

WEST VIRGINIA
SECRETARY OF STATE
KEN HECHLER
ADMINISTRATIVE LAW DIVISION

Form #3

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1989 OCT 29 PM 12:30
OFFICE OF THE SECRETARY OF STATE
MARTINSBURG, WV

**NOTICE OF AGENCY APPROVAL OF A PROPOSED RULE
AND
FILING WITH THE LEGISLATIVE RULE-MAKING REVIEW COMMITTEE**

AGENCY: Division of Public Safety TITLE NUMBER: 81

CITE AUTHORITY West Virginia Code §17C-15-48(f)

AMENDMENT TO AN EXISTING RULE: YES ___ NO X

IF YES, SERIES NUMBER OF RULE BEING AMENDED: _____

TITLE OF RULE BEING AMENDED: _____

IF NO, SERIES NUMBER OF NEW RULE BEING PROPOSED: IV

TITLE OF RULE BEING PROPOSED: Modified Vehicle Inspections

THE ABOVE PROPOSED LEGISLATIVE RULE HAVING GONE TO A PUBLIC HEARING OR A PUBLIC COMMENT PERIOD IS HEREBY APPROVED BY THE PROMULGATING AGENCY FOR FILING WITH THE SECRETARY OF STATE AND THE LEGISLATIVE RULE MAKING REVIEW COMMITTEE FOR THEIR REVIEW.



4.40



Department of Public Safety
(West Virginia State Police)
725 Jefferson Road
South Charleston, West Virginia 25309
Executive Office

Gaston Caperton
Governor

Colonel J. R. Buckalew
Superintendent

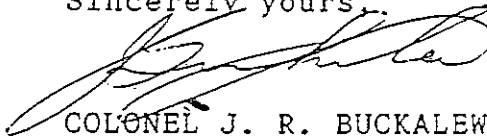
August 14, 1990

Major General Joseph J. Skaff
Secretary of Public Safety
Box 2930
Capitol Building
Charleston, West Virginia 25305

Dear General Skaff:

Attached are the procedures for modified vehicle inspections as required by Senate Bill 386. These procedures require your review and approval before submission to the Secretary of State's office.

Sincerely yours,



COLONEL J. R. BUCKALEW
SUPERINTENDENT

JRB:bp

Attachment

Approved Joseph Skaff *16 Aug 90*
Secretary Public Safety

APPENDIX B

FISCAL NOTE FOR PROPOSED RULES

FILED

1999 OCT 29 PM 12:30

Rule Title: Modified Vehicle Inspections

Type of Rule: Legislative Interpretive Procedural

Agency Division of Public Safety Address 725 Jefferson Road
South Charleston, WV 25309

1. Effect of Proposed Rule:	ANNUAL		FISCAL YEAR		
	Increase	Decrease	Current	Next	Thereafter
Estimated Total Cost	\$ -0-	\$ -0-	\$ 46,996	\$ 23,498	\$ 23,498
Personal Services			31,335	15,668	15,668
Current Expense			7,384	3,692	3,692
Repairs and Alterations			-0-	-0-	-0-
Equipment			-0-	-0-	-0-
Other - Benefits			8,277	4,138	4,138

2. Explanation of above estimates: During the current fiscal year, we estimate that a total of \$46,996 in expenses will be incurred in implementing the modified vehicle inspection program. After initial implementation, we estimate that costs will be reduced by 50%.

3. Objectives of these rules: These rules are implemented in accordance with West Virginia Code §17C-15-48(f) and are intended to govern the mandated inspection procedures for modified vehicles and to ensure that all such inspections are performed in a consistent manner.

4. Explanation of Overall Economic Impact of Proposed Rule.

- A. Economic Impact on State Government. The fee for the modified vehicle sticker is \$10.00. We anticipate that this fee will generate \$50,000 annually, which will be deposited into the Motor Vehicle Inspection Fund to offset costs associated with the inspection program for modified vehicles. In addition, it is estimated that \$4,500 in state sales tax revenue will also be generated.
- B. Economic Impact on Political Subdivisions; Specific Industries; Specific groups of citizens.

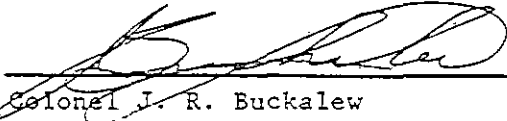
The inspection fee to be charged by inspection stations is \$15.00. We estimate that a total of \$75,000 in revenue will be realized by those stations performing the modified vehicle inspections.

C. Economic Impact on Citizens/Public at Large.

Each citizen having a modified vehicle will be required to pay \$25.90 for a state inspection of said vehicle (\$10.00 for sticker; \$15.00 for inspection; and \$.90 state sales tax).

Date: 9-6-90

Signature of Agency Head or Authorized Representative



Colonel J. R. Buckalew
Superintendent
Division of Public Safety

DATE: October 29, 1990

TO: LEGISLATIVE RULE-MAKING REVIEW COMMITTEE
FROM: Colonel J. R. Buckalew, Superintendent, West Virginia State Police

FILED
1990 OCT 28 PM 12:30
OFFICE OF THE CLERK
LEGISLATIVE DEPARTMENT

LEGISLATIVE RULE TITLE: Modified Vehicle Inspections

1. Authorizing statute(s) citation West Virginia Code §17C-15-48(f)

2. a. Date filed in State Register with Notice of Hearing:

September 11, 1990

b. What other notice, including advertising, did you give of the ~~XXXXXX~~ comment period?

Written notification of the rule's filing was sent to Senator Charlotte Pritt, Mountaineer 4X4 Unlimited, Golden Oldies Street Rod Association,

WV Auto and Truck Dealers Association, Rondis Casto and a Class I Legal Advertisement was run in Charleston Newspapers.

c. Date of ~~XXXXXXXXXX~~ comment period: September 11, 1990

October 10, 1990

d. Attach list of persons who appeared at hearing, comments received, amendments, reasons for amendments.

Attached X No comments received

e. Date you filed in State Register the agency approved proposed Legislative Rule following public hearing: (be exact)

October 29, 1990

f. Name and phone number of agency person to contact for additional information:

Colonel J. R. Buckalew, Superintendent

725 Jefferson Road

South Charleston, West Virginia 25309

(304) 746-2111

3. If the statute under which you promulgated the submitted rules requires certain findings and determinations to be made as a condition precedent to their promulgation:

a. Give the date upon which you filed in the State Register a notice of the time and place of a hearing for the taking of evidence and a general description of the issues to be decided.

_____ N/A _____

b. Date of hearing: _____ N/A _____

c. On what date did you file in the State Register the findings and determinations required together with the reasons therefor?

_____ N/A _____

d. Attach findings and determinations and reasons:

Attached _____ N/A _____

SUMMARY OF RULE EFFECTS

The West Virginia State Police Modified Vehicle Inspection Legislative Rules was written in compliance with the provisions of Section 48, Article 15, Chapter 17C of the West Virginia Code, as amended during the 1990 session of the West Virginia Legislature, to allow the West Virginia State Police to conduct inspections of modified vehicles in a consistent manner that will ensure the safety of the motoring public.

Section 1 is the General section, identifying the rule's scope and the statutory authority under which the rule was developed.

Section 2, entitled General Requirements, establishes the administrative guidelines for conducting the inspections.

Section 3, Definition of Terms used in the proposed rule.

Section 4, entitled Modified Vehicle Inspection Requirements, establishes those areas of the vehicle which will be inspected.

The West Virginia State Police Modified Vehicle Inspection Legislative Rule is a general guideline under which specific procedures for the inspection of vehicles, which have been modified in bumper altitude, are outlined. This rule affects only those persons operating these types of vehicles upon the public highways.

WEST VIRGINIA LEGISLATIVE RULE
DEPARTMENT OF PUBLIC SAFETY
DIVISION OF PUBLIC SAFETY
CHAPTER 17C-15
SERIES IV
FILING

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OFFICE OF THE CLERK
SECRETARY OF STATE

Title: Modified Vehicle Inspections

Section 1. General

1.1 Scope - This rule governs and specifies the inspection procedures for vehicles with modified suspension systems.

1.2 Authority - West Virginia Code 17C-15-48(f), effective June 9, 1990.

1.3 Filing Date -

1.4 Effective Date -

Section 2. General Requirements

2.1 Any vehicle operated upon a public highway with a gross vehicle weight rating of less than 10,000 pounds which has been raised or lowered, or in any way modified in altitude from the original manufacturer's specifications or configuration must undergo a modified vehicle inspection.

2.2 Only new vehicle dealers certified as inspection stations will be authorized and must conduct modified vehicle inspections.

2.2.1. The Superintendent of the Division of Public Safety may authorize other inspection stations to conduct modified vehicle inspections provided the stations can produce proof that an inspector mechanic employed by them has a good working knowledge of original manufacturer's specifications.

2.2.2. Persons desiring inspection of a modified vehicle must deliver their vehicle to a dealer which sells that make of vehicle, (i.e. Chevrolet to Chevrolet dealer, Ford to Ford dealer, etc.) except in cases where the original manufacturer is no longer in business.

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2.3 Inspector mechanics will follow the same preliminary guidelines in the inspecting of modified vehicles, i.e., proof of insurance and ownership, etc.

2.4 Upon examination of the insurance card and ownership forms, the standard motor vehicle inspection certificate will be removed.

2.5 The inspector mechanic will then conduct a standard state inspection and also inspect those areas as outlined in the Modified Vehicle Inspection Requirements.

2.5.1. If the vehicle fails to pass either the regular vehicle inspection or the modified vehicle inspection requirements, the inspector mechanic will place a rejection sticker on the vehicle in accordance with the already prescribed standards.

2.5.2. If the vehicle passes all requirements, a modified vehicle inspection emblem will be placed on the vehicle.

2.6 The modified vehicle inspection emblem will be the only inspection emblem required on these vehicles.

2.7 These emblems will be completed on the back by the inspector mechanic, and the appropriate date punched and placed in the lower left (driver's side) corner of the windshield, much the same as the original inspection certificate.

2.8 All inspections will be logged on a modified vehicle inspection record.

2.8.1. Upon completion of the modified vehicle inspection record, the original and all copies will be handled the same as with the standard inspection forms.

2.9 Modified vehicle inspection emblems will be requisitioned from the West Virginia State Police, Traffic Records Division, 725 Jefferson Road, South Charleston, West Virginia 25309, on the appropriate requisition form (DPS-MVI-4B) as per established rules and regulations.

2.10 Maximum charges of the modified vehicle inspection will be as follows:

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Labor - \$15.00

Sticker - 10.00

Tax - .90

Total Inspection Charges - \$25.90

2.11 Where these regulations are silent, inspectors are directed to refer back to the provisions of the West Virginia State Police Inspection Manual for standard vehicle inspection.

Section 3. Modified Vehicle Inspection Definitions

3.1 Constant Velocity or C. V. Joint - On front wheel drive vehicles, the part of the drive axle shaft which allows for the application of torque and the turning of the wheels simultaneously.

3.2 F.M.V.S.S. - Federal Motor Vehicle Safety Standard.

3.3 Modified Vehicle - A vehicle which has been raised or lowered in altitude from the manufacturer's original height.

3.4 "OEM" - Original Equipment Manufacturer. A part or component of the vehicle which is identical to the part or component on the original vehicle and is supplied by the recognized manufacturer of the original vehicle.

3.5 "OER" - Original Equipment Replacement. A vehicle part or component which performs the identical function as the part or component of the original vehicle but is supplied by a manufacturer other than the recognized manufacturer of the original vehicle.

3.6 "OREP" - Original Replacement Essential Part means any part or component of a vehicle which is:

3.6.1. Identical in fact or in performance to any part or component offered as an option for that vehicle by the original manufacturer of the vehicle when new;

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3.6.2. Essential for the safe operation of the vehicle; and

3.6.3. Purchasable through auto parts store or dealerships of the original vehicle manufacturer.

Examples include, but are not limited to parts and components of a vehicle's engine, transmission, differential, steering system, suspension system, exhaust system, intake system, body parts or lamps and reflectors. A part or component which may alter the performance of a vehicle or may inherently affect adversely the safety or structural integrity of a vehicle, its occupants, or surrounding vehicles or individuals, unless specifically excepted in these rules, shall not be an original replacement essential part.

3.7 Recognized Motor Vehicle Manufacturer - A person engaged in the business of manufacturing or assembling motor vehicles who has filed an identification statement with the U. S. Department of Transportation and is applying certification tags to the vehicles being manufactured in accordance with Part 567 or Title 49, The Code of Federal Regulations.

3.8 SAE - Society of Automotive Engineers.

3.9 Shock Absorber - A Generic Term which is commonly applied to hydraulic or pneumatic mechanisms used for the purpose of damping or suppressing oscillatory motion of vehicle bodies.

3.10 Split Service Brake System - Means a brake system consisting of two or more sub-systems actuated by a single control design so that a leakage-type failure of a pressure component in a single sub-system (except structural failure of a housing that is common to two or more sub-systems) shall not impair the operations of any other sub-system.

3.11 Steering System - The assembly of mechanical, structural, pneumatic or hydraulic components which allow for movement of the vehicle to the right or left.

3.12 Street Rod - Vehicles constructed from parts or other vehicles and may not be readily recognizable by the existing title and/or registration descriptions. These vehicles may also include changes to steering, brake and suspension systems, engine and chassis components.

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3.13 Suspension System - That assembly of mechanical, structural, pneumatic or hydraulic members which provides a flexible support between the ground or roadway and the engine, load and passenger carrying structure of the vehicle.

3.14 Wheel Base - The distance in inches from the center of the front wheel to the center of the rear wheel as measured in a straight line from the front to rear wheel of the same side of the vehicle. Whenever referred to within these regulations, wheel base will be the original manufacturer's specifications with no modification.

3.15 Wheel Track - The distance in inches from the center of the tire of one axle to the center of the opposite tire of the same axle as measured in a straight line across the vehicle. Whenever referred to within these regulations, wheel track will be the original manufacturer's specification with no modification.

Section 4. Modified Vehicle Inspection Requirements

4.1 Fuel System (combustion power units only).

4.1.1. Each fuel system orifice provided for the introduction of air to be used for the combustion of fuel (air intake) shall be equipped with a device which will:

a. Prevent the ejection into the atmosphere of any ignited fuel/air mixture.

4.1.2. All fuel system components, such as tank, tubing hoses, clamps, etc., shall:

a. Be located outside of any compartment intended for use by the driver or any passenger (except OEM or OREP components).

b. Be securely attached with fasteners designed for this purpose.

c. Not be positioned above, or nearer than three (3) inches to any exhaust system component, except in the engine compartment, unless appropriate shielding is provided (except OEM or OREP components).

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d. Be positioned so as not to contact any moving vehicle component.

e. Be free of any fuel leakage.

4.1.3. Fuel line connection to the engine shall be of a flexible design, and of a length sufficient to accommodate all engine vibrations and movements of the engine with respect to the vehicle frame.

4.1.4. The fuel tank shall:

a. Not be located in the engine compartment (except OEM or OREP components).

b. Be shielded from any compartment intended for use by a flame-proof barrier (except OEM or OREP components).

c. Be securely mounted to the body or frame.

d. Comply with VESC-12 (minimum standard for fuel tanks) if not built by a recognized motor vehicle manufacturer.

e. Be equipped with an external vent or be vented to the engine through an evaporative emission control system (EEC).

f. Be equipped with a filler cap designed to vent fuel spillage from the filler opening when the cap is in place.

g. Be located within the lateral perimeter of the vehicle frame or unit body to minimize crash damage rupturing (unless originally equipped).

4.1.5. Auxiliary liquid fuel tanks described as an additional fuel tank and any other components attached directly thereto designed to supplement the vehicle's liquid fuel carrying capacity beyond that provided by the vehicle manufacturer shall meet the requirements of VESC-12.

4.2 Vehicle Body

4.2.1. Body Structure - The body structure of a modified vehicle shall be free of sharp edges and projections in all interior and exterior locations where they may be contacted by persons in the normal use and care of the vehicle. This requirement does not include those locations usually accessible only when the vehicle is hoisted or partially dismantled for the purpose of maintenance or repair.

a. The body to frame mounting hardware shall be in accordance with OEM specifications with a maximum three inch spacer block used, providing that appropriate modifications of the steering column, brake hose location and controls are made when required.

4.2.2. Doors and Latches

a. A modified vehicle shall be provided with a means of entry and exit on each side of the vehicle which provide ready access to the seats in the vehicle by vehicle occupants.

b. On vehicles not equipped with doors, approved type occupant restraining devices shall be installed within the vehicle and be readily accessible to the occupants.

c. The doors used to provide access to the passenger compartment of a modified vehicle shall be of a hinged type and shall be readily operable and be provided with a two-position self-acting latch which functions in each latching position to keep the door from opening (unless OEM). This requirement does not apply to doors that are designed to be easily attached to or removed from modified vehicles designed for operation without doors.

d. All doors shall be equipped with a manual latch control on the exterior of the door and a manual or electric latch on the interior of the door.

4.2.3. Hood and Trunk Latches

a. Hood - Street rods only. Street rod is required to have a hood which shall cover top of entire engine compartment. Street rod engine compartment sides may remain open.

b. A hood, a trunk lid, or any compartment cover forward of the windshield, which opens along the edge toward the front of a modified vehicle shall be equipped with a two-position self-acting latch which functions in each latching position to keep the hood, lid, or cover closed. A minimum of two hood pins designed for that purpose can be substituted for the two-position self-acting latch.

c. A hood, trunk lid, or compartment cover which opens along an edge toward the sides or the rear of a modified vehicle shall be equipped with at least one latch which holds the hood, lid or cover in the closed position.

4.2.4. Fenders - Each tire of a modified vehicle which contacts the surface of the road shall be equipped with a fender, or other body structure, which covers the entire width of the tire above that portion of the circumference from 15 degrees in front to 75 degrees to the rear of the vertical line through the center of the wheel hub (see attached Appendix A).

a. Any attachment added to the body or fender of the vehicle to meet the requirements of this part shall be securely mounted and free of any sharp edges or protuberances. Motorcycle type (movable) front fenders are permitted providing the vehicle is equipped with a front bumper.

4.2.5. Driver Visibility - Obstructions forward of the windshield can extend no more than three (3) inches upward into the horizontally projected vision area of the windshield except for windshield wiper components.

4.3 Vehicle Frame

4.3.1. Frame - A modified vehicle shall be equipped with a frame consisting of structural beams or channels, or structural tubing, or unitized construction capable of supporting the vehicle, its load, and the torque produced by the power source under all conditions of operation. The frame structure shall be essentially rigid, free of cracks and visual indications of weakness, such as bending, buckling or poor quality welded joints.

4.3.2. Floor Pan - A modified vehicle shall be equipped with a floor pan which:

a. Covers the area beneath the passenger compartment and any cargo (luggage) compartment that is not entirely separate from the passenger compartment. (Entirely separate means there are no components shared by both compartments, such as roof, floor, or sides).

b. Is capable of supporting the weight of the number of occupants, including seats and any cargo the vehicle is designed to carry.

c. Has sufficient strength to adequately anchor the seats and safety belts.

d. Is free of openings which are not sealed or provided with covers which are specifically designed to prevent the transit of fumes and airborne particles.

4.3.3. Bumpers - A modified vehicle shall be equipped with a bumper on the front and on the rear of the vehicle with the exception of trucks, utility and special motor vehicles where the original or predominant body configuration, provided by a recognized manufacturer, did not include such bumper or bumpers in the design of the vehicle. OEM or OREP bumpers are acceptable.

Front bumpers are required on any modified vehicle if the front fenders provide less than 75 degrees of tire circumference coverage measured from the vertical center line of the wheel to the front of the vehicle.

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Front bumpers are required on any modified vehicle if there are any sharp or otherwise hazardous parts projecting from the front of the vehicle.

Front bumpers are required on any vehicle equipped with motorcycle type (movable) front fenders.

Rear bumpers are required on any modified motor vehicle if the fuel tank is located in the rear and is unprotected by the frame of the vehicle.

Whenever the bumpers installed on a modified vehicle are altered, modified, replaced, or whenever the vehicle ground clearance height has been altered or modified, the bumpers installed on the vehicle shall:

- a. Be of sturdy construction.
- b. Be securely attached to the vehicle frame with attaching components specifically designed for the purpose which are equivalent in strength to the bumper.
- c. Have no pointed projections or sharp edges.
- d. Have a smooth outward face.
- e. Be at least three (3) inches in vertical height, be centered on the vehicle center line and extend horizontally no less than the wheel track distance.
- f. Be mounted no higher than specified from the ground to the bottom of the bumper. Maximum bumper heights shall be as indicated below:
 - i. Vehicles 10,000 pounds or less: Maximum height to both front and rear bumper is thirty-one (31) inches as measured from the ground to the bottom of the bumper. The distance from the vehicle frame mount seat to the vehicle body mount seat cannot exceed three inches. No person may alter, modify, or otherwise move the original bumper mounting on the frame by more than four inches.

In the absence of bumpers, or if the original bumper has been moved more than four inches, bumper heights will be measured to the frame rail.

ii. All above measurements will be made with all tires on the vehicle inflated to the tire manufacturer's specifications.

4.4 Brake System

4.4.1. Every modified vehicle shall be equipped with a service brake system which:

- a. Will provide braking action at each wheel.
- b. Is actuated by pressure applied to a pedal control by the driver's foot.
- c. Is actuated primarily by the use of hydraulic fluid (actuation primarily by mechanical means, rods, or cables, is not permitted even if the OEM system was so designed).

4.4.2. Modified vehicles shall be equipped with a service brake system which:

- a. Is designed to prevent the complete loss of the braking function in the event of a rupture or leakage-type failure of any single pressure component except structural failures of the master cylinder (split system required).
- b. Is equipped with a combination of components, i.e., master cylinders, calipers, wheel cylinders, metering valves, proportioning valves, etc., which is in accordance with current accepted automotive industry standards.

4.4.3. Brake tubing and brake hose installed on a modified vehicle shall be:

- a. Securely attached with hardware designed for this purpose in a manner which will prevent chafing, kinking, or other mechanical damage.

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b. Of sufficient length and flexibility to accommodate, without damage, all normal movements of the parts to which it is attached.

c. Located in a manner that prevents contact with any component of the vehicle's exhaust system.

d. Routed along the exterior of box or tubular frame chassis. (Routing tubing or hoses through the interior or along bottom edge of such frame or tubing is prohibited).

4.4.4. All tubing, other than OEM, used in the service brake system of a modified vehicle shall be of a type that meets the requirements of SAE Standard J1047, Tubing - Motor Vehicle Brake System, Hydraulic.

4.4.5. All brake tubing ends must be double flared in a manner consistent with SAE Standard J533b or formed in accordance with SAE recommended practice J1290.

4.4.6. All hoses, other than OEM, used in the service brake system of a modified vehicle shall be of a type that meets the requirements of FMVSS-106.

4.4.7. Every modified vehicle shall be equipped with a parking brake system which:

a. Provides braking action on at least two wheels of the same axle.

b. Is actuated by a control that is operated by the driver's hands or foot and remains set in the applied position until released by a separate action.

c. Is actuated by a means independent of the service brake system except that the brake shoes and drums, or pads and discs, may be common to both the service and parking brake systems.

4.5. Steering System

4.5.1. The steering control mechanism of a modified vehicle shall:

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a. Consist of a circular steering wheel having an outside diameter of no less than 13 inches attached to a shaft in a manner such that the rotary motion of the control device turns the shaft which will cause the moving vehicle to move to the right when the control is rotated in a clockwise direction and to the left when the control is rotated in a counterclockwise direction.

b. Be securely attached to a structural member of the vehicle.

c. Be located forward of the driver's seating position.

d. Be operable through its entire control range by a person seated against the seat back at the driver's position.

e. Not interfere with the driver's vision through the windshield nor interfere with any other vehicle control mechanism.

f. Be so constructed that no components or attachments, including horn actuating mechanism and trim hardware can catch the driver's clothing or jewelry during normal driving maneuvers.

g. Have no other component or structure between the driver and the device except safety belts and/or air bags.

h. Have no other component or structure located in the plane of rotation nearer than three (3) inches outside of the path of the maximum radius of the control device (unless OEM).

i. Have a range of rotation (lock to lock) of no less than 2 turns (360 degree rotation per turn) and no more than 6 turns and shall be free of any jamming or binding throughout this range. From a straight ahead position, the number of turns to the right stop shall be equal to the number of turns to left stop. One quarter turn tolerance permitted.

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4.5.2. A modified vehicle equipped with a steering system that has been modified in any manner except replacement of the steering wheel shall:

a. Have the steering components geometrically arranged in accordance with the manufacturer's specifications.

b. Comply with the original vehicle manufacturer's caster, camber and toe-in alignment specifications.

c. Have all nuts equipped with appropriate locking devices such as lock washers, cotter pins or self-locking devices. If self-locking nuts are used, at least one complete bolt thread must pass through the nut and be exposed.

d. Have flat washers installed on spherical rod ends to prevent bearing pull-out.

e. Be equipped with universal or other flexible joints which meet or exceed those used for similar purposes by recognized motor vehicle manufacturers. Such devices must be securely installed and used within designed parameters.

4.5.3. The steering gear box or other mechanism which translates the rotary motion of the control shaft to linear motion to move the wheels shall be securely attached to the vehicle frame with hardware designed for this purpose.

4.5.4. All components of the steering system shall be connected with fittings designed for the purpose and adjusted to eliminate any unnecessary free play or lash.

4.5.5. All welding used in the modification of any system component or attachment shall be accomplished by an electric arc welding process.

a. Gas welding is permitted for those types of metal not suitable for electric arc welding.

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b. No welding repairs or welding modifications of any type shall be permitted on cast iron or factory cast steering components.

4.5.6. Any power steering device used on a motor vehicle shall be of a type which will permit the continued use of the power steering mechanism under manual control in the event of the failure of the power unit (except OEM).

4.5.7. Four wheel steering system, e.g., front and rear steering axles, are not permitted (except OEM).

4.5.8. All modified vehicles shall meet minimum scrub line requirements.

a. Scrub Line is an imaginary surface created if lines were drawn from bottom of wheel rim on one side to bottom of tire on other side. When lines are drawn from both sides, an "X" under the vehicle suspension is created. No suspension or chassis component shall be below top portion of this imaginary "X" (see attached Appendix B & C).

4.5.9. Any protective covering of C. V. joints, steering mechanisms, or other components commonly referred to as "Boots" cannot be cracked, broken, lose or in any way damaged or leaking.

4.6 Suspension System

4.6.1. Lift blocks of any type or configuration on the front suspension of a modified vehicle is expressly prohibited.

4.6.2. Every modified vehicle shall be equipped with a flexible primary suspension component (spring, torsion bar, etc.) mounted between the vehicle frame, or unit body, and each axle, or other component to which the wheels are mounted (trailing arms, control arms, etc.), which:

a. Permits vertical relative movement between the frame and axle.

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b. Permits negligible lateral (side to side) or longitudinal (front to rear) horizontal movement between the frame and the axle.

c. Is securely attached to both the frame and the axle with mounting hardware designed for this purpose.

d. Provides adequate support for the safe control of the vehicle under all normal conditions of operation upon public streets and highways.

4.6.3. Each position on an axle of a modified vehicle where one or more wheels are mounted shall be equipped with at least one shock absorbent which:

a. Is mounted between, and securely attached to, the axle and the frame with mounting hardware designed for this purpose.

b. Provides a damping action on all vertical motion (double acting) throughout entire vertical motion range of the primary suspension component.

4.6.4. At each position where one or more wheels are mounted, the suspension system of a modified vehicle shall provide a minimum range of vertical motion between the axle and the frame of two inches for compression and two inches for rebound when the empty vehicle is standing upon a level surface.

4.6.5. The range of movement between the axle and the frame of a modified vehicle shall be limited in a manner which, under all normal conditions of suspension and rebound, will prevent:

a. Contact between the wheels, including the tires, and any part of the vehicle frame or chassis.

b. Contact between the suspended and unsuspended portions of the vehicle except at suspension component attachment points and at those points which are designed and suitably cushioned to limit extreme suspension movement.

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c. Any brake hose from becoming fully extended.

d. Any shock absorber from reaching the limit of its travel.

4.6.6. Any primary or supplemental coil springs used in the suspension system of a modified vehicle shall not be capable of being fully compressed or fully extended within the limits of vertical motion of the system.

4.6.7. A modified vehicle shall have sufficient ground clearance between the vehicle body chassis and/or steering components and the road surface on which the vehicle rests so that it shall be able to be in motion on its four rims on a flat surface with no other parts of the vehicle touching that surface.

4.6.8. When used in the suspension system of modified vehicle, all leaf spring hanger (shackle) extensions shall:

a. Have a maximum effective length of no more than two inches over the OEM shackle as measured between the upper and lower bolt centers.

b. Be assembled with bolts and hangers specifically designed with adequate extra strength for this purpose.

4.6.9. No coil spring, leaf spring, or torsion bar used in the suspension system of a modified vehicle shall be heated or welded.

4.6.10. Any electric, hydraulic or pneumatic device used to adjust the height of a vehicle cannot be capable of raising the front or rear of the vehicle more than four (4) inches over the OEM ride height and can in no way alter the steering geometry of the vehicle (unless OEM).

4.6.11. The wheel base on one side of the vehicle must be the same as the wheel base on the opposite side. Tolerance + one inch.

Department of Public Safety
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Series IV

4.7 Exhaust System (combustion power units only)

4.7.1. All modified vehicles shall be equipped with a system of components to conduct exhaust gases from the engine to a safe discharge point outside of the vehicle.

4.7.2. All exhaust system components, such as manifolds, headers, exhaust pipes, resonators, mufflers, converters, tail pipes, etc., shall:

a. Be located outside of any compartment intended for use by the driver or any passenger.

b. Be securely attached with fasteners designed for this purpose.

c. Be positioned so as not to contact any moving vehicle component.

d. Be free of any leakage.

e. Have suitable shielding provided for all components which may cause personal injury and are accessible to inadvertent contact by persons standing outside of the vehicle under normal operating conditions.

f. Have no temporary patches or make-shift repairs.

4.7.3. Suitable heat shielding shall be provided for:

a. Any catalytic converter located less than three (3) inches below the floor pan or from any flammable material.

b. Any other exhaust system component located less than one and one-half (1 1/2) inches below the floor pan or less than three (3) inches from any flammable material.

4.7.4. The exhaust system shall contain a muffler or mufflers. Such mufflers shall be the muffler originally installed by the manufacturer of the vehicle or, if a replacement, the equivalent thereof.

4.7.5. The exhaust system shall discharge the engine exhaust gases outward from the vehicle to the atmosphere.

a. Exhaust systems on property-carrying vehicles shall discharge the exhaust gases to the rear of that part of the vehicle designed and normally used for carrying the driver and passengers.

b. Exhaust systems on passenger vehicles shall discharge the exhaust gases at a location to the rear of the vehicle body or direct the exhaust gases outward from the side of the vehicle body at a location rearward of any operable side window.

c. No part of the exhaust system shall pass through any area of the vehicle that is used as a passenger compartment, nor in close proximity to the fuel system without being properly shielded. No part of the exhaust system may contain a muffler cut-out or by-pass.

4.8 Wheels and Tires

4.8.1. The rims mounted on a modified vehicle, if other than OEM (including options) or OREP, i.e., special rims, shall meet or exceed all applicable Federal Motor Vehicle Safety Standards.

4.8.2. All rims mounted on a modified vehicle shall be free of cracks, rim dents, warpage, and repairs of any kind.

4.8.3. All rim mounting studs, nuts or bolts shall be present, in good condition, and securely tightened.

4.8.4. All rims mounted on a particular axle or equivalent front or rear suspension component, shall be of identical size, design, and material (all front rims the same and all rear rims the same).

4.8.5. The rim diameter of the rims mounted on the front axle shall be no less nor no greater than two inches as the rim diameter of the OEM rims for the suspension system used.

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4.8.6. The use of any combination of reverse mounted or special rims or adapters shall not increase the negative offset of the front or rear rims in a manner that will reduce the track width of the vehicle. The modified vehicle owner shall provide the rim offset specifications and the manner of measurement from the recognized manufacturer of the vehicle when it was new, if requested.

4.8.7. The use of any combination of reverse mounted or special rims or adapters shall not increase the positive offset of any of the rims by more than two (2) inches. Any increases in positive offset for wheels on one side of a vehicle should be the same as for the wheels on the opposite side.

4.8.8. All tires used on the rims of a modified vehicle shall have a load rating of sufficient capacity to support the weight imposed on both the tire and rim.

4.8.9. All tires mounted on the rims of a modified vehicle shall be tires designed specifically for highway use (FMVSS No. 109 and No. 119) including those designed for highway use and retreaded in accordance with FMVSS No. 117. The use of tires designed, re-treaded or designated for any other purpose is not permitted.

4.8.10. Every tire mounted on the rims of a modified vehicle shall have an average tread depth of no less than $2/32$ of an inch.

4.8.11. The outermost edge of tires mounted on a modified vehicle shall not extend laterally beyond the outboard edge of the fender, the fender well, or other wheel enclosure including flared fender openings when viewed from above.

a. Maximum width of fender flares is three (3) inches as measured from the outside edge of the original fender to the outermost edge of the flare.

4.8.12. Wheel studs must be of sufficient length to allow a minimum of two threads to project beyond the lug nut. Where capped lug nuts are used, all wheel studs must project into the hex portion of the lug nut by a distance equal to at least one diameter of the stud

Department of Public Safety
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4.8.13. Minimum width of any tire on any axle of a modified vehicle will be five (5) inches.

4.9 Miscellaneous

4.9.1. If equipped with an automatic transmission, it must be equipped with an interlock that causes the engine starter to be inoperative when the transmission shift lever is in a forward or reverse drive position.

HUNT & WILSON

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EXHIBIT A

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Reply to

Charleston

October 10, 1990

Office of Secretary of State
Administrative Law Division
State Capitol Building
Charleston, West Virginia 25305

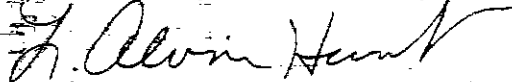
Re: Comment On Proposed Rule Modified Vehicle Inspection
Department of Public Safety

Gentlemen:

Enclosed herewith please find copy of the "Comment On Proposed Rule Modified Vehicle Inspection" filed on behalf of Rondus G. Casto with the Superintendent of the Department of Public Safety by hand delivery this date.

Please file the same in the proper manner.

Very truly yours,



L. Alvin Hunt

LAH/dm

Enclosure As Stated

cc: Rondus Casto

FILED
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IN RE: COMMENT ON PROPOSED RULE
MODIFIED VEHICLE INSPECTION

TO: Colonel J. R. Buckalew
Superintendent
Division of Public Safety
725 Jefferson Road
South Charleston, West Virginia 25309

Pursuant to and in compliance with the "Notice of a Comment Period on Proposed Rule" in regard to proposed legislation rule regarding Modified Vehicle Inspections promulgated by the Department of Public Safety pursuant to authority granted by West Virginia Code §17C-15-48(f), please accept the following comments in regard thereto.

The proposed legislative rules as promulgated by the Department of Public Safety pursuant to West Virginia Code §17C-15-48(f) encompasses numerous requirements which modified vehicles must meet in order to pass inspection that are not embodied in the Official Motor Vehicle Inspection Manual which sets forth the requirements for non-modified vehicles and are not mandated (or even suggested) by the provisions of W.Va. Code §17C-15-48 or any other statute of the State of West Virginia.

West Virginia Code §17C-15-48, as enacted by the 1990 Legislature, concerns only the following items in regard to altering the height and suspension of "all" motor vehicles [Code §17C-15-48(a)].

1. Bumpers:

- a) The bumper mounting on the frame cannot be altered more than four inches;

- b) Bumpers must be at least three inches in vertical width;
- c) Bumpers must be centered on the center line of the motor vehicle; and
- d) Bumpers must be as wide, horizontally, as the width of the wheel track.

2. Vehicle Body:

- a) The space between the vehicle body and the vehicle frame cannot be more than three (3) inches measured from vehicle body mount seat to vehicle frame mount seat.
- b) The vehicle cannot be so modified as to cause the vehicle body or the chassis to come in contact with the ground.
- c) The vehicle cannot be so modified as to expose the fuel tank to danger from collision.
- d) The vehicle cannot be so modified as to cause the wheels to come in contact with the body under normal operation.

3. Suspension:

- a) No part of the original suspension system may be disconnected to defeat the safe operation of the suspension system.
- b) Prohibits front end suspension by the use of lift blocks.

- c) But permits installation of heavy duty equipment, including shock absorbers and overload springs.
- d) Permits suspension system with normal wear, if control of vehicle not adversely affected.

Code §17C-15-48(b) relates ONLY to "trucks" with a manufacturer's established gross vehicle weight of less than ten thousand (10,000) pounds and (disregarding for the time being the unconstitutionality of the statute because of its selective prohibition against small trucks and not all motor vehicles [particularly passenger cars]) simply provides that the lower edge of the main horizontal bumper bar (exclusive of any bumper guard) on a truck with a manufacturer's established gross vehicle weight of less than ten thousand (10,000) pounds may not be less than six (6) inches nor more than thirty-one (31) inches from the ground.

Numerous, but by no means exhaustive, instances in which the proposed legislative rules are not in conformity with the legislative intent of the statute so as to require the legislative rule-making review committee to recommend that the rule be withdrawn or only promulgate parts thereof as permitted by W.Va. Code §29A-3-11(c)(4) or (2) are as follows:

Section 2.1 - This rule, as promulgated, is clearly beyond the scope, intent and meaning of Code §17C-15-48. If the rule is given its clear and unequivocal meaning, it would include every vehicle on which tires had been replaced (even though of the same size) with tires of a different profile than the original

manufacturer's specification. The vehicle would have been "modified in altitude" and therefore subject to a modified vehicle inspection and the resultant \$25.90 inspection charge.

Section 2.1 is inconsistent and in contravention of the definition of "modified vehicle" as set forth in Section 3.3 of the proposed rules when the phrase "or in any way modified in altitude" is included therein.

Section 2.2 (2.2.1 and 2.2.2.) - This rule is of no particular significance to the vehicular owner, but Section 2.2.2. makes any authorizations under Section 2.2.1 of a non new vehicle dealer as inspectors of modified vehicles a nullity if the owner must take their vehicles to a dealer. Non-new vehicle dealers would not be interested in inspecting only vehicles in which the original manufacturer is no longer in business.

Section 4.1 is clearly beyond the scope and intent of Code §17C-15-48. The only reference to the fuel system in said code section is in regard to exposing the fuel tank to damage from collision.

There are no similar requirements contained in Title 91, Legislative Rules - Department of Motor Vehicles - Section 12. Motor Vehicle Inspection Manual (hereafter Official Manual).

Section 4.2 is also clearly beyond the scope and intent of Code §17C-15-48. No mention is made in the statute of doors and door latches. Nor are there any similar requirements for door and door latches in the Official Manual.

Section 4.2.3. Hood and Trunk Latches. This is also beyond the scope and intent of Code §17C-15-48 and hood requirements in the Official Manual are limited to the safety catch and full closure of hood.

Section 4.2.4. Fenders. This requirement is clearly beyond the scope and intent of Code §17C-15-48. There is no mention whatsoever in the statute relating to fenders and coverage of tires to any degree let alone 15° to the front and 75° to the rear. There is nothing in the Official Manual which coincides or corresponds to this requirement.

Section 4.5.8. Scrub line requirements. This rule is without precedent or reason from anything contained in the statute, or the Official Manual. No mention is made in the statute or the official manual of a so-called scrub-line or any rules, regulations or requirements relating to the same as defined in Section 4.5.8.a.

Section 4.8. Wheels and Tires. There is no mention in the statute relating to horizontal modification of the width of a vehicle. The sole restriction on width of vehicles is contained in Code §17C-17-2 and designated at ninety-six (96) inches exclusive of safety equipment. This rule is clearly beyond the scope and intent of the statute under which these proposed rules are promulgated.

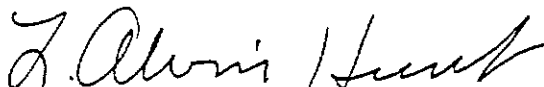
Time will not permit setting forth each and every incident in which the proposed rules go beyond the intent of the legislature in enacting Code §17C-15-48. It appears that these

proposed rules were obviously patterned from some other jurisdiction in which the statute was much more broad and comprehensive than Code §17C-15-48, and goes far beyond the rules and regulations necessary to carry into effect the intent of the Legislature in enacting Code §17C-15-48. These proposed rules are a blatant attempt on the part of the Department of Public Safety to legislate and create restrictions and requirements far beyond the scope of the provisions of Code §17C-15-48.

The proposed rules should simply carry out the intent and purpose of the statute and be restricted to the matters set forth therein. These proposed rules greatly exceed those requirements.

Respectfully submitted,

RONDUS G. CASTO
By Counsel



L. Alvin Hunt

HUNT & WILSON
7 Players Club Drive
Post Office Box 2506
Charleston, West Virginia 25329

Paul L. Shaffer II
119 Relation Road
Cross Lanes, W.V. 25313

Col. J. R. Buckalew
Superintendent of the Department of Public Safety
725 Jefferson Rd.
South Charleston, W.V.

EXHIBIT B

Dear Col. Buckalew,

I would like to offer the following comments on the modified vehicle inspection regulations that have been filed at the Secretary of States Office, pertaining to Senate Bill # 386, passed on March 9, 1990.

It is my understanding that vehicles that have tires other than OEM size will be subject to the new regulations. S.B. 386 was obviously aimed at regulating vehicle suspension modification for the purpose of altering ground clearance; and therefore the regulations should not apply to vehicles that have not had suspension or body mount modification.

Under General Requirements, the regulations state that only new car dealers or inspection stations that can prove that their inspector mechanic has a good working knowledge of OEM equipment may conduct modified vehicle inspections, and further states that owners of modified vehicles must deliver their vehicle to a dealer that sells the same make. The Bill does not contain language that authorizes this regulation.

Under sec. VIII, wheels and tires, Requirements #5,6,7, and 11a, the bill does not contain restrictions on wheel sizes, rim off-sets or fender flare width. In the case of fender flare restrictions, they appear to be a back-door method of creating further limits on increased tire sizes than is authorized by the bill.

Finally, under sec. IX miscellaneous, The bill does not require that automatic transmission shift levers have forward/reverse starter lockouts installed on them.

In closing, I am asking for the regulations to be revised to conform to the bill as passed by the legislature.

Sincerely,

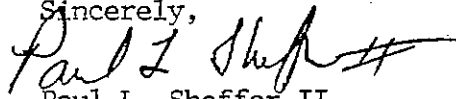

Paul L. Shaffer II



EXHIBIT C

Department of Public Safety
(West Virginia State Police)
725 Jefferson Road
South Charleston, West Virginia 25309

Gaston Caperton
Governor

Colonel J. R. Buckalew
Superintendent

October 22, 1990

Mr. Bob Wilkinson
Deputy Secretary of State
Secretary of State's Office
Building 1, Suite 157-K
Charleston, West Virginia 25305

Dear Mr. Wilkinson:

In response to your request, please find enclosed the written comments to the correspondence submitted by Hunt and Wilson.

Sincerely yours,

BY DIRECTION OF THE SUPERINTENDENT

M/Sgt. R.D. Blankenship

R. D. Blankenship, Master Sergeant
Assistant Director
Traffic Records Division

RDB:bp

Enclosure

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Section 2.1 - If a vehicle has been changed in altitude by changing tires, we do want it inspected. If larger tires are placed on a vehicle, steering and braking characteristics are changed. The West Virginia State Police has instructed inspector mechanics, if the vehicle's bumper height is so close to original height that it has to be measured, to disregard modified inspections and conduct a standard state inspection.

Section 2.2 - The West Virginia State Police has only eleven (11) inspection supervisors to oversee approximately 2,000 inspection stations. New car dealers are being utilized because we can better assure proper inspections as we have less stations to monitor. Also, dealers are more trained and updated as to original manufacturer's specifications.

Section 4.1 - The reason for inspecting the entire fuel system is very simply to see if the fuel lines have been re-routed due to lifting the vehicle. If they are re-routed, are they of sufficient strength, made of acceptable material, etc.

Section 4.2 - The door latch requirements are intended mainly for lowered vehicles, as many of the street rodders remove door latches and replace with another mechanism (electrical or mechanical). Many of these vehicles are registered as antique vehicles, which means they have never been inspected and were restricted to weekend and holiday driving. They will now be driving many more miles. We do want to inspect door latches for occupant safety, due to the fact some vehicles have never been inspected before, and we have no way of knowing how they have altered the original door latching system.

Section 4.2.3 - Again, mainly intended for the lowered vehicles for the above stated reasons. In addition, we have required a hood on lowered vehicles in case of rear end crashes. It simply puts another sheet of metal between the fuel tank and heated engine parts.

Section 4.2.4 - The fender requirement was placed there to reduce the number of rocks and other debris being thrown from these vehicles, as when you raise a vehicle body you have less coverage on the tire. It should be noted, this requirement can be obtained by simply adding a mud flap to the vehicle.

Section 4.5.8 - The scrub line requirement came as a recommendation of the National Street Rod Association, and was taken from the Pennsylvania inspection manual. This helps to assure that in case of a blow out of a tire, no steering or braking components would be rendered inoperable by striking the roadway.

Section 4.8 - The requirement of the tires being under the fender serves a twofold purpose. First, it assists in reducing the debris thrown from the tires. Secondly, and most important, it reduces rollover possibilities in the case of concrete barriers. Hopefully the metal on the vehicle will strike the barrier before the tire. If the tire strikes first, it may have a tendency to climb the barrier thus causing rollover. In the case of side crashes with other vehicles, if the tire strikes first, it may have a tendency to climb the other vehicle. There is also a greater chance of blowout and loss of control from such blowout if a tire strikes an object before the vehicle body strikes it.

These proposed rules were in fact patterned from several state's inspection regulations, AAMVA rules, and Federal Motor Vehicle Safety Standards, and are far less restrictive on tire specifications than the U.S. Department of Transportation requirements as mentioned in Senate Bill 386. It should also be noted, upon talking to Senator Charlotte Pritt who authored the legislation, it was the intent of the legislation requiring inspections to assure these vehicles were completely safe before allowing them on the highway.

It should also be mentioned, that accident statistics are now being kept on these vehicles in the Traffic Records Division of the West Virginia State Police. The purpose of these statistics is to determine if these vehicles are a hazard on the highway. If they are found to be a hazard, Senator Pritt has stated she will author and support legislation to do away with these vehicles. By conducting a complete inspection, this will help to assure the safety of these vehicles and allow the owners and operators the continued enjoyment of driving their vehicles.

COMMENTS RECEIVED IN REFERENCE
TO THE INSPECTION OF MODIFIED VEHICLES

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1990 OCT 29 PM 12:30

The period during which written comments were to be filed regarding the inspection requirements for modified vehicles expired at 1700 hours, Wednesday, October 10, 1990. At that time, the Department had received two letters containing twelve comments. Of the twelve comments submitted, three were duplicated in both letters. Of the nine separate comments received, all were directed at the proposed rule. In a letter from Rondus G. Casto, eight comments were presented.

Comment Number One - Vehicles which change tire size, and in turn increase or decrease bumper height, should not have to undergo a modified inspection. No amendment was made. If larger or smaller tires are placed on a vehicle, steering and braking characteristics are changed.

Comment Number Two - All inspection stations should be allowed to conduct modified inspections, and not just new car dealers. No amendment was made. The West Virginia State Police has only eleven inspection supervisors to oversee approximately 2,000 inspections stations. New car dealers are being utilized because we can better assure proper inspections as we have less stations to monitor. Also, dealers are more trained and updated as to original manufacturer's specifications.

Comment Number Three - The only inspection which should be conducted of the fuel system, is to ensure the fuel tank is not exposed to damage from collision. No amendment was made. The reason for inspecting the entire fuel system is very simply to see if the fuel lines have been re-routed due to lifting the vehicle. If they are re-routed, are they of sufficient strength, made of acceptable material, etc.

Comment Number Four - Doors and door latches should not be inspected. No amendment was made. The door latch requirements are intended mainly for lowered vehicles, as many of the street rodders remove door latches and replace with another mechanism (electrical or mechanical). Many of these vehicles are registered as antique vehicles, which means they have never been inspected and were restricted to weekend and holiday driving. They will now be driving many more miles. We do want to inspect door latches for occupant safety, due to the fact some vehicles have never been inspected before, and we have no way of knowing how they have altered the original door latching system.

COMMENTS RECEIVED IN REFERENCE
TO THE INSPECTION OF MODIFIED VEHICLES - Continued

Comment Number 5 - Hoods and latches should not be inspected nor required. No amendment was made. Again, mainly intended for the lowered vehicles for the above stated reasons. In addition, we have required a hood on lowered vehicles in case of rear end crashes. It simply puts another sheet of metal between the fuel tank and heated engine parts.

Comment Number 6 - There should be no requirement of 75 degrees of coverage on the rear of a tire by the fender. No amendment was made. The fender requirement was placed there to reduce the number of rocks and other debris being thrown from these vehicles, as when you raise a vehicle body you have less coverage on the tire. It should be noted, this requirement can be obtained by simply adding a mud flap to the vehicle.

Comment Number 7 - The scrub line requirement was without precedence and of no importance. No amendment was made. The scrub line requirement came as a recommendation of the National Street Rod Association, and was taken from the Pennsylvania inspection manual. This helps to assure that in case of a blow out of a tire, no steering or braking components would be rendered inoperable by striking the roadway.

Comment Number 8 - There should be no inspection of horizontal modification as it relates to the vehicle (specifically tire) width. No amendment was made. The requirement of the tires being under the fender serves a twofold purpose. First, it assists in reducing the debris thrown from the tires. Secondly, and most important, it reduces rollover possibilities in the case of concrete barriers. Hopefully the metal on the vehicle will strike the barrier before the tire. If the tire strikes first, it may have a tendency to climb the barrier, thus causing rollover. In the case of side crashes with other vehicles, if the tire strikes first, it may have a tendency to climb the other vehicle. There is also a greater chance of blowout and loss of control from such blowout if a tire strikes an object before the vehicle body strikes it.

A letter was received October 10, 1990, from Mr. Paul Shaffer, II. Contained in Mr. Shaffer's letter were four comments, three of which were duplications of Mr. Casto's comments. The three comments which were duplicated have been addressed above as comments

COMMENTS RECEIVED IN REFERENCE
TO THE INSPECTION OF MODIFIED VEHICLES - Continued

numbers one, two, and eight. The remaining comment is that the requirement for starter lockouts on automatic transmissions should be deleted. No amendment was made. This regulation was designed primarily for the street rods in that they often utilize older model vehicles, engines, and transmissions. These vehicles are usually registered as antique and have never undergone any type of inspection.