clearance lamps on the front and two (2) red clearance lamps on the rear. Clearance lamps shall be mounted one (1) at each side and as far as practical to indicate the width and height of the vehicle. Clearance lamps may be connected to headlamp switch.

2. One (1) amber side marker lamp located on each side at or near the front and one (1) red side marker lamp located on each side at or near the rear. Side marker lamps may be in combination with the clearance lamps.

(B) Identification Lamps. School buses shall be equipped with identification lamps, except school buses less than eighty inches (80") in width. Three (3) red lamps shall be mounted in the center rear body and three (3) amber lamps in center front of body. Lamps shall be mounted on the roof and centered in a cluster. Lamps may be connected to headlamp switch.

(C) Intermediate Side Marker Lamps. School buses manufactured after July 1972, and over thirty feet (30') in length shall be equipped with an intermediate side marker lamp. One (1) amber side marker lamp located on each side between the front and rear marker lamps. Lamps may be connected to the headlamp switch.

(D) Stop/Taillights. Types A-2, B, C, and D school buses shall be equipped with two (2) red stoplights seven inches (7") in diameter (prior to December 1988, six inches (6") in diameter), or if a shape other than round, a minimum of thirty-eight (38) square inches of illuminated area and two (2) red stop/taillights four inches (4") in diameter, or if a shape other than round, a minimum of twelve (12) square inches of illuminated area. The four-inch (4") stop/taillights shall operate in combination with the seven-inch (7") stoplights on school buses manufactured after December 31, 1988, when the service brake is applied. All stop/taillights must operate if so equipped. Type A-1 buses with bodies supplied by chassis manufacturer may have manufacturer's standard stop and tail lamps.

(E) Turn Signals. All school buses shall be equipped with front turn signals as originally equipped by the manufacturer. If additional turn signal lamps are provided (front of body below windshield or top of fender), they shall be connected to the turn signal system without removal or disconnection of originally equipped front turn signals. All buses manu-

factured after July 1, 1997, shall be equipped with amber side-mounted turn signal lights. The turn signal lamp on the left side shall be mounted rearward of the stop signal arm, and the turn signal lamp on the right side shall be mounted rearward of the service door. Rear turn signals on Type A-2, B, C, and D buses must be amber in color and at least seven inches (7") in diameter or, if a shape other than round, a minimum of thirty-eight (38) square inches of illuminated area. Rear turn signals on all Type A-1 conversion buses must be at least twenty-one (21) square inches in lens area and must be in the manufacturer's standard color.

(F) Front and Rear Red Warning Flashers. School buses shall be equipped with two (2) seal-beam alternately flashing red lights and two (2) seal-beam alternately flashing amber lights on the front and rear of the vehicle. This eight (8)-lamp system shall be controlled by a manually operated switch. Under no circumstances are these lamps to be connected with the braking system. Lamps must flash at a rate of sixty to one hundred twenty (60-120) cycles per minute. The "on" cycle shall be long enough to permit the filament to come up to full brightness. The lens of each alternately flashing signalling lamp shall be at least five inches (5") in diameter. The area extending outward approximately three inches (3") from each lens shall be painted black.

(G) Stop Signal Arm. School buses shall have a red octagon signal arm, eighteen inches by eighteen inches (18" x 18"), installed on the left outside of the body with the word STOP plainly displayed. All Type C and D buses manufactured after June 30, 2007, shall be equipped with a second stop signal arm of the same size, color, and shape on the left outside of the body near the rear of the bus. Except that the rear stop signal arm shall have no words or images on the forward-facing side, the signal arm may contain a white border with lettering and background of a reflective material meeting United States Department of Transportation standards. The stop signal arms shall contain either one (1) alternately flashing red lamp at the top and one (1) at the bottom visible to the front and rear or light emitting diodes (LEDS) that flash and spell out the word STOP.

(H) Reflectors. School buses shall be equipped with two (2) red reflectors on the rear as far apart as possible. One (1) red reflector on each side as far to the rear as possible and one (1) amber reflector on each side as far forward as possible. School buses over thirty feet (30') in length shall have one (1) additional amber reflector on each side midway between the front and rear side reflector.



(I) Observe Function of Lights and Signalling Devices.

1. Reject vehicle if:

A. Not equipped with required lights, reflectors, and signalling devices;

B. Any lighting device or reflector is obstructed;

C. Any required light, reflector, or signalling device fails to function properly;

D. Any light, reflector, or signalling device is not securely mounted;

E. Any light, reflector, or signalling device shows a color contrary to these regulations;

F. A lens or reflector is badly broken or if any part is missing or is incorrectly installed;

G. The rear stop signal arm contains any words or images on the forward-facing side.

(3) Lettering and Signs.

(A) School buses shall have on the front and rear or on signs attached to them the words SCHOOL BUS plainly visible in black letters at least eight inches (8") in height. School buses shall have displayed on the rear in plain and distinct black letters the following: STATE LAW: STOP WHILE BUS IS LOADING AND UNLOADING. The letters in the words STATE LAW: STOP shall be at least five inches (5") and the letters in the other words at least three inches (3") in height. District-owned school buses shall display on each side the name and number of the school district in black letters at least three inches (3") in height. Buses manufactured prior to October 1, 1981, may display the school district name and number with national school bus yellow lettering. Privately-owned school buses shall display on each side, in a conspicuous location, the name and address of the owner in black letters at least two inches (2") in height with a stroke of not less than one-quarter of an inch (1/4") wide. Signs or stickers on the rear of the bus not relating to school bus flashing signal lamps, railroad stop procedures, or other similar safety messages are prohibited.

(B) A special purpose pictorial sign identifying a school bus for younger pupils, and/or a lettered sign identifying the route, and/or name or school destination in colors other than national school bus yellow and black may be used. When a pictorial or lettered sign is used it shall be mounted below the right front window behind the service door. The sign does not have to be exactly below the right front window as long as it is in the general area. Signs placed below the second or third window would be acceptable. The sign shall not exceed four hundred thirteen

(413) square inches and be attached in a manner that does not pose a safety hazard to pupils. No special purpose pictorial sign or lettered sign may be placed in any school bus window.

(C) Signs that relate to the proper procedure for closing the emergency door may be placed on the emergency door.

(D) Inspect bus for lettering.

(E) Reject vehicle if:

1. Vehicle does not display the proper lettering;

2. Sign is improperly located, incorrect size, or poses a safety hazard; or

3. Signs or stickers are non-safety related.

(4) Mirrors.

(A) Interior Mirrors. School buses shall be equipped with an interior rearview mirror. Types B, C, and D school buses manufactured after March 1, 1987, shall have an interior mirror at least six inches by thirty inches (6" × 30"). It must be metal backed and framed, with rounded corners and protected edges. Type A school buses manufactured after March 1, 1987, shall be equipped with an interior mirror at least six inches by sixteen inches (6" × 16").

(B) Exterior Mirrors.

1. All school buses shall be equipped with flat rearview, convex rearview, and convex crossview mirrors on the left and right sides of the bus. (Buses manufactured prior to March 1, 1987 do not require left and right convex rearview mirrors.)

2. Convex crossview mirrors on the right side of buses may be either a single or double mirror that provides the driver a clear view of the right front and side of the bus. Convex crossview mirrors shall be a minimum of seven and one-half inches (7 1/2") in diameter.

3. All school buses manufactured after July 1, 1993, shall be equipped with a rearview mirror system that provides the driver a clear view of the rear tires at ground level on the left and right sides of the bus.

4. All school buses manufactured after July 1, 1993, shall be equipped with a crossview mirror system that provides the driver a clear indirect view of an area at ground level from the front bumper forward and the entire width of the bus to a point where the driver can see by direct vision. The crossview system shall also provide the driver a clear indirect view of the area at ground level around the left and right front corners of the bus, to include the tires and service entrance on all types of buses to a point where it overlaps with the rearview mirror system.

(C) Inspect Mirrors.

(D) Reject vehicle if:

1. Not equipped with required mirrors;

2. A mirror is not mounted on stable support or is improperly mounted; or

3. A mirror is cracked, pitted, obstructed, or clouded to the extent that vision is obscured.

(5) Exhaust System.

(A) School buses shall be equipped with a properly attached exhaust system. The exhaust system shall include the manifold, manifold gasket, flange gasket, exhaust pipe, muffler, supporting hardware, and tailpipe. The exhaust system shall be properly insulated from the fuel tank and tank connections by a securely attached metal shield at any point where it is twelve inches (12") or less from the tank or tank connections, except for diesel-powered buses.

(B) The tailpipe shall be constructed of a corrosion-resistant tubing material at least equal in strength and durability to sixteen (16)-gauge steel tubing. The tailpipe shall be of sufficient length to exit at the rear of the bus or at the left side no more than eighteen inches (18") forward of the rear wheel house opening, and shall be flush with or may extend not more than two inches (2") beyond the perimeter of the body or bumper.

(C) Type A and B buses may be equipped with the manufacturer's standard tailpipe.

(D) On Type C and D buses, no exhaust shall exit beneath a fuel fill.

(E) The exhaust system on vehicles equipped with a power lift unit may be routed to the left of the right frame rail for the installation of a power lift unit on the right side of the bus.

(F) Reject vehicle if:

1. A manifold, manifold gasket, flange gasket, or a connection of any other component is loose or leaking;

2. Holes are present in the exhaust pipe, muffler, tailpipe or if there are leaking patches or seams (Patches made with an arc or acetylene weld are accepted.);

3. The tailpipe end is pinched or broken off from rear support bracket;

4. Any part of the system is supported by wire or if any component is not securely attached by supporting hardware, such as bolts, brackets, clamps, or hangers;

5. The vehicle has no exhaust pipe, muffler, or tailpipe;

6. Any part of the system passes through the occupant compartment;

7. The tailpipe fails to discharge exhaust from the rear or left side of vehicle or if it exits beneath a fuel fill on Type C and D buses;

8. The tailpipe of a school bus is not a sixteen (16)-gauge steel or equivalent; or



9. The tailpipe is not flush with or extends more than two inches (2") beyond the perimeter of the body or bumper.

(6) Heating and Defrosting System.

(A) Inspect the heating and defrosting systems for proper operation.

(B) Reject vehicle if:

1. Any part of the heating or defrosting systems fail to function properly or have leakage.

(7) Bumper.

(A) Rear Bumper. Types A-2, B, C, and D school buses shall be equipped with a rear bumper of pressed steel at least three-sixteenths inch (3/16") thick and eight inches (8") wide (nine and one-half inches (9 1/2") if manufactured after January 1, 1997). The bumper shall wrap around the back corners of the school bus and extend forward at least twelve inches (12"). The bumper shall extend at least one inch (1") beyond the rearmost part of the body surface and shall be properly attached to prevent the hitching of rides. Type A-1 school buses may be equipped with the manufacturer's standard rear bumper.

(B) Front Bumper. School buses shall be equipped with a front bumper, which may include an energy absorbing bumper. All school buses manufactured after March 1, 1987, shall be equipped with a front bumper made of pressed steel at least three-sixteenths inch (3/16") thick and not less than eight inches (8") wide, unless using an energy absorbing bumper. Type A buses may be equipped with the manufacturer's standard front bumper.

(C) Inspect the bumpers.

(D) Reject vehicle if:

1. Not equipped with proper bumpers;
2. A bumper is loosely attached; or if a broken or torn portion is protruding, creating a hazard; or if the improper attachment permits the hitching of rides; or
3. The bus is equipped with a trailer hitch or similar device which will permit hitching of rides.

(8) Service Door.

(A) The service door shall be of the split-type, the sedan type or the jack-knife type. The split-type door includes any sectioned door which divides and opens inward or outward. If one (1) section of a split-type door opens inward and the other opens outward, the front section shall open outward. Flexible material must be applied to the vertical closing edges on split-type or folding-type entrance doors, except on Type A buses. On all buses, the service door shall be designed to be operated by the driver, and so designed to prevent accidental opening. When the hand

lever is used, no parts shall come together so as to shear or crush fingers.

(B) Reject vehicle if the:

1. Door and opening device do not function properly; or

2. Flexible material on the vertical closing edges of the service door is excessively loose, torn, or missing.

(9) Emergency Door(s), Exits, and Buzzer.

(A) All school buses shall be equipped with an emergency door or exit located in the rear and may be equipped with additional emergency doors and exits. The emergency door shall be designed to be opened from inside and outside. The device used to open the door from the outside shall be designed to prevent hitching to, but one which permits opening when necessary. The rear emergency door latch shall be equipped with an interior handle that lifts upward to release and all emergency doors and exits shall be equipped with a suitable electric switch connected with a buzzer audible in the driver compartment. The switch shall be installed in a manner that any movement of the slide bar or release mechanism will immediately sound the buzzer. All emergency doors and exits shall be identified by the words EMERGENCY DOOR or EMERGENCY EXIT both inside and outside the bus in letters two inches (2") high. The words EMERGENCY DOOR shall be placed at the top of or directly above the emergency door, or on the door in the metal panel above the top glass both inside and outside the bus. The words EMERGENCY EXIT shall be placed at the top of or directly above or at the bottom of the emergency window exits both inside and outside the bus. The designation for roof exits shall be located on the inside surface of the exit, or within twelve inches (12") of the roof exit opening. A metal guard shall be placed over the door control on the inside of a rear door. The passageway to the emergency door shall be at least twelve inches (12") wide on all school buses. A lock may be placed on an emergency door or exit. However, the engine starting and operating system must not function if any emergency door or exit is locked from either inside or outside of the bus.

(B) Inspect all emergency door(s) and exits for operation by opening and closing and for proper lettering.

(C) Reject vehicle if:

1. Doors or exits bind or catch when opening;

2. Passageway to the emergency door is blocked or restricted in any way to less than twelve inches (12") in width;

3. Any emergency door or exit release mechanism fails to work properly, from the inside and outside of the bus;

4. Slide bar on Types B, C, and D buses has less than one inch (1") stroke length;

5. Emergency door buzzer fails to sound or is not audible in the driver's compartment when the slide bar is moved;

6. Any emergency or roof exit buzzer fails to sound or is not audible in the driver's compartment when the release mechanism is activated;

7. Words EMERGENCY DOOR or EMERGENCY EXIT are not properly displayed; or

8. Bus engine will start with emergency door(s) or exits locked.

(10) Seat Belts.

(A) All school buses shall be equipped with a seat belt for the driver. Seat belt retractors shall be provided on school buses manufactured after January 1, 1973. School buses manufactured after March 1, 1987, equipped with a Type 2 lap belt/shoulder harness seat belt shall be equipped with an emergency locking retractor for the continuous belt system.

(B) Reject vehicle if not equipped with:

1. Operative seat belt; or
2. Proper retractor.

(11) Emergency Equipment.

(A) All school buses must be equipped with a dry chemical or Halon 1211 type fire extinguisher and a first-aid kit. After July 1, 1977, the fire extinguisher must have an Underwriters' Laboratories, Inc. rating of not less than 10-B:C or higher classification. School buses manufactured after March 1, 1987, shall be equipped with a fire extinguisher approved by Underwriters' Laboratories, Inc., with a total rating of 2 A 10-B:C or greater. Both must be mounted in the driver's compartment.

(B) Three (3) red electric lanterns and two (2) red flags or three (3) red emergency reflectors and two (2) red flags or three (3) bidirectional emergency reflective triangles.

(C) Reject vehicle if not equipped with:

1. A proper fire extinguisher which is easily removable and properly charged;
2. A proper first-aid kit; or
3. The proper emergency warning devices.

(12) Seats.

(A) Seats on school buses shall face forward. Buses equipped to accommodate wheelchairs may have longitudinal seating if equipped with restraining devices. School buses manufactured after March 1, 1987, which are equipped to accommodate wheelchairs must have forward facing seats and wheelchair positions. They shall be fastened securely to the school bus body. Jump seats or portable seats are not permitted.

(B) Inspect the seats.

(C) Reject vehicle if:



1. The seat is not fastened securely to the floor;

2. The seat cushions are not properly attached to the seat frame;

3. Any seat has an exposed spring, sharp edge, protruding object, or other hazardous condition; or

4. Seats do not face forward.

(13) Step Treads, Aisle Mats or Runners.

(A) Types B, C, and D School Buses Only.

1. The surface of step treads shall be of nonskid material. The aisle mats or runners shall be of an aisle-type fire-resistant rubber or equivalent, nonskid, wear-resistant, and ribbed. The mats or runners shall be permanently bonded to the floor.

2. Inspect the general condition of step treads at the service door entrance and the general condition of the aisle mats or runners.

3. Reject vehicle if the:

A. Treads on the steps are not of nonskid material or if the surface material is loose; or

B. Mats or runners are loose, torn, curled, not permanently bonded to the floor, or are not of proper material.

(B) Type A School Buses Only.

1. Type A school buses need only be equipped with the manufacturer's original equipment as far as step treads, aisle mats or runners are concerned.

2. Reject vehicle if:

A. Not as originally equipped.

(14) Hand Hold Grips and Handrails.

(A) Inspect the hand grips.

(B) Inspect the handrails for proper clearance by drawing a one-half inch (1/2") hex nut with a one-eighth inch (1/8") drawstring between the mounting points of the handrail and bus body.

(C) Reject vehicle if:

1. The hand hold grips are missing, damaged, or not securely mounted; or

2. If the one-half inch (1/2") hex nut attached to one (1) end of a one-eighth inch (1/8") drawstring catches on the handrail and lodges between the handrail mounted bracket and the sheet metal body of the bus or the drawstring catches during the handrail test.

(15) Color.

(A) The school bus body shall be painted a uniform national school bus yellow, except the roof which may be white and the flat top surface of the hood which may be non-reflective black. The body exterior paint trim, bumper, and lettering shall be black.

1. Reject vehicle if:

A. Any part of the bus body or lettering is the wrong color.

(B) The chassis grille shall be national school bus yellow, black, white, or chrome. Reflective material meeting Federal Highway

Administration standards may be installed on the front or rear bumper, or both rear of bus body, school bus lettering, sides of bus, and stop arm.

1. Reject vehicle if:

A. Any portion of vehicle or reflective material is of the wrong color.

(16) Fuel Systems.

(A) Inspect the fuel tank(s), fuel lines and connections, filler tube, and filler tube cap on gasoline or diesel fueled vehicles.

(B) Reject vehicle if:

1. Fuel tank(s) is not securely attached;

2. Filler tube cap is missing or does not fit; or

3. There is fuel leakage at any location.

(C) Inspect compressed fuel systems or the liquefied petroleum gas (LPG) system.

(D) Reject vehicle if:

1. Fuel tank(s) is not securely attached to the outside of the frame rail by a system other than welding. If saddle clamps are used, on buses after December 31, 1989, either at the time of assembly or replacement, each tank must be attached with a minimum of two (2) clamps which are a minimum of three-eighths inch by two inch (3/8" × 2") steel;

2. The safety relief venting system is absent, damaged, or designed so that escaping gas is directed other than upwards within forty-five degrees (45°) of the vertical (outside the bus body);

3. The safety relief venting system does not have a functional pressure sensitive closing device (cap);

4. The fuel tank(s) or any part of the fuel system is the lowest point of the vehicle;

5. There are leaks at any location; or

6. There is no Missouri Department of Agriculture decal on LPG systems.

(17) Steering.

(A) Inspect for power steering.

(B) Reject any school bus manufactured after March 1, 1987, which is not equipped with power steering.

(18) Tires.

(A) Inspect all school bus tires except the spare tire for knots, exposed cord, tread depth and proper size or type.

(B) Inspect Type A-2, B, C, or D school bus for dual rear tires.

(C) Inspect all school buses for regrooved, recapped, or retreaded tires on front wheels.

(D) Inspect all school bus tires for same size and type on a given axle.

(E) Reject any school bus if:

1. Any tire has knots or exposed cord;

2. The tread depth is less than four-thirty-seconds inch (4/32") for the front tires or less than two-thirty-seconds inch (2/32") of

the rear tires when measured at any point on a major tread groove;

3. A Type A-2, B, C, or D school bus is not equipped with dual rear tires;

4. Regrooved, recapped, or retreaded tires are used on the front wheels;

5. The tires on a given axle are of a different size or type; or

6. Any tire is flat or has a noticeable leak (e.g., can be heard or felt).

(19) Glazing.

(A) Inspect the glazing.

(B) Reject any school bus that has outright breakage of glass at any location.

(20) Crossing Arm.

(A) After August 1, 1998, every school bus operated to transport students in the public school system, which has a gross vehicle weight rating (GVWR) of more than ten thousand (10,000) pounds, the engine mounted entirely in front of the windshield, and the entrance door behind the front wheels, shall be equipped with a crossing control arm. The arm shall be constructed of noncorrosive and nonferrous material, mounted on the right side of the front bumper of the bus, extending a minimum sixty-six inches (66") when extended, and activated by the same controls which activate the mechanical and electrical signalling devices.

(B) Inspect the crossing arm.

(C) Reject the vehicle if:

1. Bus is not equipped as required;

2. Arm is not constructed of a noncorrosive or nonferrous material;

3. Arm is not mounted in the proper location;

4. Arm does not extend as close to perpendicular to the bumper as possible when opened;

5. Arm has sharp edges or projections that could cause hazard or injury to students;

6. Arm does not extend a minimum of sixty-six inches (66") when fully extended;

7. Arm does not operate properly when the stop signal arm and overhead warning flashers are activated; or

8. The manual bypass switch allows for more than one override of the system's functions.

(21) Frame.

(A) Inspect the frame.

(B) Reject any school bus if there are any unrepaired visible cracks.

(22) Compartment Condition.

(A) The compartment will be in good repair, with no sharp-edged tears or holes in the compartment walls, floors, doors, or



ceiling.

(B) Inspect the compartment.

(C) Reject vehicle if compartment contains any sharp-edged tears or holes in the compartment walls, floors, doors, or ceiling.

(23) Out-of-Service Criteria. The following items will result in buses being put out-of-service until needed repairs are made. These criteria will be used only by Missouri State Highway Patrol personnel and are not applicable at official inspection stations:

(A) If there is a major exhaust leak in the exhaust system which dumps exhaust in front of the rear axle;

(B) If there are major steering or suspension defects;

(C) If there are major brake defects;

(D) If the stop signal arm is inoperative;

(E) If the front or rear tires have knots or exposed cord or the tread depth is less than four-thirty-seconds inch (4/32") on the front tires or less than two-thirty-seconds inch (2/32") on the rear tires when measured at any point on a major tread groove;

(F) If any tire is flat or has a noticeable leak (e.g., can be heard or felt);

(G) If any emergency door is inoperable from either the inside or outside or any other emergency exit fails to open;

(H) If the red overhead warning flashers are inoperative;

(I) If the one-half inch (1/2") hex nut attached to one (1) end of a one-eighth inch (1/8") drawstring catches on the handrail and lodges between the handrail mounting bracket and the sheet metal body of the bus or the drawstring catches during the handrail drawstring test;

(J) If not equipped with crossing arm as required or if the crossing arm does not operate when the stop signal arm and overhead warning flashers are activated;

(K) If fuel is leaking from any part of the fuel system; or

(L) If the frame has any unrepaired visible cracks.

AUTHORITY: section 307.360.2, RSMo 2000 and section 307.375, RSMo Supp. 2009. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed July 29, 1969, effective Aug. 8, 1969. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed Aug. 17, 1972, effective Aug. 27, 1972. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Feb. 26, 1975, effective March 8, 1975. Amended: Filed Dec. 1, 1975, effective Dec. 11, 1975. Amended: Filed July 1, 1976, effective Oct. 11, 1976. Amended: Filed Sept. 14,*

1978, effective Dec. 11, 1978. Amended: Filed Sept. 12, 1980, effective Dec. 11, 1980. Amended: Filed Jan. 12, 1982, effective April 11, 1982. Amended: Filed Aug. 14, 1987, effective Nov. 12, 1987. Amended: Filed July 27, 1988, effective Oct. 27, 1988. Amended: Filed Jan. 1, 1989, effective April 27, 1989. Amended: Filed Aug. 30, 1989, effective Nov. 26, 1989. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Amended: Filed Oct. 3, 1994, effective April 30, 1995. Emergency rescission filed Jan. 28, 1997, effective Feb. 7, 1997, expired Aug. 1, 1997. Emergency rule filed Jan. 17, 1997, effective Feb. 3, 1997, expired Aug. 1, 1997. Rescinded and readopted: Filed Jan. 17, 1997, effective July 30, 1997. Emergency amendment filed July 14, 1998, effective Aug. 1, 1998, expired Feb. 25, 1999. Amended: Filed July 14, 1998, effective Jan. 30, 1999. Amended: Filed March 15, 1999, effective Sept. 30, 1999. Amended: Filed Feb. 1, 2000, effective July 30, 2000. Amended: Filed Sept. 15, 2000, effective March 30, 2001. Emergency amendment filed Nov. 1, 2001, effective Feb. 1, 2002, expired May 31, 2002. Amended: Filed Nov. 1, 2001, effective April 30, 2002. Amended: Filed Sept. 15, 2003, effective March 30, 2004. Emergency amendment filed Sept. 1, 2004, effective Sept. 11, 2004, expired March 9, 2005. Amended: Filed Sept. 1, 2004, effective Feb. 28, 2005. Amended: Filed Oct. 3, 2005, effective March 30, 2006. Amended: Filed Aug. 10, 2006, effective Jan. 30, 2007. Amended: Filed Aug. 12, 2009, effective Feb. 28, 2010.

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999 and 307.375, RSMo 1967, amended 1971, 1975, 1976, 1997, 1999, 2001, 2004, 2009.*

11 CSR 50-2.321 Special Education Buses

PURPOSE: This rule establishes inspection standards for the inspection of power lifts, ramps, aisles, restraint systems, special service entrance doors and identification on special education school buses.

(1) Power Lift.

(A) Power lift shall be located on the right side of the bus body within the perimeter of bus body and in no way attached to the outside of the bus.

(B) Lift must be equipped with controls to allow operation of the lift from either the inside or outside of the bus. Buses manufactured after October 1, 1981, must be equipped with a mechanism to allow for manual manipulation in the event of a power failure or a single component mechanical failure.

(C) Lift platform shall be fitted with full-width shields and restraining device(s) on the outer (curb) edge.

(D) School buses manufactured after March 1, 1987, equipped to accommodate individuals with special transportation needs must have a lift opening and platform sufficient to accommodate a thirty-inch (30") wheelchair.

(E) Inspect the power lift for proper location, attachment and operation.

(F) Reject vehicle if:

1. Lift is not in proper location or attached properly;

2. Not equipped with a mechanism that allows for at least one (1) manual operation;

3. Shields or restraining devices are not fitted on lift; or

4. Lift opening and platform are not of sufficient width.

(2) Aisles. On buses manufactured after October 1, 1981, the aisle leading to the emergency door from the wheelchair area shall be at least thirty inches (30") wide to permit passage of a maximum size wheelchair.

(A) Reject vehicle if:

1. Aisles are not of sufficient width.

(3) Restraint Systems.

(A) School buses manufactured after March 1, 1987, designed to transport individuals with special transportation needs shall contain wheelchair securement devices attached to the floor or walls, or both, to allow securement of wheelchairs in a forward facing position. These devices must require human intervention to unlatch or disengage and contain tightening clamps on front and rear assemblies.

(B) School buses designed to accommodate individuals with special transportation needs shall contain a system of positive occupant restraint that secures the occupant.

(C) Reject vehicle if:

1. Proper restraining devices are not installed.

(4) Special Service Entrance Doors.

(A) Doors on 1981 and later models shall be equipped with a device that will actuate an audible or flashing signal located in the driver's compartment when doors are not securely closed and ignition is on.

(B) A switch shall be installed so that the lifting mechanism will not operate when the lift platform doors are closed.

(C) Reject vehicle if not equipped with:

1. Warning signal; or

2. The proper switch.

(5) Identification.



(A) Buses with power lifts used for transporting children with physical disabilities may display the universal handicap symbols below the window line. The emblem shall meet United States Department of Transportation standards.

(B) Reject vehicle if:

1. Symbols are improperly displayed; or
2. Symbols are incorrect size.

AUTHORITY: section 307.360.2, RSMo 2000, and section 307.375, RSMo Supp. 2013. Original rule filed Aug. 18, 1987, effective Nov. 12, 1987. Amended: Filed Aug. 30, 1989, effective Nov. 26, 1989. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Emergency rescission and rule filed Oct. 1, 1997, effective Nov. 2, 1997, expired April 30, 1998. Rescinded and readopted: Filed Oct. 1, 1997, effective March 30, 1998. Amended: Filed July 14, 1998, effective Jan. 30, 1999. Amended: Filed Nov. 1, 2001, effective April 30, 2002. Amended: Filed Nov. 18, 2014, effective July 30, 2015.*

**Original authority: 307.360.2., RSMo 1967, amended 1971, 1973, 1979, 1999 and 307.375, RSMo 1967, amended 1971, 1975, 1976, 1997, 1999, 2001, 2004, 2009.*

11 CSR 50-2.330 Motorcycle Inspection

PURPOSE: This rule lists the specific inspection standards and procedures for the inspection of motorcycles and motor tricycles. These standards are necessary because of difference in vehicle design and different tolerances involved.

(1) This section of the inspection manual contains procedures which shall be followed when inspecting motorcycles and motor tricycles.

(A) Brakes.

1. Brake efficiency shall be determined by operating the vehicle on the inspection station's premises. This test may be conducted either by the inspector/mechanic or by the vehicle owner with the inspector/mechanic observing. Brakes must be installed and in operating condition on each wheel if originally equipped by the manufacturer.

2. Apply each brake control separately while vehicle is in motion, apply moderate force to brakes for one (1) minute; inspect wheel and master cylinder for leakage if equipped with hydraulic brakes; inspect master cylinder for fluid level if equipped with hydraulic brakes; inspect brake hoses or tubing for broken, flattened or restricted sections and improper support; inspect brake rods or cables for wear and proper adjustment.

3. Reject vehicle if:

A. Any brake fails to indicate braking action;

B. Not equipped with required brakes;

C. Brake pedal height cannot be maintained for one (1) minute, leakage is indicated;

D. Less than one-third (1/3) of the pedal reserve remains;

E. Pedal fails to return to the fully released position after application;

F. Wheel or master cylinder leaks;

G. Fluid level in the master cylinder is below the level recommended by the manufacturer;

H. Brake hose is broken or restricted and if hose is not supported to prevent damage by rubbing with the frame or other components;

I. Brake cable is badly frayed or if rod, clevises and couplings are badly worn;

J. Any pins, springs or other mechanical parts are missing, defective or badly worn; or

K. Brake rods or cables are not adjusted properly.

(B) Lighting Equipment.

1. Headlights. Every vehicle shall be equipped with at least one (1) and not more than two (2) headlights. A headlight shall exhibit light substantially white in color. A motorcycle equipped with a sidecar or other attachment shall be equipped with a light on the outside limit of the attachment capable of displaying a white light to the front.

2. Taillights and reflectors. Every vehicle shall be equipped with at least one (1) red taillight and at least one (1) red reflector. Any vehicle with two (2) rear wheels shall be equipped with at least two (2) red taillights and two (2) red reflectors. A reflector may be part of the taillight or it may be separate. The taillight shall be mounted at a height of not more than seventy-two inches (72") nor less than fifteen inches (15") above the ground. The reflector shall be mounted at a height not greater than sixty inches (60") nor less than fifteen inches (15") above the ground.

3. Signalling devices. If the vehicle is equipped with turn signals and a stoplight, all must operate.

4. Inspect lighting equipment, reflectors and signalling devices.

5. Reject vehicle if:

A. Not equipped with required headlight, taillights or reflectors;

B. A headlight has reflector deterioration;

C. A lens is badly broken, missing, incorrectly installed or repaired with tape;

D. Any light fails to function properly;

E. Any light or reflector is not securely mounted or shows a color contrary to law;

F. Beam indicator or dimmer switch, if so equipped, fails to operate properly; or

G. A taillight or reflector is not mounted in the prescribed area.

(C) Steering Mechanisms.

1. Inspect to determine the condition of the frame, fork, steering head bearing, handlebars and front and rear wheel tracking. Check wheel bearings by elevating and rotating each wheel. Inspect condition of grease retainers. If equipped by the manufacturer, actuate front and rear shock absorbers.

2. Reject vehicle if:

A. Frame or fork is bent, broken or wheels are out of line where it affects the steering and control;

B. Loose, defective or worn components in steering head bearing;

C. Handlebars are loose, bent, broken or damaged where it affects proper steering;

D. Any portion of the handlebars extend over fifteen inches (15") in height above the normal riding position unless originally equipped by the motorcycle manufacturer;

E. Wheel bearings have excessive horizontal movement or, when rotated, unusual noise exists;

F. Grease retainer is defective; or

G. A shock absorber is disconnected, broken, bent or missing.

(D) Tires and Wheels.

1. Inspect tires for tread wear, cord exposure, knots, cuts, tread separation and condition of wheel and rims.

2. Reject vehicle if:

A. Any tire is worn at any one (1) point where there is no tread design across half of the tire tread;

B. Tire has an exposed cord, bulge or knot;

C. A tire is marked reject, rejected, not for highway use, farm use only, for non-highway use, for race track use only or marked with similar terms, or if determined beyond a reasonable doubt that these markings have been removed. This does not include tires labeled with the word blemish;

D. A wheel has any loose, missing or defective bolts, nuts, lugs or spokes;

E. A wheel is damaged or defective; or

F. Any wheel wobbles more than three-sixteenths inch (3/16").

(E) Horn.

1. Every vehicle shall be equipped with a horn, in good working order and capable of emitting a sound adequate in quantity and volume to give warning of the approach of the vehicle to other users of the highway.



2. Determine if horn is securely fastened, audible and if electrical connections are properly grounded.

3. Reject vehicle if:

A. Vehicle is not equipped with a horn;

B. Horn is not audible under normal conditions;

C. Horn is not firmly mounted; or

D. Horn is actuated by grounding two (2) naked wires or a similar method. Defective wiring or electrical connections.

(F) Muffler and Exhaust System.

1. The motor shall be fitted with a properly attached muffler.

2. Inspect condition of muffler and exhaust pipe. If the vehicle is equipped with a dual exhaust system, both must be examined.

3. Inspect supporting hardware, attachments and brackets. Exhaust system must be securely attached at the cylinder head, manifold and to the frame at or near the place where the exhaust pipe attaches to the muffler.

4. Reject vehicle if:

A. Not equipped with a muffler;

B. Muffler or exhaust pipe has holes, loose joints or leaking seams. Only patches made with an arc or acetylene weld will be permitted;

C. Exhaust system components are not securely fastened;

D. Tailpipe is not securely fastened to the muffler; or

E. A modified high rise tailpipe is positioned so it could easily burn the operator.

(G) Glazing (Glass).

1. If equipped with a windshield, it must provide a clear vision of the road ahead.

2. Reject vehicle:

A. If the windshield is cracked, scarred or defaced to the extent that it does not provide a clear vision.

(H) Fuel System.

1. Inspect the fuel tank(s), fuel lines and connections and filler cap.

2. Reject vehicle if:

A. There is fuel leakage at any location;

B. Fuel tank is not securely attached; or

C. Filler cap is missing or does not fit.

(I) Air Pollution Control Devices.

1. Inspect all 1995 and later models for air pollution devices installed by the manufacturer.

2. Reject any vehicle if:

A. Any part of the system(s) is missing, modified, disconnected, broken, bypassed or rendered inoperative in any way;

B. A replacement catalytic converter is not one approved by the United States Environmental Protection Agency; or

C. A replacement engine is not equivalent to the certified configuration of the engine-chassis.

AUTHORITY: section 307.360, RSMo 1994.* Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Aug. 13, 1970, effective Aug. 23, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Feb. 26, 1975, effective March 8, 1975. Amended: Filed July 1, 1976, effective Oct. 11, 1976. Amended: Filed July 14, 1982, effective Oct. 11, 1982. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Amended: Filed Oct. 3, 1994, effective April 30, 1995. Emergency rescission and rule filed Oct. 1, 1997, effective Nov. 2, 1997, expired April 30, 1998. Rescinded and readopted: Filed Oct. 1, 1997, effective March 30, 1998. Amended: Filed Sept. 15, 2000, effective March 30, 2001.

*Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999.

11 CSR 50-2.335 Autocycle Inspection

PURPOSE: The rule provides inspection standards and procedures specific to the inspection of the autocycle, which is necessary due to differences in design, construction, and tolerances.

(1) The following components will be inspected on all autocycles, following established rules and regulations governing the safety inspection of motor vehicles:

- (A) Brake Components;
(B) Exhaust System;
(C) Fuel System;
(D) Horn;
(E) Steering Mechanisms;
(F) Tires;
(G) Wheels; and
(H) Windshield Wipers.

(2) The following components will be inspected on all autocycles, following established rules and regulations governing the safety inspection of motorcycles:

- (A) Air Pollution Control Devices; and
(B) Glazing (Glass).

(3) The following components will be inspected on all autocycles, following the procedures and inspection criteria contained within this rule:

(A) Brake Performance. Brake efficiency shall be determined by operation of the vehicle on the inspection station premises. The vehicle may be operated by either the inspector/mechanic, or by the vehicle owner with the inspector/mechanic observing. Brakes must be installed and in operating condition on each wheel.

1. Drive and stop test. The autocycle shall be operated at a speed of five to twenty (5-20) mph. The service brakes will then be applied firmly.

2. Reject the autocycle if:

A. The autocycle pulls significantly to either side;

B. Any brake fails to indicate braking action;

C. The autocycle is not equipped with brakes on each wheel; and

D. The pedal fails to return to the fully-released position after application;

(B) Lighting Equipment.

1. Headlights.

A. All headlights, as equipped by the manufacturer, shall function as designed.

B. All headlights will exhibit light that is substantially white in color.

C. Reject the autocycle if—

(I) Any required headlight is absent;

(II) Any headlight does not exhibit light that is substantially white in color;

(III) Any headlight indicates reflector deterioration;

(IV) Any headlight fails to function as designed; or

(V) Any headlight lens is missing, incorrectly installed, repaired with tape, or broken to the extent that moisture or contamination could enter the reflective area or light socket.

2. High Beam Indicator.

A. Autocycles shall be equipped with a high beam indicator that displays only when high beams are in use.

B. Reject the autocycle if—

(I) The high beam indicator fails to display when high beams are in use; or

(II) The high beam indicator displays when high beams are not in use.

3. Taillights and Reflectors.

A. Every autocycle shall be equipped with required taillights and reflectors. These lights shall exhibit a plainly visible red light.

(I) Autocycles manufactured with one (1) rear wheel shall be equipped with no less than one (1) red taillight and no less than one (1) red reflector.

(II) Autocycles manufactured with two (2) rear wheels shall be equipped with no



less than two (2) red taillights and no less than two (2) red reflectors. Taillights and reflectors shall be mounted on the rear exterior of the autocycle at the same level, at an equal distance from the center of the vehicle.

B. A reflector may be part of the taillight assembly or may be a separate component.

C. Taillights shall be mounted no more than seventy-two inches (72") nor less than fifteen inches (15") above the ground.

D. Reflectors shall be mounted no more than sixty inches (60") nor less than fifteen inches (15") above the ground.

E. Reject the autocycle if—

(I) Not equipped with required taillights or reflectors;

(II) Any taillight or reflector is not red in color;

(III) A required taillight or reflector fails to function properly;

(IV) A taillight, reflector, or electrical switch is not securely mounted;

(V) A taillight or reflector shows color contrary to law;

(VI) Wiring or electrical connectors are defective;

(VII) A lens is missing, incorrectly installed, repaired with tape, or broken to the extent that moisture or contamination could enter the reflective area or light socket; or

(VIII) A taillight or reflector is not mounted in the prescribed area;

(C) Mirrors.

1. Every autocycle shall be equipped with an exterior mirror on the driver's side that reveals the road behind.

2. Every autocycle equipped by the manufacturer with an inside mirror shall be equipped in like manner.

3. Inspect all required mirrors.

4. Reject the autocycle if—

A. A mirror fails to provide a clear view of the highway to the rear because of cracks, discoloration, or improper mounting;

B. A mirror is broken or has sharp edges exposed;

C. A mirror is very difficult to adjust or will not maintain a set adjustment;

D. A required mirror is missing;

(D) Roll Bars.

1. If the autocycle was designed and equipped by the manufacturer with a roll bar, the roll bar must be present and inspected.

2. Reject the autocycle if—

A. The required roll bar is missing;

B. The roll bar is not securely mounted, as designed by the manufacturer; or

C. The roll bar is not in original manufacturer condition, due to damage or alteration that results in:

(I) Sharp edges;

(II) Tears;

(III) Holes (not made by the manu-

facturer); or

(IV) Bending so that the roll bar is a different shape than as manufactured;

(E) Seat Belts.

1. Autocycles shall be equipped with seat belts at every seating location.

2. A seat belt is any strap, webbing, or similar device, including all necessary buckles, fasteners, motors, tracks, and all hardware designed for installing that seat belt in an autocycle by the manufacturer, or its equivalent.

3. Seat belts are classified as—

A. Type 1 seat belt assembly is a lap belt for pelvic restraint;

B. Type 2 seat belt assembly is a combination of pelvic and upper-torso restraint; and

C. Type 2a shoulder belt is an upper-torso restraint for use in conjunction with a lap belt as a type 2 seat belt assembly. Some type 2a shoulder belts are motorized.

4. Inspect seat belts at all seating locations for condition and function.

5. Reject the autocycle if—

A. Not equipped with required seat belts;

B. Any seat is covered so as to prohibit the use of required belts;

C. A belt, buckle, bracket, or motor is inoperative which prohibits designed function; or

D. Belt webbing is frayed, split, or torn; and

(F) Signaling Devices.

1. Turn Signals. Turn signals installed by the manufacturer, or their equivalent in number, size, and intensity, shall be in operating condition. The front signal lights may be white or amber and may be in combination with the parking lights. The rear signal lights may be red or amber, except when in combination with a taillight the lens must be red.

2. Stoplights. Stoplights installed by the manufacturer, or their equivalent in number, size, and intensity, shall be in operating condition. All stoplights must be red and must operate when the service brake is applied.

A. Autocycles manufactured with one (1) rear wheel shall be equipped with no less than one (1) red stoplight, mounted on the outside rear of the autocycle.

B. Autocycles manufacturer with two (2) rear wheels shall be equipped with no less than two (2) red stoplights, mounted on the rear exterior of the autocycle at the same level, at an equal distance from the center of the vehicle.

3. Reject the autocycle if—

A. Not equipped with the required signaling devices;

B. A signaling device is obstructed;

C. A required signaling device fails to function properly. Do not reject if the turn

signal fails to self-cancel or if the turn signal functions properly by manually holding the lever in the engaged position;

D. A signaling device or electrical switch is not securely mounted;

E. A light shows any color contrary to law;

F. Wiring or electrical connectors are defective; or

G. A lens is missing, incorrectly installed, repaired with tape, or is broken to the extent that moisture or contamination could enter the reflective area or light socket.

AUTHORITY: section 307.360, RSMo 2016. Original rule filed Jan. 11, 2019, effective July 30, 2019.*

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999.*

11 CSR 50-2.340 Off-Highway Use Vehicles (ATV-OHV)

PURPOSE: This rule provides inspection standards for vehicles which are classified as either all-terrain vehicles or off-highway use vehicles with four or more wheels. These standards and procedures are necessary because these vehicles present special problems during inspection.

(1) Vehicles which are designed and primarily intended by the manufacturer for off-highway use are commonly referred to as all-terrain vehicles (ATV) or off-highway vehicles (OHV). These vehicles, when operated as intended and for which designed, need not be inspected. If operated on a public highway, however, these vehicles must be inspected and registered as passenger vehicles or motor tricycles.

(2) The inspection standards and procedures which are to be followed will be the same as those prescribed for identified items for all other motor vehicles, except a brake performance test will be required to check the service brakes of these vehicles instead of pulling a wheel to inspect the condition of a brake and 1967 and earlier models with less than fifty (50) cubic inch internal combustion engines do not require emissions components.

(3) The following items of vehicular equipment are optional, but if equipped with these items, the following will apply:

(A) Signaling Devices. If equipped with turn signals and a stop light, both must function properly and have properly installed lenses;



(B) Springs and Shock Absorbers. If equipped by the manufacturer with springs and shock absorbers, both shall be properly installed;

(C) Glazing. If glass is installed at any location, the established glazing standard shall apply; and

(D) Windshield Wipers. If equipped with a windshield, a properly operating windshield wiper must be installed on the driver's side and it must comply with the standards prescribed for all vehicles.

AUTHORITY: section 307.360, RSMo 2000. Original rule filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed July 1, 1976, effective Oct. 11, 1976. Amended: Filed Sept. 1, 1977, effective Dec. 11, 1977. Amended: Filed Aug. 26, 1985, effective Nov. 28, 1985. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Emergency rescission and rule filed Oct. 1, 1997, effective Nov. 2, 1997, expired April 30, 1998. Rescinded and readopted: Filed Oct. 1, 1997, effective March 30, 1998. Amended: Filed Sept. 15, 2003, effective March 30, 2004.*

**Original authority: 307.360, RSMo 1967, amended 1971, 1973, 1979, 1999.*

11 CSR 50-2.350 Applicability of Motor Vehicle Emission Inspection
(Rescinded April 30, 2000)

AUTHORITY: section 307.366, RSMo 1994. Original rule filed Aug. 4, 1983, effective Nov. 11, 1983. Emergency amendment filed Dec. 22, 1983, effective Jan. 6, 1984, expired May 5, 1984. Amended: Filed Jan. 13, 1984, effective April 12, 1984. Emergency amendment filed Jan. 23, 1984, effective Feb. 3, 1984, expired May 25, 1984. Amended: Filed Feb. 10, 1984, effective May 11, 1984. Amended: Filed Sept. 12, 1984, effective Jan. 1, 1985. Emergency amendment filed Aug. 3, 1992, effective Aug. 28, 1992, expired Dec. 25, 1992. Emergency amendment filed Nov. 2, 1992, effective Dec. 26, 1992, expired April 24, 1993. Amended: Filed Aug. 3, 1992, effective Feb. 26, 1993. Emergency rescission filed Nov. 1, 1999, effective Jan. 1, 2000, expired June 28, 2000. Rescinded: Filed Nov. 1, 1999, effective April 30, 2000.

11 CSR 50-2.360 Emission Fee
(Rescinded April 30, 2000)

AUTHORITY: section 307.366, RSMo 1994. Original rule filed Aug. 4, 1983, effective

Nov. 11, 1983. Emergency amendment filed Aug. 3, 1992, effective Aug. 28, 1992, expired Dec. 25, 1992. Emergency amendment filed Nov. 2, 1992, effective Dec. 26, 1992, expired April 24, 1993. Amended: Filed Aug. 3, 1992, effective Feb. 26, 1993. Emergency rescission filed Nov. 1, 1999, effective Jan. 1, 2000, expired June 28, 2000. Rescinded: Filed Nov. 1, 1999, effective April 30, 2000.

11 CSR 50-2.370 Inspection Station Licensing
(Rescinded April 30, 2000)

AUTHORITY: section 307.366, RSMo 1994. Original rule filed Aug. 4, 1983, effective Nov. 11, 1983. Amended: Filed Sept. 12, 1984, effective Jan. 1, 1985. Amended: Filed April 2, 1987, effective June 25, 1987. Amended: Filed May 31, 1990, effective Dec. 31, 1990. Emergency rescission filed Nov. 1, 1999, effective Jan. 1, 2000, expired June 28, 2000. Rescinded: Filed Nov. 1, 1999, effective April 30, 2000.

11 CSR 50-2.380 Inspector/Mechanic Licensing
(Rescinded April 30, 2000)

AUTHORITY: section 307.366, RSMo 1994. Original rule filed Aug. 4, 1983, effective Nov. 11, 1983. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Emergency rescission filed Nov. 1, 1999, effective Jan. 1, 2000, expired June 28, 2000. Rescinded: Filed Nov. 1, 1999, effective April 30, 2000.

11 CSR 50-2.390 Safety/Emission Stickers
(Rescinded April 30, 2000)

AUTHORITY: section 307.366, RSMo 1994. Original rule filed Aug. 4, 1983, effective Nov. 11, 1983. Amended: Filed Aug. 14, 1987, effective Nov. 12, 1987. Emergency amendment filed Aug. 3, 1992, effective Aug. 28, 1992, expired Dec. 25, 1992. Emergency amendment filed Nov. 2, 1992, effective Dec. 26, 1992, expired April 24, 1993. Amended: Filed Aug. 3, 1992, effective Feb. 26, 1993. Amended: Filed Oct. 3, 1994, effective April 30, 1995. Emergency rescission filed Nov. 1, 1999, effective Jan. 1, 2000, expired June 28, 2000. Rescinded: Filed Nov. 1, 1999, effective April 30, 2000.

11 CSR 50-2.400 Emission Test Procedures
(Rescinded December 30, 2007)

AUTHORITY: section 307.366, RSMo Supp. 2003. Original rule filed Aug. 4, 1983, effective Nov. 11, 1983. Amended: Filed Sept. 12, 1984, effective Jan. 1, 1985. Amended: Filed April 12, 1987, effective June 25, 1987. Rescinded: Filed May 31, 1990, effective Dec. 31, 1990. Emergency rule filed Jan. 3, 2000, effective April 1, 2000, expired Sept. 27, 2000. Readopted: Filed Jan. 3, 2000, effective June 30, 2000. Amended: Filed Feb. 2, 2004, effective July 30, 2004. Rescinded: Filed June 12, 2007, effective Dec. 30, 2007.

11 CSR 50-2.401 General Specifications
(Rescinded April 30, 2000)

AUTHORITY: section 307.366, RSMo 1994. Original rule filed March 5, 1990, effective June 28, 1990. Emergency rescission filed Nov. 1, 1999, effective Jan. 1, 2000, expired June 28, 2000. Rescinded: Filed Nov. 1, 1999, effective April 30, 2000.

11 CSR 50-2.402 MAS Software Functions
(Rescinded April 30, 2000)

AUTHORITY: section 307.366, RSMo 1994. Original rule filed March 5, 1990, effective June 28, 1990. Emergency rescission filed Nov. 1, 1999, effective Jan. 1, 2000, expired June 28, 2000. Rescinded: Filed Nov. 1, 1999, effective April 30, 2000.

11 CSR 50-2.403 Missouri Analyzer System (MAS) Display and Program Requirements
(Rescinded April 30, 2000)

AUTHORITY: section 307.366, RSMo 1994. Original rule filed March 5, 1990, effective June 28, 1990. Emergency rescission filed Nov. 1, 1999, effective Jan. 1, 2000, expired June 28, 2000. Rescinded: Filed Nov. 1, 1999, effective April 30, 2000.

11 CSR 50-2.404 Test Record Specifications
(Rescinded April 30, 2000)

AUTHORITY: section 307.366, RSMo 1994. Original rule filed Feb. 16, 1990, effective June 28, 1990. Emergency rescission filed Nov. 1, 1999, effective Jan. 1, 2000, expired June 28, 2000. Rescinded: Filed Nov. 1, 1999, effective April 30, 2000.



11 CSR 50-2.405 Vehicle Inspection Certificate, Vehicle Inspection Report and Printer Function Specifications
(Rescinded April 30, 2000)

AUTHORITY: section 307.366, RSMo 1994. Original rule filed March 5, 1990, effective June 28, 1990. Amended: Filed April 2, 1992, effective Sept. 26, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Emergency rescission filed Nov. 1, 1999, effective Jan. 1, 2000, expired June 28, 2000. Rescinded: Filed Nov. 1, 1999, effective April 30, 2000.

11 CSR 50-2.406 Technical Specifications for the MAS
(Rescinded April 30, 2000)

AUTHORITY: section 307.366, RSMo 1994. Original rule filed March 5, 1990, effective June 28, 1990. Emergency rescission filed Nov. 1, 1999, effective Jan. 1, 2000, expired June 28, 2000. Rescinded: Filed Nov. 1, 1999, effective April 30, 2000.

11 CSR 50-2.407 Documentation, Logistics and Warranty Requirements
(Rescinded April 30, 2000)

AUTHORITY: section 307.366, RSMo 1994. Original rule filed March 5, 1990, effective June 28, 1990. Emergency rescission filed Nov. 1, 1999, effective Jan. 1, 2000, expired June 28, 2000. Rescinded: Filed Nov. 1, 1999, effective April 30, 2000.

11 CSR 50-2.410 Vehicles Failing Reinspection
(Rescinded April 30, 2000)

AUTHORITY: section 307.366, RSMo 1994. Original rule filed Aug. 4, 1983, effective Nov. 11, 1983. Amended: Filed May 31, 1990, effective Dec. 31, 1990. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Emergency rescission filed Nov. 1, 1999, effective Jan. 1, 2000, expired June 28, 2000. Rescinded: Filed Nov. 1, 1999, effective April 30, 2000.

11 CSR 50-2.420 Procedures for Conducting Only Emission Tests
(Rescinded April 30, 2000)

AUTHORITY: section 307.366, RSMo 1994. Emergency rule filed Dec. 27, 1983, effective Jan. 6, 1984, expired May 5, 1984. Original

rule filed Jan. 13, 1984, effective April 12, 1984. Amended: Filed May 31, 1990, effective Dec. 31, 1990. Emergency amendment filed Aug. 3, 1992, effective Aug. 28, 1992, expired Dec. 25, 1992. Emergency amendment filed Nov. 2, 1992, effective Dec. 26, 1992, expired April 24, 1993. Amended: Filed Aug. 3, 1992, effective Feb. 26, 1993. Amended: Filed Oct. 3, 1994, effective April 30, 1995. Emergency rescission filed Nov. 1, 1999, effective Jan. 1, 2000, expired June 28, 2000. Rescinded: Filed Nov. 1, 1999, effective April 30, 2000.

11 CSR 50-2.430 Verification of Home-made Trailers
(Rescinded February 29, 2020)

AUTHORITY: section 307.360, RSMo 2000. Emergency rule filed Aug. 15, 1984, effective Sept. 1, 1984, expired Dec. 30, 1984. Original rule filed Sept. 12, 1984, effective Jan. 1, 1985. Amended: Filed May 10, 1991, effective Sept. 30, 1991. Emergency amendment filed Aug. 3, 1992, effective Aug. 28, 1992, expired Dec. 25, 1992. Emergency amendment filed Nov. 2, 1992, effective Dec. 26, 1992, expired April 24, 1993. Amended: Filed Aug. 3, 1992, effective Feb. 26, 1993. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Amended: Filed Oct. 3, 1994, effective April 30, 1995. Emergency rescission and rule filed Oct. 1, 1997, effective Nov. 2, 1997, expired April 30, 1998. Rescinded and readopted: Filed Oct. 1, 1997, effective March 30, 1998. Amended: Filed Feb. 1, 2000, effective July 30, 2000. Emergency amendment filed March 17, 2003, effective March 27, 2003, expired Sept. 22, 2003. Amended: Filed March 17, 2003, effective Aug. 30, 2003. Rescinded: Filed Aug. 29, 2019, effective Feb. 29, 2020.

11 CSR 50-2.440 Vehicle Identification Number and Odometer Reading Verification

PURPOSE: This rule establishes procedures to be followed in the verification of vehicle identification numbers and odometer readings as required by section 301.190(9), RSMo.

(1) The requirements in 11 CSR 50-2.010–11 CSR 50-2.130 are applicable to vehicles which require vehicle identification number (VIN)/odometer reading verification.

(2) The inspection shall certify that the manufacturer's identification number for the vehicle has been inspected, that it is correctly dis-

played on the vehicle and shall certify the reading shown on the odometer at the time of inspection.

(3) Verification of VINs and odometer readings shall be made by a licensed inspector/mechanic at a licensed inspection station. Verification of all vehicles may be conducted at Class A, B or D inspection stations. However, Class C stations may verify motorcycles only. The actual verification of VINs and odometer readings shall be made on the inspection station premises.

(4) The statutory fee for a safety inspection of the specific motor vehicle may be charged for the VIN and odometer verification.

(5) Examination Procedure.

(A) Examine VIN and odometer reading as displayed on the motor vehicle.

(B) Reject vehicle if VINs and plate appear altered or tampered with in any manner (pay special attention to rivets and plate to determine that they are correct as installed by the manufacturer).

(6) Forms Procedure.

(A) List the motor vehicle owner's name, street, city and county in the appropriate spaces on the MVI-2 form. If the VIN and odometer reading are correctly displayed, either write the words "ID/OD Verification" in large letters across the form in the space for defective part or check the applicable box on the MVI-2 form and enter "NONE" in the space for the sticker/decals number.

(B) If the VIN appears to be incorrectly displayed in any manner, such as altered, forged, incorrectly attached or a substitute plate used, do not issue a verification, instead call the patrol headquarters located in your area for immediate assistance.

(7) If a safety inspection is requested, this procedure is not required.

AUTHORITY: sections 301.190, 307.190 and 307.360, RSMo 2000.* Original rule filed May 21, 1986, effective Aug. 25, 1986. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Emergency amendment filed Aug. 3, 1992, effective Aug. 28, 1992, expired Dec. 25, 1992. Emergency amendment filed Nov. 2, 1992, effective Dec. 26, 1992, expired April 24, 1993. Amended: Filed Aug. 3, 1992, effective Feb. 26, 1993. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Amended: Filed Oct. 3, 1994, effective April 30, 1995. Emergency rescission and rule filed Oct. 1, 1997, effective Nov. 2, 1997, expired April 30, 1998. Rescinded and readopted:



Filed Oct. 1, 1997, effective March 30, 1998. Amended: Filed Feb. 1, 2000, effective July 30, 2000. Emergency amendment filed March 17, 2003, effective March 27, 2003, expired Sept. 22, 2003. Amended: Filed March 17, 2003, effective Aug. 30, 2003.

*Original authority: 301.190, RSMo 1939, amended 1947, 1965, 1981, 1983, 1984, 1985, 1986, 1986, 1987, 1988, 1989, 1990, 1992, 1997, 1999; 307.190, RSMo 1977, amended 1980, 1995; and 307.360, RSMo 1967, amended 1971, 1973, 1979.

11 CSR 50-2.500 Definitions

PURPOSE: This rule defines the words and terms used throughout the vehicle number inspection/salvage inspection regulations.

(1) Words and terms used in 12 CSR 10-23.345 and the following words and terms as defined are applicable to these rules:

(A) CVIN—The confidential vehicle identification number;

(B) Essential part—Any nonmajor component part that is used to complete the repair or restoration of the vehicle to its original appearance or design;

(C) EVIN—The engine vehicle identification number;

(D) Federal Motor Vehicle Safety Standard Label (Federal Label)—A decal usually affixed to the left front door or door jamb certifying the vehicle meets federal safety and bumper standards. All 1987 and later model year vehicles will have a revised label which includes the phrase “Safety, Bumper, and Theft Prevention”;

(E) High theft line vehicle parts identification—The full VIN on a label or inscribed onto all covered major parts except that manufacturers who were utilizing a derivative of the VIN of at least eight (8) characters to identify engines and transmissions as of October 24, 1984, may continue to use the VIN derivative for engines and transmissions. Covered new and replacement major parts to be numbered are engine, transmission, both front fenders, hood, all doors, both bumpers, both rear quarter panels, deck lid, tailgate or hatchback, sliding or cargo door(s), right and left side assembly on Multi-Purpose Vehicles (MPV), pickup box, and/or cargo box on Light Duty Trucks (LDT) of 1987 and newer high theft line vehicles. Covered manufactured replacement parts for covered lines must have the symbol “DOT” and the letter “R” within five (5) centimeters of the manufacturer’s registered trademark, or some other unique identifier. All of these characters must be at least one (1) centimeter in height;

(F) ID/OD and VIN verifications—A verification of the vehicle identification number and odometer reading of motor vehicles previously titled in another state and/or a verification of the PVIN to correct typographical errors, upon a request from the Department of Revenue;

(G) Proof of ownership—This includes a manufacturer’s statement of origin or certificate of title, a notarized bill of sale when accompanied by photocopies of the front and back of the title or a court order assigning ownership and a bill of sale for essential component parts.

1. Manufacturer’s statement of origin is a certificate issued by the manufacturer of a vehicle or vehicle body part describing the vehicle or vehicle part and listing applicable numbers.

2. Certificate of title is the primary document issued by the Department of Revenue or other governmental agency denoting ownership of a vehicle.

3. Notarized bill of sale is a document conveying ownership from one party to another that has been witnessed by a notary.

4. Court order is a declaration issued by a court establishing ownership when ownership is questionable.

5. Bill of sale is a descriptive document containing the year, make, model and appropriate identification numbers conveying ownership from one (1) party to another;

(H) PVIN—The public vehicle identification number;

(I) Rebuilt salvage motor vehicle—A vehicle which has been issued a salvage certificate of title and repaired or restored to its original appearance and design by means of repaired sheet metal, replacement with new or used essential parts of the same vehicle make, model or description and/or by replacement of not more than one (1) major component part;

(J) Reconstructed motor vehicle—A vehicle that is altered from its original construction by the addition or substitution of two (2) or more new or used major component parts, excluding motor vehicles made from all new parts, and new multistage manufactured vehicles; and

(K) TVIN—The transmission vehicle identification number.

AUTHORITY: section 301.190, RSMo 2000.* Original rule filed May 10, 1991, effective Sept. 30, 1991. Emergency rescission and rule filed March 2, 1998, effective April 1, 1998, expired Sept. 27, 1998. Rescinded and readopted: Filed March 2, 1998, effective Aug. 30, 1998. Amended: Filed Nov. 1, 2002, effective April 30, 2003.

*Original authority: 301.190, RSMo 1939, amended 1947, 1965, 1981, 1983, 1984, 1985, 1986, 1986, 1987, 1988, 1989, 1990, 1992, 1997, 1999.

11 CSR 50-2.510 General Information

PURPOSE: This rule outlines general information applicable to completion of vehicle identification verification.

(1) Vehicle owners are allowed to submit their vehicles to any designated examination location within the state by appointment. Current locations may be obtained by contacting the local Missouri State Highway Patrol Troop Headquarters.

(2) Vehicles presented by out-of-state residents will not normally be examined unless the owner is in the process of becoming a Missouri citizen.

(3) All vehicles, except those requiring a title or Identification/Odometer (ID/OD) Verification, shall be brought to the troop headquarters, troop service centers or other location approved by the Missouri State Highway Patrol.

(4) Vehicles must be capable of being driven/positioned into and out of the examination area.

(5) Vehicles required to be towed or hauled to the examination site must be able to be unloaded and reloaded by the person presenting the vehicle.

(6) Vehicles may not be left at the examination site before or after the examination.

(7) The owner or his/her representative will not be allowed to remain in the examination area, but will remain at the site should any questions arise, or any additional body part(s) need to be removed to expedite the examination.

(8) Examination personnel may refuse to conduct an examination for the following reasons:

(A) The person presenting the vehicle does not have proof of ownership of the basic vehicle;

(B) The vehicle owner is unable to produce a copy of the title front and back and a descriptive notarized bill of sale for the major component part(s) or bill of sale for other essential part(s) used in rebuilding or restoring the vehicle;

(C) A validated Vehicle Examination Certificate is not presented;

(D) The Vehicle Examination Certificate is



not completed properly;

(E) The vehicle has body damage or is not complete, excluding paint minor dings/dents or scratches;

(F) The motor, transmission or frame is extremely dirty or greasy so as to prevent reasonable access to the identification numbers;

(G) Body parts have not been removed which permit access to vehicle identification numbers or the person presenting the vehicle cannot remove additional body part(s);

(H) The owner is required to have a special license in accordance with section 301.218, RSMo and does not possess the required license; or

(I) The vehicle has been transported to the examination site and cannot be unloaded and/or driven/positioned in the examination area.

(9) Personnel will not complete or sign a Vehicle Examination Certificate if during the examination there is a question as to whether a part is stolen or if stolen parts are detected.

*AUTHORITY: section 301.190, RSMo 2000. * Original rule filed May 10, 1991, effective Sept. 30, 1991. Amended: Filed Sept. 30, 1993, effective April 9, 1994. Emergency rescission and rule filed March 2, 1998, effective April 1, 1998, expired Sept. 27, 1998. Rescinded and readopted: Filed March 2, 1998, effective Aug. 30, 1998. Amended: Filed Nov. 1, 2002, effective April 30, 2003.*

**Original authority: 301.190, RSMo 1939, amended 1947, 1965, 1981, 1983, 1984, 1985, 1986, 1986, 1987, 1988, 1989, 1990, 1992, 1997, 1999.*

11 CSR 50-2.520 Procedures

PURPOSE: This rule lists the requirements for completing vehicle identification number verifications on specific types of vehicles.

(1) Rebuilt Vehicles.

(A) A person presenting a rebuilt or reconstructed vehicle for a vehicle identification number (VIN) verification will be required to present the following, when applicable:

1. The vehicle with the necessary parts removed for examination;

2. Proof of ownership for the basic vehicle;

3. Proof of ownership for engine, transmission, any essential parts or any major component parts used in the reconstruction or rebuilding process; and

4. The Vehicle Examination Certificate properly completed and signed.

(B) The director of revenue shall determine how the vehicle will be titled.

(2) Specially Constructed Vehicles.

(A) A person presenting a specially constructed vehicle for a VIN verification will be required to present the following, when applicable:

1. The vehicle with the necessary parts removed for examination;

2. Proof of ownership for the basic vehicle;

3. Proof of ownership for engine, transmission, any essential parts or any major component parts used in construction; and

4. The Vehicle Examination Certificate properly completed and signed.

(B) The director of revenue will determine how the vehicle will be titled.

(3) Kit Vehicles.

(A) A person presenting a kit vehicle for a VIN verification will be required to present the following, when applicable:

1. The vehicle with the necessary parts removed for examination;

2. The manufacturer's statement of origin for the premanufactured vehicle body;

3. Proof of ownership for engine, transmission, any essential parts or any major component parts used in construction; and

4. The Vehicle Examination Certificate properly completed and signed.

(B) The director of revenue will determine how the vehicle will be titled.

(4) Cab Change Vehicles.

(A) A person presenting a cab change vehicle for a VIN verification will be required to present the following, when applicable:

1. The vehicle with the necessary parts removed for examination;

2. Proof of ownership for the basic vehicle;

3. The original title assigned to the basic vehicle owner or a copy of the front and back of the title for the replacement cab with a notarized descriptive bill of sale;

4. The manufacturer's statement of origin for the newly manufactured cab;

5. Bill of sale for the other essential part(s); and

6. The Vehicle Examination Certificate properly completed, if the vehicle has a salvage title or the original appearance of the vehicle has changed.

(B) The director of revenue will determine how the vehicle will be titled.

(5) Non-United States of America (USA) Standard Vehicles.

(A) A person presenting a non-USA Standard motor vehicle for a VIN verification will be required to present the following, when applicable:

1. The vehicle with the necessary parts

removed for examination;

2. Proof of ownership for the vehicle; and

3. The Vehicle Examination Certificate properly completed and signed.

(B) The director of revenue will determine how the vehicle will be titled.

(6) Motor Change Vehicles.

(A) A person presenting a motor change vehicle for a VIN verification will be required to present the following, when applicable:

1. The vehicle with the necessary parts removed for examination;

2. Proof of ownership for the basic vehicle;

3. Proof of ownership for the engine or an affidavit of motor change; and

4. The Vehicle Examination Certificate properly completed and signed.

(B) The director of revenue will determine how the vehicle will be titled.

(7) Vehicles Requiring Replacement of Public VIN Plate.

(A) A person presenting a vehicle requiring the replacement of the public VIN plate will be required to present the following, when applicable:

1. The vehicle with the necessary parts removed for examination;

2. Proof of ownership for the vehicle; and

3. An Application for a Replacement Vehicle Identification Number Plate form with the top portion completed and notarized.

(B) The director of revenue will determine how the vehicle will be titled.

(8) Abandoned/Towed/Out-of-State Towed Vehicles.

(A) A person presenting a vehicle for a VIN verification to a designated examination location will be required to present the following, when applicable:

1. The vehicle with necessary parts removed for examination;

2. Proof of ownership for the vehicle, which may vary depending on the circumstances surrounding the requested examination;

3. A completed Crime Inquiry and Inspection Report/Authorization to Tow, if a tow company;

4. The Vehicle Examination Certificate properly completed and signed.

(B) The director of revenue will determine how the vehicle will be titled.

(9) Abandoned Property Located on Privately Owned Real Estate.



(A) A person presenting abandoned property pursuant to section 301.193, RSMo, to a designated examination location, who has no proof of ownership will be required to present the following, when applicable:

1. The vehicle or watercraft with necessary parts removed for examination;
2. Vehicles require the Vehicle Examination Certificate, properly completed and signed;
3. Watercraft require the Watercraft AND/OR Outboard Motor Affidavit of Ownership and Inspection, properly completed and signed.

(B) The director of revenue will determine how the vehicle/watercraft/outboard motor will be titled.

*AUTHORITY: section 301.190, RSMo 2000. * Original rule filed May 10, 1991, effective Sept. 30, 1991. Amended: Filed Sept. 30, 1993, effective April 9, 1994. Emergency rescission and rule filed March 2, 1998, effective April 1, 1998, expired Sept. 27, 1998. Rescinded and readopted: Filed March 2, 1998, effective Aug. 30, 1998. Amended: Filed Nov. 1, 2002, effective April 30, 2003.*

**Original authority: 301.190, RSMo 1939, amended 1947, 1965, 1981, 1983, 1984, 1985, 1986, 1986, 1987, 1988, 1989, 1990, 1992, 1997, 1999.*