Chapter MVD 5

MOTOR VEHICLE INSPECTION

MVD 5.01 Type of Programs. There shall be created a random, voluntary, pilot and research and self-inspection program operated separately to serve the intent and purpose of chapter 257, laws of 1967.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.02 Pilot project urban area location. The urban areas of the pilot and research project as set forth in section 110.075 (11m), Wis. Stats., shall consist of the cities of Madison and Middleton and the villages of Monona, Shorewood Hills, and Maple Bluff.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.03 Pilot project rural area location. The rural area of the pilot and research project as set forth in section 110.075 (11m), Wis. Stats., shall consist of the counties of Sauk, Iowa and Richland.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

STANDARDS OF INSPECTION

Subchapter I

STEERING—SUSPENSION

MVD 5.11 General requirements for steering and suspension on motor vehicles. (1) The steering should be inspected to determine that steering linkage is not worn or jammed.

(2) The steering should be inspected for lash. Lash is the condition which allows the steering wheel to be turned through some part of a revolution without any accompanying wheel movement.

(3) Visually inspect the springs, shackles, and cross stabilization linkage for broken, disconnected or noticeably loose parts.

(4) Check shock absorbers for excessive wear.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.12 Steering and suspension rejections. Reject steering and suspension if:

(1) The steering is loose or is binding at any point of the turning cycle.

(2) The lash is in excess of ⅛ of one complete turn of the steering wheel.

(3) The steering linkage has broken, disconnected, or noticeably loose parts.

(4) The shock absorbing units are ineffective.

(5) The vehicle is noticeably out of alignment or is not on an even plane.

(6) The springs or shackles are broken.

(7) Any modification has been made to any part of the spring system which would cause the vehicle to ride at a higher (or lower) plane than that originally intended. Examples are cut down coil springs, lowering blocks, reversed spring shackles or heated springs.

(8) The belts assisting the power steering unit are loose or frayed.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

Subchapter II

TIRES WHEELS AND RIMS

MVD 5.13 General requirements for left front tire, wheel, and rim. (1) The left front tire, wheel and rim shall be inspected visually for wear and damage.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.14 Left front tire, wheel and rim rejections. Reject the left front tire, wheel or rim if:

(1) The tire has been repaired by use of a blow-out patch or boot.

(2) There are tread cuts or snags in excess of one inch in any direction as measured on the tire which are deep enough to expose or damage the body cords.

(3) There is a bump, bulge, knot, sidewall separation or failure or partial failure of the tire structure.

(4) The tire is worn to the point where the tread or part of the ply or cord construction is exposed or there is less than 2/32 inch tread depth measured at 2 points no less than 15 inches apart in any major tread groove.

(5) The tire has been regrooved or recut and is being used on a passenger car or motor driven cycle, except tires that are specifically designed for commercial vehicles and manufactured in such a manner that regrooving or recutting is an acceptable and safe practice.

NOTE: See section 347.45 (4) Wis. Stats. regarding tire equipment.

(6) The studded tires are on the vehicle during the period when prohibited, from April 15 to October 15.

(7) The wheels or rims are damaged so that continued use may be hazardous.

(8) Loose or missing nuts, lugs, or bolts are observed.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.15 General requirements for the right front tire, wheel and rim. (1) The right front tire, wheel and rim shall be inspected visually for wear or damage.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.16 Right front tire, wheel and rim rejections. Reject the right front tire, wheel or rim if:

(1) The tire has been repaired by use of a blow-out patch or boot.

(2) There are tread cuts or snags in excess of one inch in any direction as measured on the tire which are deep enough to expose or damage the body cords.

(3) There is a bump, bulge, knot, sidewall separation or failure or partial failure of the tire structure.

(4) The tire is worn to the point where the tread or part of the ply or cord construction is exposed or there is less than 2/32 inch tread depth measured at 2 points no less than 15 inches apart in any major tread groove.

(5) The tire has been regrooved or recut and is being used on a passenger car or motor driven cycle, except tires that are specifically designed for commercial vehicle and manufactured in such a manner that regrooving or recutting is an acceptable and safe practice.

NOTE: See section 347.45 (4) Wis. Stats. regarding tire equipment.

(6) The studded tires are on the vehicle during the period when prohibited, from April 15 to October 15.

(7) The wheels or rims are damaged so that continued use may be hazardous.

(8) Loose or missing nuts, lugs, or bolts are observed.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.17 General requirements for the left rear tire, wheel and rim. (1) The left rear tire, wheel and rim shall be inspected visually for wear or damage.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.18 Left rear tire, wheel and rim rejections. Reject the left rear tire, wheel or rim if:

(1) The tire has been repaired by use of a blow-out patch or boot.

(2) There are tread cuts or snags in excess of one inch in any direction as measured on the tire which are deep enough to expose or damage the body cords.

(3) There is a bump, bulge, knot, sidewall separation or failure or partial failure of the tire structure.

(4) The tire is worn to the point where the tread or part of the ply or cord construction is exposed or there is less than 2/32 inch tread depth measured at 2 points no less than 15 inches apart in any major tread groove.

(5) The tire has been regrooved or recut and is being used on a passenger car or motor driven cycle, except tires that are specifically designed for commercial vehicles and manufactured in such a manner that regrooving or recutting is an acceptable and safe practice.

NOTE: See section 347.45 (4) Wis. Stats. regarding tire equipment.

(6) The studded tires are on the vehicle during the period when prohibited, from April 15 to October 15.

(7) The wheels or rims are damaged so that continued use may be hazardous.

(8) Loose or missing nuts, lugs, or bolts are observed.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.19 General requirements for the right rear tire, wheel and rim. (1) The right rear tire, wheel and rim shall be inspected visually for wear or damage.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.20 Right rear tire, wheel and rim rejections. Reject the right rear tire, wheel or rim if:

(1) The tire has been repaired by use of a blow-out patch or boot.

(2) There are tread cuts or snags in excess of one inch in any direction as measured on the tire which are deep enough to expose or damage the body cords.

(3) There is a bump, bulge, knot, sidewall separation or failure or partial failure of the tire structure.

(4) The tire is worn to the point where the tread or part of the ply or cord construction is exposed or there is less than 2/32 inch tread depth measured at 2 points no less than 15 inches apart in any major tread groove.

(5) The tire has been regrooved or recut and is being used on a passenger car or motor driven cycle, except tires that are specifically designed for commercial vehicles and manufactured in such a manner that regrooving or recutting is an acceptable and safe practice.

NOTE: See section 347.45 (4) Wis. Stats. regarding tire equipment.

(6) The studded tires are on the vehicle during the period when prohibited, from April 15 to October 15.

(7) The wheels or rims are damaged so that continued use may be hazardous.

(8) Loose or missing nuts, lugs, or bolts are observed.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

Subchapter III

BRAKES

MVD 5.21 General requirements for brakes. (1) Wheels need not be pulled. The vehicle shall have no noticeable side pull as the service brake is applied when entering the testing area.

(2) Brake pedals, when depressed, shall have no less than 20% of total pedal travel left when fully depressed.

(3) Inspect the wheels and brake lines for any visible leak of fluid or grease for possible contamination of linings. All brake systems must be connected and in working condition.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.22 Brake rejections. Reject the brakes if:

(1) The vehicle stops with obvious side pull.

(2) There is insufficient pedal reserve or the pedal fades under pressure.

(3) The cables are frayed or hoses are abraded.

(4) There is excessive grease, oil, or fluid on the wheel that may have contaminated the braking surface.

(5) Any portion of the total braking mechanism is disconnected.

(6) The parking brake mechanism has no reserve, or fails to hold vehicle under load test, or the mechanism does not release under normal conditions.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

Subchapter IV

EXHAUST AND FUEL SYSTEMS

MVD 5.23 General requirements for exhaust and fuel systems. (1) The exhaust system includes the manifold, muffler and all accompanying piping. The fuel system includes the fuel tank, pump, and all accompanying piping. Both are inspected visually.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.24 Exhaust and fuel system rejections. Reject the exhaust or fuel system if:

(1) The muffler or any part of the exhaust system has been repaired by an inadequate patch or is not adequate for discharging fumes.

(2) The tail pipe does not extend to the outside body line of the vehicle.

(3) There is excessive noise, indicating an illegal, worn out, or modified muffler.

(4) The exhaust system is modified to pass through the passenger compartment.

(5) The fuel system inspection discloses leakage.

(6) The fuel cap is missing.

(7) The positive crankcase ventilation valve, when installed as original equipment, has been removed or disconnected.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

Subchapter V

LIGHTING—ELECTRICAL

MVD 5.25 General requirements for lighting and electrical equipment. (1) All lighting equipment shall be maintained in good working order. The inspection shall include the functional operation of the following type lamps: (a) head, (b) tail, (c) stop, (d) license, (e) parking, (f) directional, (g) beam indicator, (h) any other lamps installed as original equipment, or required additional equipment.

(2) All electrical equipment shall be maintained in good working order.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.26 Headlamp rejections. Reject the headlamps if:

(1) There is a failure during the functional tests.

(2) Any circuit does not light the proper filament from its respective switch position.

(3) There is a broken, or missing lamp, lens, or reflector.

(4) There is a lamp reflector not securely fastened, mounted improperly, or the headlamp mounting is loose due to fender deterioration or damage.

(5) There are inadequate or illegal lamps such as a lamp or reflector showing a beam contrary to law.

(6) The headlamp beam indicator fails to function properly.

(7) The dimmer switch fails to function properly.

(8) The connections are in poor condition or the wiring has deteriorated.

(9) The headlight aim (See section MVD 5.27) is improper.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.27 Headlight inspection equipment and procedure. (1) AIM INSPECTION EQUIPMENT. Beams shall be inspected for aim by one of the following methods:

(a) *Screen.* If a screen is used, it shall be of adequate size, not less than 10 feet in width and 42 inches in height, with a matte white surface well shaded from extraneous light, and properly adjusted to the floor area on which the vehicle stands. Provision shall be made for moving the screen so that it can be aligned parallel with the rear

axle, and so that a horizontal line drawn perpendicularly from the center line of the screen will pass an equal distance midway between the 2 headlamps.

The screen will be provided with a fixed vertical center line, 4 laterally adjustable vertical tapes, and 2 vertically adjustable horizontal tapes, as shown in figure 1. The 2 movable horizontal tapes shall be located on the screen at the upper and lower limits called for in the specifications with reference to the plane on which the vehicle rests, not the floor on which the screen rests. The 4 movable vertical tapes shall be located on the screen at the left and right limits called for in specifications with reference to center lines spaced to either side of the fixed center line of the screen by the amount the lamps are to the left and right.

(b) *Headlamp testing machines.* If a headlamp testing machine is used, it shall conform to the requirements of SAE Recommended Practice, Headlamp Testing Machines—SAE J600a (published in the 1968 SAE Handbook). It shall be in good repair and adjustment and shall be used in accordance with the manufacturer's instructions.

NOTE: This standard is obtainable from Society of Automotive Engineers, 485 Lexington Ave., New York, N. Y. 10017. This standard is available in the office of the Division of Motor Vehicles, the Secretary of State and the Revisor of Statutes.

(c) *Mechanical aimers.* 1. If a mechanical aimer is used, it shall conform to the requirements of SAE Recommended Practice, Headlamp Aiming Device for Mechanically Aimable Sealed Beam Headlamp Units—SAE J602 (published in the 1968 SAE Handbook). The device shall be in good repair and adjustment and shall be used according to the manufacturer's instructions. Mechanical aimers shall be used only on mechanically aimable sealed beam units.

NOTE: This standard is obtainable from Society of Automotive Engineers, 485 Lexington Ave., New York, N. Y. 10017. This standard is available in the office of the Division of Motor Vehicles, the Secretary of State and the Revisor of Statutes.

2. Mechanical aimers shall not be used to aim or adjust any headlamp which includes additional lenses or covers over the sealed beam unit such as are installed in Volkswagen, DKW, Porsche, Avanti, Chrysler, Imperials, Ford, and others. Official inspection stations which are equipped only with mechanical aimers may inspect only those vehicles with headlamps manufactured with aiming pads in accordance with section MVD 5.82 (1) (c).

NOTE: Vehicles in use today are equipped with one of two distinct types of multiple-beam headlamp equipment: The dual headlighting system consisting of four 5¾ inch diameter units, or the single-headlighting system consisting of two 7-inch diameter units.

In the dual system, 2 lamps (identified by the number 1 on the lens) are single-filament lamps and provide the majority of the upper beam light. The other 2 units (identified by the number 2 on the lens) contain 2 filaments each. One filament operates in conjunction with the type 1 lamp and supplements the upper beam by providing fill-in light. The other filament provides the entire lower beam light.

The 7-inch diameter type 2 lamp (identified by the number 2 on the lens) contains 2 filaments. One filament produces the upper beam; the other produces the lower beam.

All type 2 lamps, regardless of size, must be inspected and aimed on the lower beam.

The original 7-inch sealed beam lamp similarly was equipped with 2 filaments. These lamps can be identified by the absence of the number 2 on the lens and must be inspected and aimed on the upper beam.

NOTE: Multiple-beam lighting includes a "lower" beam for traffic or meeting conditions and an "upper" beam for open-road driving.

The inspector should see that the driver understands how to use the multiple-beam headlamps so as to obtain the best road lighting with minimum glare to other users of the highway.

(2) PREPARATION FOR AIMING. Prior to testing headlights, the vehicle shall be located in an approved space having a level floor and in proper alignment with the screen or tester. Before checking beam aim, the inspector shall:

(a) Remove ice or mud from under fenders;

(b) See that all tires are properly inflated;

(c) Rock the vehicle sideways;

(d) Check car springs for sag or broken leaves;

(e) Take into consideration faulty wheel adjustment or improper tracking of the rear axle;

(f) See that there is no unusual load in the vehicle other than the driver in the front seat;

(g) Check functioning of any "level-ride" control;

(h) Clean lenses; check for broken or cracked aiming pads; bulb burn-out and proper beam switching;

(i) See that light output is well toward the normal new lamp value.

(3) AIM PROCEDURE. (a) *Visual method.* For horizontal and vertical beam, aim sideways and up and down.

NOTE: All of the following values are based on a 25-foot test distance. Refer to figures 2 through 5.

1. Any upper beam of a symmetrical beam headlamp (all single- and double-beam lamps such as sealed beam 5¾ inch type 1 and sealed beam 7-inch except type 2) where the center of the high-intensity zone is:

a. Horizontally more than 6 inches to the right or left of straight ahead.

b. Vertically above or more than 4 inches below the lamp center level.

2. Any lower beam of an asymmetrical beam headlamp such as sealed beam 5¾ inch type 2 and sealed beam 7-inch type 2 lamps where:

a. Horizontally the left edge of the high-intensity zone is to the left of straight ahead or is more than 6 inches to the right.

b. Vertically the top edge of the high-intensity zone is more than 2 inches above or below the lamp center level.

3. Any symmetrical beam fog lamp where the center of the high-intensity zone is more than 6 inches right or left of straight ahead, or where the top edge of the high-intensity zone is higher than 2 inches below the fog lamp center level.

4. Any asymmetrical beam fog lamp where the left edge of the high-intensity zone is to the left of straight ahead or is more than 6 inches to the right, or where the top edge of the high-intensity zone is above the fog lamp center level.

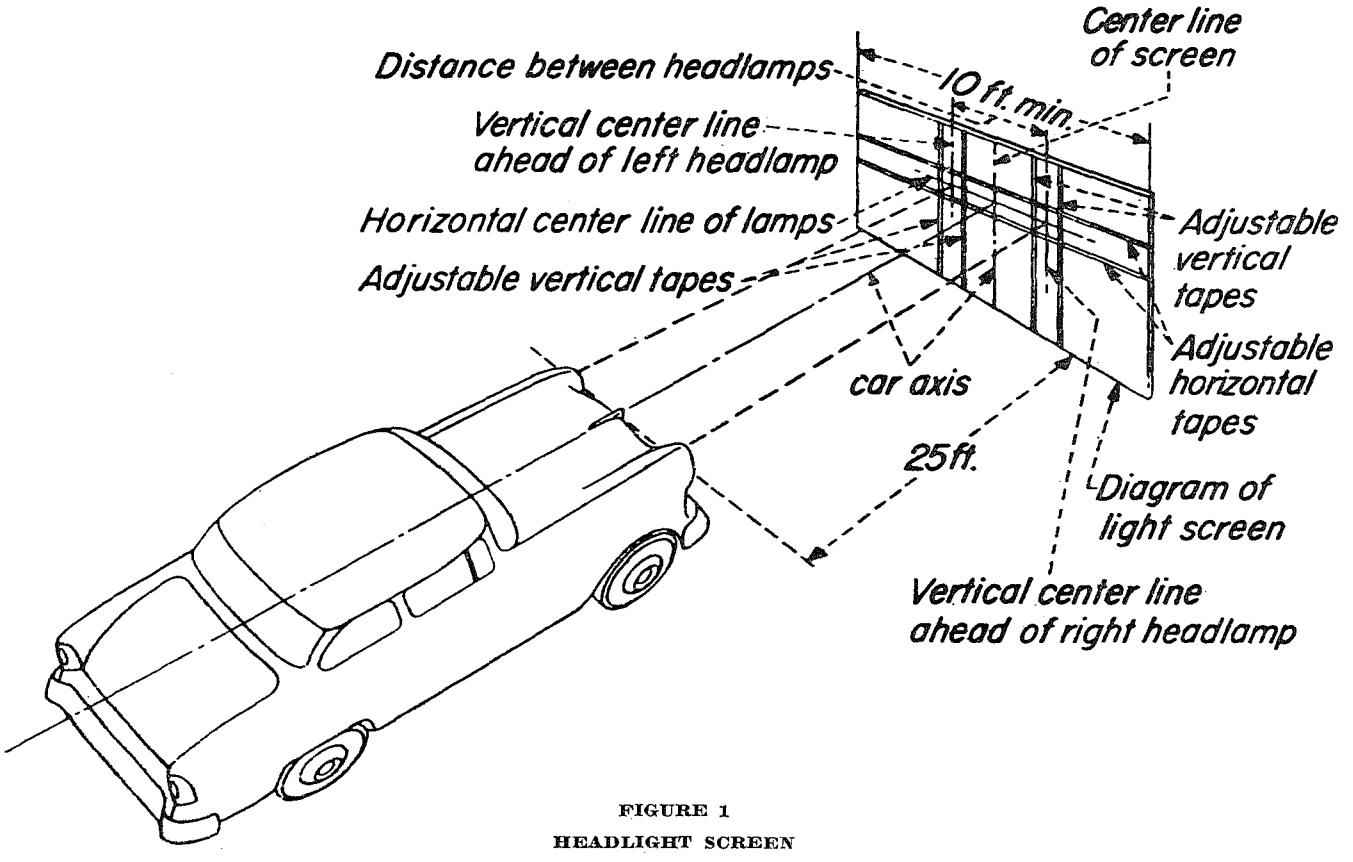

FIGURE 1
HEADLIGHT SCREEN

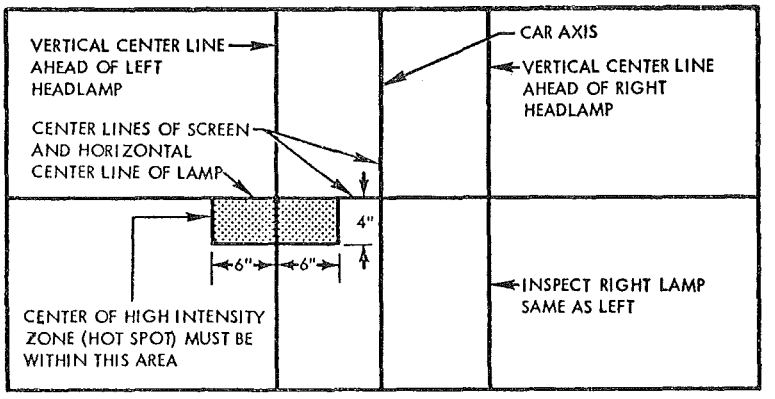

FIGURE 2

AIM INSPECTION LIMITS FOR UPPER BEAM OF 5¾-INCH TYPE 1 SEALED BEAM AND 7-INCH SEALED BEAM, EXCEPT TYPE 2. (All two-beam lamps not designated)

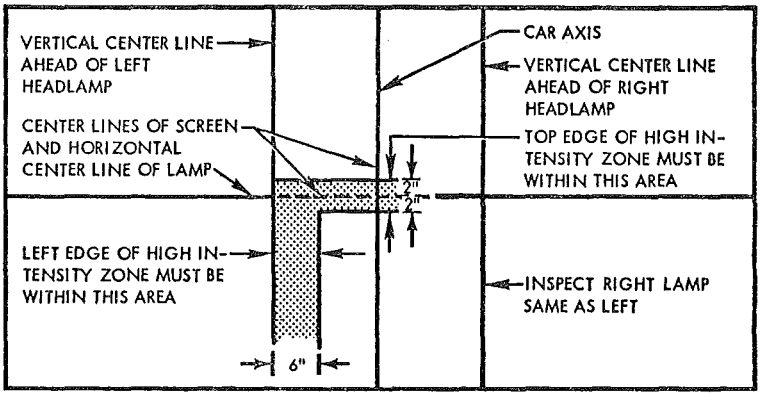

FIGURE 3

AIM INSPECTION LIMITS FOR LOWER BEAM OF 5¾-INCH TYPE 2 SEALED BEAM AND 7-INCH TYPE 2 SEALED BEAM

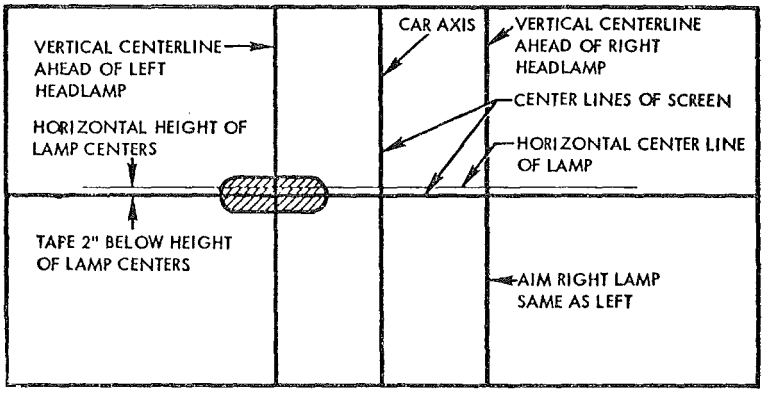

FIGURE 4

HOW PROPERLY AIMED UPPER BEAM OF 5¾-INCH TYPE 1 AND 7-INCH SEALED BEAM, EXCEPT TYPE 2, WILL APPEAR ON THE AIMING SCREEN 25 FEET IN FRONT OF VEHICLE.
(Shaded area indicates primary portion of beam)

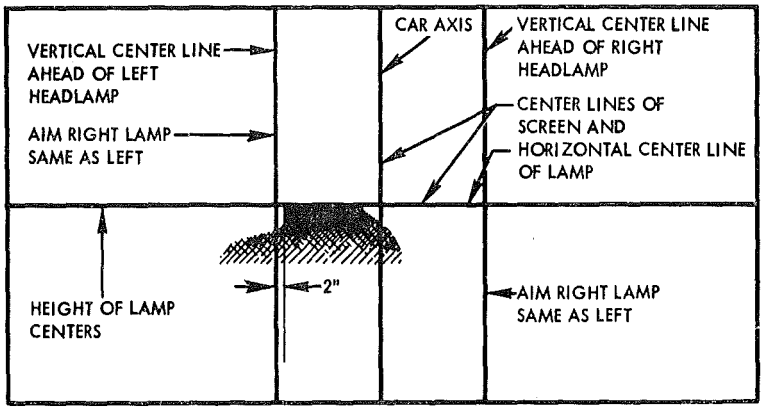

FIGURE 5

HOW PROPERLY AIMED LOWER BEAM OF 5¾-INCH AND 7-INCH TYPE 2 SEALED BEAM WILL APPEAR ON THE AIMING SCREEN 25 FEET IN FRONT OF THE VEHICLE.
(Shaded area indicates primary portion of beam)

(b) *Aim inspection—mechanical method.*

NOTE: See section MVD 5.27 (1) (c).

1. Sealed beam 7-inch except type 2 and sealed beam 5¾ inch type 1 lamps.

a. Where aim is horizontal (sideways), approval shall be refused if graduation is more than 6 to the right or left of straight ahead. Mechanical aim graduation shall be set at zero straight ahead when a lamp is reaimed.

b. When aim is vertical (up and down), approval shall be refused if graduation is higher than 0 down or lower than 4 down. Mechanical aim graduation shall be set at 2 down when one is reaiming.

2. Sealed beam 7-inch type 2 and 5¾ inch type 2 lamps.

a. When aim is horizontal (sideways), approval shall be refused if graduation is to the left of straight ahead or more than 6 to the right. Mechanical aim graduation shall be set at ½ to the right of straight ahead when a lamp is reaimed.

b. When aim is vertical (up and down), approval shall be refused if graduation is higher than 0 down or lower than 4 down. Mechanical aim graduation shall be set at 2 down when one is reaiming.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.28 Front parking lamp rejections. Reject front parking lamps if:

(1) There is a failure during the functional tests.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.29 Front directional signal rejections. Reject front directional signals if:

(1) There is a failure during the functional tests.

(2) The directional signal mechanism does not function properly or does not cancel.

(3) The signal indicator lamp fails to operate.

(5) The vehicle is not equipped as required by law.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.30 Tail lamp rejections. Reject the tail lamps if:

(1) There is a failure during the functional tests.

(2) Any circuit does not light the proper filament from its respective switch position.

(3) There is a broken, or missing lamp, lens, or reflector.

(4) The lamp or reflector is not securely fastened or is mounted improperly.

(5) There are inadequate or illegal lamps or reflectors.

(8) The connections are in poor condition or the wiring has deteriorated.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.31 Brake lamp rejections. Reject the brake lamps if:

(1) There is a failure during the functional tests.

(5) There are inadequate or illegal lamps or reflectors.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.32 Rear directional lamp rejections. Reject the rear directional lamps if:

(1) There is a failure during the functional tests.

(5) There are inadequate or illegal lamps or reflectors.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.33 Registration plate lamp rejections. Reject the registration plate lamp if:

(1) There is a failure during the functional test or the vehicle is not equipped.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.34 Back up lamp rejections. Reject the back up lamp if:

(1) There is a failure during the functional test.

(2) It remains lighted when the vehicle is not in reverse gear.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.35 Horn rejections. Reject the horn if:

(1) The vehicle is not equipped with a horn.

(2) The horn is not securely fastened to the vehicle.

(3) The horn is not audible for 200 feet.

(4) The vehicle is not equipped with a button or ring for making electrical connection. (Grounding of bare wire is not acceptable)

(5) The vehicle is equipped with a siren or exhaust whistle and is not an emergency vehicle.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

Subchapter VI

GLAZING

MVD 5.50 General requirements for glazing. (1) Any motor vehicle originally equipped with glazing material in the windshield, side, or rear windows, shall have all such material installed and inspected. In the case of a vehicle originally manufactured and equipped without a windshield, or other windows, this provision shall not apply. A vehicle so constructed or loaded that the view through the rear window is continually blocked need not have the window glazed. A permanent closure of some sort may cover the opening. Check operation of the window at the driver's left. Check windshield and all other windows for unauthorized material or conditions that obscure driver's view. Use glazing diagram figure 6.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.51 Windshield rejections. Reject the windshield if:

(1) There is no approved safety glass.

(2) There is more than 1 inch of cloudiness around the outside edge on the driver's side or 2 inches on the passenger side.

(3) There are cracks showing sharp edges or the wiper blade scratches are severe enough to distort vision.

(4) Corner cracks are over 4 inches from frame on flat and curved glass and 8 inches on wrap around glass on driver's side if extending into critical area. Passenger side shall not exceed cracks of 11 inches from outer right hand edge on flat and curved glass and 12 inches from edge on wrap around glass. Any stone or shot damage is cause for rejection if diameter is in excess of ½ inch in the critical wiper blade area or if diameter is in excess of 1½ inches in any other portion of the windshield.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

GLAZING DIAGRAM

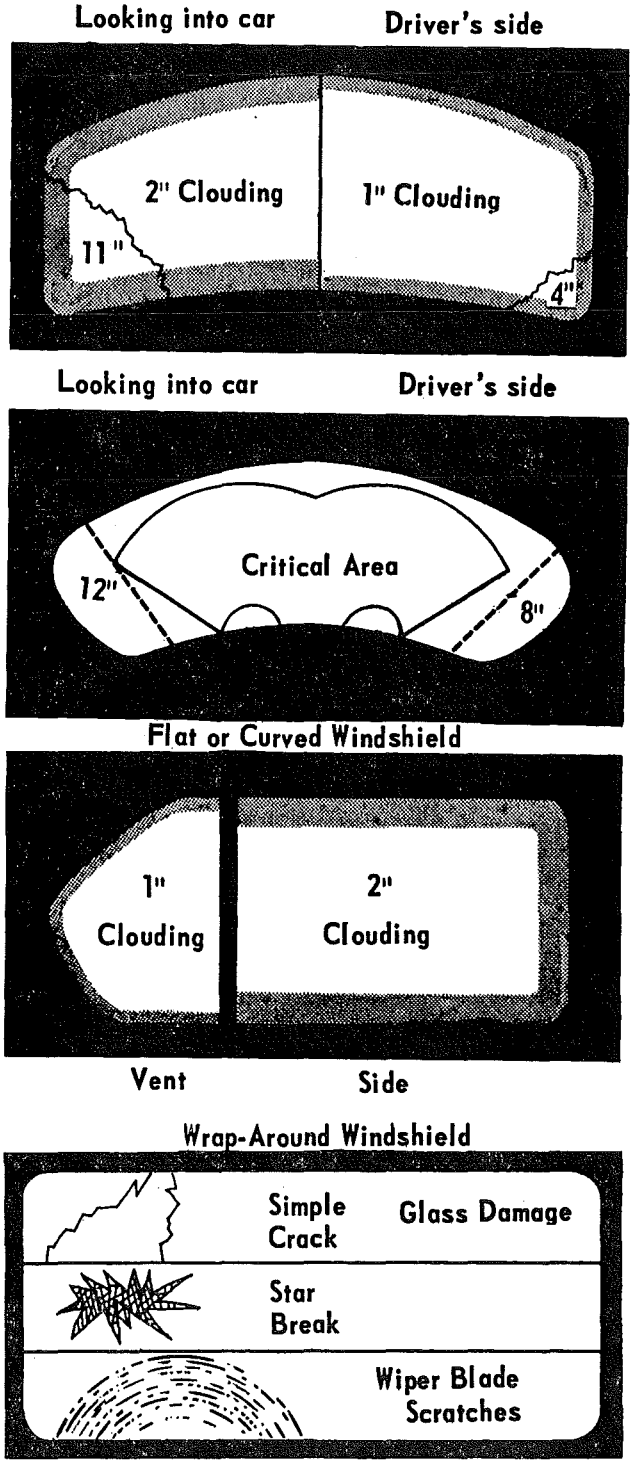

FIGURE 6

MVD 5.52 Vent and other window rejections. Reject the vents or other windows if:

(1) The window at the driver's left cannot be readily opened to permit arm signals to be made. The presence of approved turn signals does not waive this requirement.

(2) There are posters, stickers, or other nontransparent materials, except those allowed by law, located on the windshield, rear window or windows to the immediate right and left of the driver or located between the driver and the windshield or windows. Nontransparent materials are used to replace the vehicle glass or glazing materials except as provided in section MVD 5.50 (1).

(3) The vent has in excess of 1 inch of cloudiness around either edge or the side windows have in excess of 2 inches of cloudiness on either edge.

(4) The vehicle's rear window has more than 2 inches of cloudiness from any edge and it is not equipped with an outside rear view mirror on the drivers side. (Plastic curtains and rear windows approved for such vehicles as convertibles, jeeps, etc., must conform with restrictions as to cloudiness. If they are badly scratched, discolored, or in such condition that they distort or obstruct vision to the side or rear—THEY MUST BE REPLACED.)

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

Subchapter VII

WINDSHIELD WIPERS, MIRRORS, AND SPEED INDICATORS

MVD 5.53 General requirements for windshield wipers. (1) All vehicles originally equipped with 2 wiper arms and wiper blades (one set on driver's side and one set on passenger side) must have both in place and in good working condition. Check for satisfactory operation of windshield wipers. Check for damaged, hardened, or deteriorated blades. Check to see that blades are in firm contact with windshield.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.54 Windshield wiper rejections. Reject windshield wipers if:

(1) The vehicle originally equipped with wiper arms and blades has either missing.

(2) The blade is damaged, hardened, or deteriorated.

(3) The blades are not in firm contact with windshield.

(4) The windshield wiper is incapable of cleaning the windshield adequately to allow the driver a clear view ahead.

(5) The switch is faulty.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.55 General requirements for mirrors. (1) Inspect rearview mirrors for mounting, location, and obstruction to the rear.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.56 Mirror Rejections. Reject mirrors if:

(1) They are missing, loosely mounted, or offer unsafe interference with the driver's view.

(2) The mirror is broken, cracked or discolored.

(3) The mirror does not provide the driver with a clear view of the highway for a distance of at least 200 feet to the rear of the vehicle. (If the vehicle is so constructed or loaded, or towing another vehicle so as to prevent the operator's view to the rear, an adequate outside mirror shall be installed.)

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.57 General requirements for speed indicator. (1) Visually inspect vehicle for statutory speed indicator requirements.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.58 Speed indicator rejections. Reject speed indicator if:

(1) The vehicle is not equipped with a speed indicator.

(2) The indicator is not in operating condition.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

Subchapter VIII

MISCELLANEOUS

MVD 5.60 General requirements for safety belts and seats. (1) This category includes all belts or restraining devices, as required in section 347.48, Wis. Stats., used to contain persons in the seat of a motor vehicle in the event of collision, leaving the road, or turnover. When installed, they shall be of a type that has been approved in accordance with the procedures specified in the Society of Automotive Engineers Standard for Motor Vehicle Seat Belt Assemblies (SAE-J4c).

NOTE: Seat belt specifications are available from Society of Automotive Engineers, 485 Lexington Avenue, New York, N. Y. 10017, Handbook, 1968.

This standard is available in the office of the Division of Motor Vehicles, the Secretary of State and the Revisor of Statutes.

(2) The method of installation shall in no event reduce the efficiency of the belt assembly below the SAE requirements indicated. Any vehicle equipped with safety belts shall have all belts in good working order.

(3) Inspection procedure: Visual inspection shall be made to determine worn or frayed webbing. Buckles shall be tried by hooking metal to metal or inserting webbing in the friction type to determine looseness. Check anchorage for looseness by pulling belt or anchorage fitting by hand. Also check for rusting of parts or floor pan to which the belts are anchored.

(4) Seat must be secured to prevent movement during operation of vehicle.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.61 Safety belt and seat rejections. Reject safety belts or seat if:

(1) Vehicle is not equipped or required belts have been removed.

(2) Equipment or installation is nonstandard.

(3) Webbing is frayed, split, or torn.

(4) Anchorage is loose.

(5) Buckles are loose or inoperative.

(6) Seat is not securely fastened.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.62 General requirements for bumpers, fenders and projecting parts. (1) Inspect for bumpers and fenders on those vehicles which were originally so equipped.

(2) Check for defective or dislocated parts projecting from vehicle.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.63 Bumper, fender and projecting part rejections. Reject bumpers, fenders, or projecting parts if:

(1) The vehicle originally equipped with a bumper or fenders now lacks either or both.

(2) Any bumper or mounting bracket is broken.

(3) Any bumper is so distorted, twisted, or bent that it extends beyond the body line of the vehicle. Any defective or dislocated parts project from the vehicle.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.64 General requirements for locks and latches. (1) Check operation of doors, including emergency escape doors and windows, door and window latches and controls, hood latch and control.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.65 Lock and latch rejections. Reject locks or latches if:

(1) The body locks, latches, or controls are damaged, worn or otherwise defective to the point where they interfere with safe operation of the vehicle or the latch does not hold fast or is wired.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

Subchapter IX

REGISTRATION AND IDENTIFICATION PLATES

MVD 5.66 General requirements for registration and identification plates. (1) Check license plates, vehicle description, and registration certificate for consistency.

(2) Check license plate mounting and condition.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.67 Registration plate rejections. Reject registration plates if:

(1) The plates are obscured.

(2) The plates are not firmly attached to vehicle.

(3) The numbers are not in agreement with registration card or vehicle description not in accord with registration card.

NOTE: No enforcement action will be taken by an official inspection station, but any discrepancies should be noted by the inspection report.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

Subchapter X

MINIMUM REQUIREMENTS FOR MOTOR VEHICLE INSPECTION STATIONS

MVD 5.80 Space requirements. An area shall be available for inspection purposes as set forth below:

(1) HEADLAMP TESTING: (a) 12 foot width by 25 foot length when using a headlamp tester.

(b) 12 foot width by 45 foot length when using a headlamp testing screen.

(c) The floor of the building where headlamp testing is conducted must be level (±1°) constructed of concrete, provided however that compensating instruments or construction may be approved.

(2) Entire space shall be in permanent type heated building. Temporary expedients such as tents, arbors or sheds are not acceptable. Such space must be kept reasonably available during normal business hours for the purpose of inspection.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.81 Time requirements. An official inspection station shall be reasonably available for conducting inspections during normal business hours of the work week. Stations shall not be licensed to operate only a few hours a day.

(1) An applicant for an official inspection station shall state on the application the hours he normally will be open to conduct vehicle inspections.

(2) An official inspection station shall have sufficient certified inspectors to perform official inspection service.

(3) There shall at all times be one certified inspector available to perform inspections.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.82 Equipment requirements. (1) Any official inspection station shall have one of the following types of headlamp testing devices:

(a) A headlamp machine capable of testing all types of headlamps.

(b) A headlamp screen capable of testing all types of headlamps.

(c) A mechanical aimer capable of testing all types of headlamps manufactured with three headlamp aiming pads. Stations having only a mechanical aimer are subject to the following requirements: 1. They may only test those vehicles with headlamps manufactured with aiming pads.

2. They must advise the owner of a vehicle, which does not have headlamps with aiming pads, that they are not allowed to inspect the vehicle.

(2) Each approved testing area will be designated as follows: (a) When a track-type headlamp tester is used, the track must be securely attached to the floor and leveled.

(b) When a caster-type headlamp tester is used, a line 4 inches wide and 8 feet long shall be painted on the floor, for operation of the headlamp machine.

(c) When a headlamp screen is used, a line 4 inches wide and 8 feet long shall be clearly painted on the floor, for positioning the headlamp screen. In addition, another line 4 inches wide and 8 feet long, shall be clearly painted on the floor, 25 feet from the screen to mark the forward point of the headlamps.

(d) When a mechanical aimer is used, a 12 feet by 25 feet area is required. A line 4 inches wide and 8 feet long must be clearly painted on the floor where the front of each vehicle will stop.

(3) A windshield scraper for removing old stickers.

(4) A measuring device to determine legality of certain mountings of lighting equipment (such as directional signals, clearance lights and reflectors).

(5) Tools and related equipment. (a) Tire depth gauge.

(b) Portable lights or trouble lamp.

(c) Appropriate wrenches.

(d) Appropriate screw drivers.

(e) Wire brush.

(f) ¼ inch round paper punch.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.83 Additional requirements. (1) In close proximity to the inspection area the following items shall be posted: (a) Official inspection station license.

(b) Certification of inspector.

(c) Charts furnished by the department stating various requirements of inspection and items to be inspected.

(2) A copy of the rules and regulations as prescribed by the administrator shall be available at all times.

(3) Each official inspection station shall prominently display a distinctive sign designating appointment as an official inspection station.

(4) It shall be illegal for a non-inspection station to display a sign similar in design, wording, color or size which might imply that it is an official inspection station.

(5) Any official inspection station shall be deemed to be operating as an arm of the state of Wisconsin. The application to become an official inspection station requires the assurance of co-operation with the division. (a) The official inspection station shall permit the inspector II to reinspect any vehicle inspected by the official station during the previous 2 normal business days.

(b) The official inspection station shall co-operate in any reinspection by an inspector II by furnishing the inspection space and inspection equipment for such reinspection without fee.

(6) No official inspection station license shall be transferred without division approval.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

Subchapter XI

MINIMUM REQUIREMENTS FOR CERTIFIED INSPECTORS

MVD 5.90 Certified inspector general requirements. (1) Each applicant for certified inspector shall meet the age and experience requirements as follows: (a) Applicant must be at least 18 years of age.

(b) Applicant must have a minimum of one year's experience as an automobile mechanic, or have a minimum of one year's training in auto mechanics at a vocational or trade school.

(2) The applicant shall request certification on a form prescribed for this purpose.

(3) Each applicant shall attend an 8-hour course of instruction to acquaint him with the inspection procedures and proper completion of reports. (a) Each applicant must receive a passing grade on the written test given by the educational authority.

(b) Each certified inspector will be required to attend one refresher course prescribed by the division every year.

(4) Each applicant must demonstrate to the division his knowledge of inspection procedures by performing complete inspections on 2 vehicles of different manufacture to the satisfaction of the inspector II.

(5) Each applicant must demonstrate his ability to correctly and efficiently operate the various testing devices used.

(6) Anytime a certified inspector changes his place of employment or for some other reason loses his certification he shall apply for recertification on the form prescribed by the division. Certain requirements such as the written test may be waived depending on the applicant's record. A former certified inspector may be required to demonstrate his ability to operate the testing equipment to the satisfaction of the inspector II at his new place of employment if the equipment is different from that which he previously used. (a) Any official inspection station shall immediately notify the division when a certified inspector leaves his employment by forwarding the employee's certification.

(b) In no case shall a former certified inspector perform any inspections at his new place of employment until he has received his recertification from the division.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

Subchapter XII

INSPECTION STICKER SECURITY

MVD 5.95 General requirements. (1) Inspection stickers shall only be issued for those vehicles which have been properly inspected and approved.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

MVD 5.96 Unlawful acts. (1) No official inspection station, certified inspector or any other person shall furnish, give or sell to any owner or operator of a motor vehicle or to any other person or to place in or on any vehicle an inspection sticker unless an official inspection of its mechanism and equipment shall have been made and the vehicle conforms with Wisconsin statutes and rules of the Wisconsin Administrative Code.

(2) No designated official inspection station shall furnish, give, loan or sell inspection stickers to any other official inspection station.

(3) No person shall have in his possession any inspection sticker with the knowledge that such sticker has been illegally purchased, stolen or counterfeited.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.

Subchapter XIII

FEES AND REMITTANCES

MVD 5.99 General requirements. (1) A fee of $3 shall be charged by the official inspection station for every inspection made, whether an approval sticker is issued or not. The fee shall be paid by the owner or his agent to the official inspection station. No portion of this fee shall be remitted to the division of motor vehicles for their costs of administering the inspection program.

(2) Any vehicle returned for inspection of corrected defects within 15 days of the original inspection shall not be charged any inspection fee.

Any vehicle returned to the original inspection station for inspection of corrected defects after a period of 15 days shall be considered as a vehicle undergoing an original inspection and the appropriate fee shall be charged.

(3) The inspection fee will include checking all inspection items required by the division of motor vehicles. This is the "physical examination" of the vehicle only.

(4) The certified inspector shall always consult with the vehicle owner or his agent prior to making any repairs or adjustments determined by the inspection.

History: Cr. Register, June, 1968, No. 150, eff. 7–1–68.