TABLE 1

CLAMP TYPE BRAKE CHAMBER DATA

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

LONG STROKE CLAMP TYPE CHAMBER DATA

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

*For 3" maximum stroke type 24 chambers

TIE ROD STYLE PISTON BRAKE CHAMBER DATA

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

BOLT TYPE BRAKE CHAMBER DATA

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

ROTOCHAMBER DATA

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

DD-3 BRAKE CHAMBER DATA

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

(4) Commercial Vehicles Emergency and Parking Brakes.

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

(B) Reject vehicle if:

1. Operating mechanisms fail to hold brakes in applied position without manual effort;

2. Operating mechanism bottoms before brakes are fully applied;

3. Spring brakes fail to apply when control valve is operated;

4. Mechanical parts are missing, broken or badly worn or pull cables are badly worn, stretched, frayed or not operating freely; or

5. Brakes do not fully release when release control is operated.

AUTHORITY: section 307.360, RSMo 2000. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed Dec. 5, 1969, effective Dec. 15, 1969. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Dec. 1, 1975, effective Dec. 11, 1975. Amended: Filed March 3, 1980, effective June 12, 1980. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Emergency rescission and rule filed May 15, 1997, effective June 16, 1997, expired Nov. 30, 1997. Rescinded and readopted: Filed May 15, 1997, effective Nov. 30, 1997. Amended: Filed Nov. 1, 2001, effective April 30, 2002.*

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

11 CSR 50-2.180 Lighting Equipment

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

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

(A) Approved Headlamp Systems.

1. 177-mm diameter, 2D1 both upper and lower beam.

2. 146-mm diameter, 1C1 upper beam, 2C1 lower beam.

3. 142 × 200-mm rectangular, 2B1 both upper and lower beam.

4. 100 × 165-mm rectangular, 1A1 and 1G1 upper beam, 2A1 and 2G1 lower beam and 2E1 and 2H1 both upper and lower beam.

5. 92 × 150-mm rectangular, UF upper beam, LF lower beam.

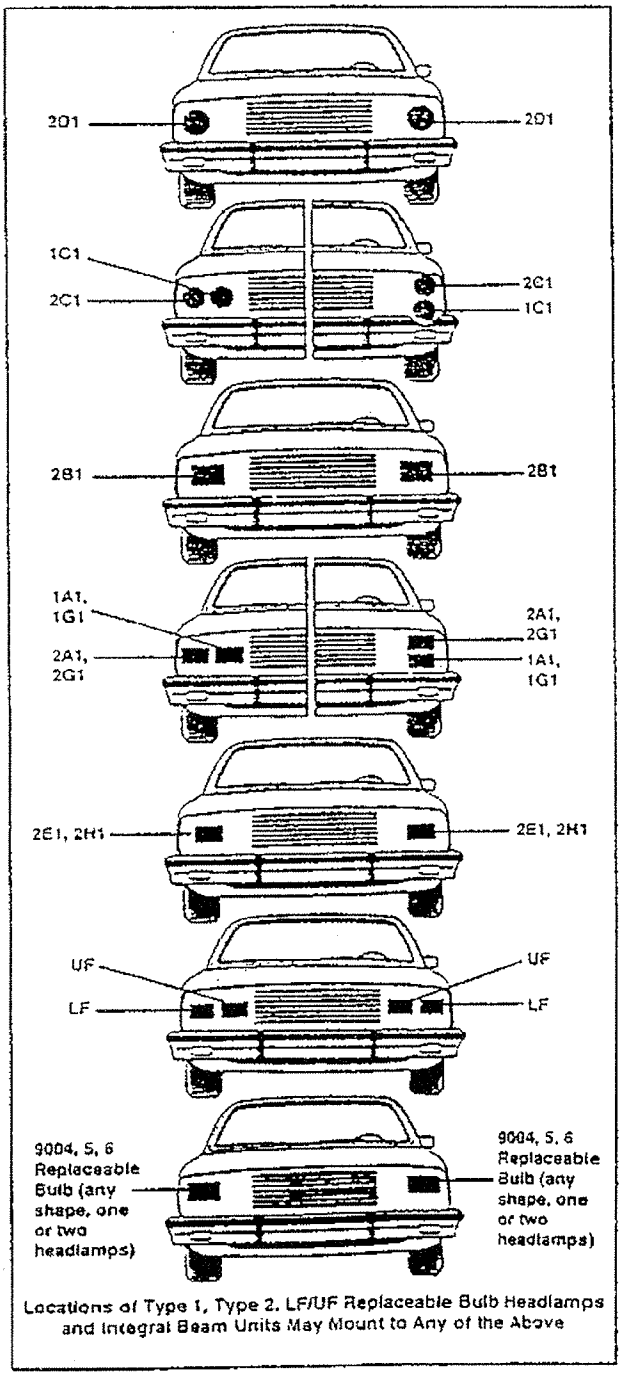
6. Replacement bulb headlamp.

A. 9004, 9007 replacement bulb, both upper and lower beam.

B. 9005 and 9006 together, upper and lower beam.

C. 9005 and 9006 in separate headlamps, upper and lower beam, respectively.

7. Headlights shall be mounted one (1) or two (2) on each side, depending upon application, at the same level.



Locations of Type 1, Type 2, LF/UF Replaceable Bulb Headlamps and Integral Beam Units May Mount to Any of the Above

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

(3) Taillights. All motor vehicles, except motorcycles, shall be equipped with at least two (2) taillights, mounted on the rear of the vehicle at the same level with at least one (1) on each side, not less than fifteen inches (15") or more than seventy-two inches (72") above the ground. These lights shall exhibit a plainly visible red light.

(4) Reflectors. Every 1966 and later model vehicle, except a motorcycle, must be equipped with two (2) red reflectors. A reflector may be in combination with the taillight and must be mounted on the rear, one (1) on each side, at a height not to exceed sixty inches (60") nor less than fifteen inches (15") above the surface upon which the vehicle stands.

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

(6) Reject vehicle if:

(A) Not equipped with the required lights or reflector;

(B) A light or reflector is obstructed;

(C) A required light fails to function properly;

(D) A light, reflector or electrical switch is not securely mounted;

(E) A light or reflector shows color contrary to law;

(F) Wiring or electrical connectors are defective;

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

(H) High beam indicator does not function properly;

(I) Physical damage is present that would obviously cause a headlight beam to be either above or below horizontal or to the left or right of vertical; or

(J) A taillight or reflector is not mounted in the prescribed area.

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

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

11 CSR 50-2.190 Signalling Devices

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

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

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

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

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

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

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

(5) Reject vehicle if:

(A) Not equipped with the required signalling devices;

(B) A signalling device is obstructed;

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

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

(E) A light shows color contrary to law;

(F) Wiring or electrical connectors are defective; or

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

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

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

11 CSR 50-2.200 Steering Mechanisms

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

(1) Steering Wheel Play.

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

(B) Inspect steering.

1. Reject vehicle if:

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

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

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

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

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

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

(2) Front and Rear Wheel Play.

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

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

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

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

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

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

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

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

1. Reject vehicle if:

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

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

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

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

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

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

(3) Springs and Shock Absorbers.

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

(B) Reject vehicle if:

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

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

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

(4) Ball Joints.

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

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

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

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

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

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

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

(F) Inspect ball joints on front-wheel drive vehicles as illustrated in Figures 11, 12, 15 and 16, included herein. Inspect vehicles equipped with MacPherson Strut Suspension System as illustrated in Figure 13, included herein.

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

(H) Reject vehicle if:

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

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

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

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

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

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

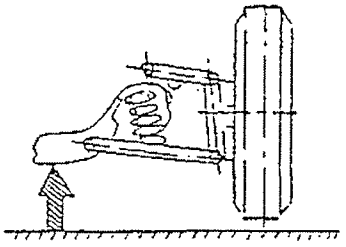


FIGURE 1

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

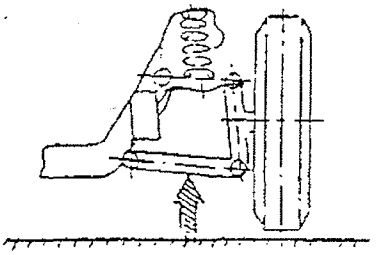


FIGURE 2

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

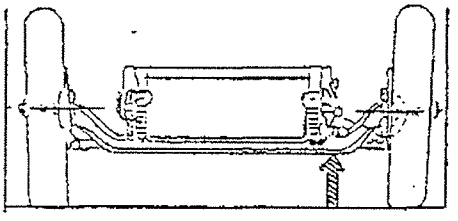


FIGURE 3

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

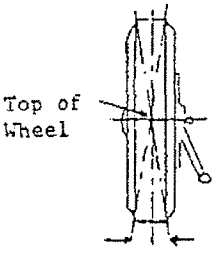


FIG. 4 WHEEL PLAY

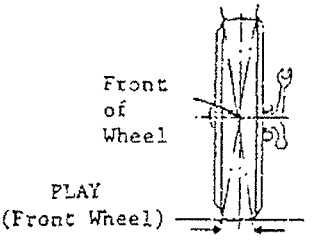


FIG. 5

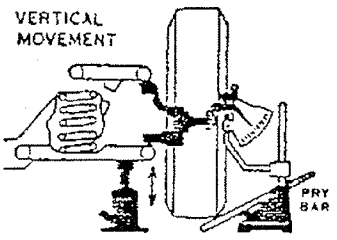


FIGURE 6

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

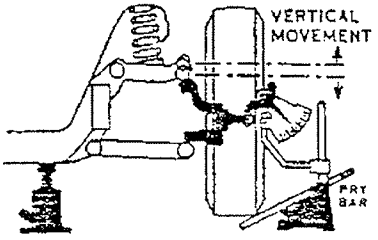


FIGURE 7

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

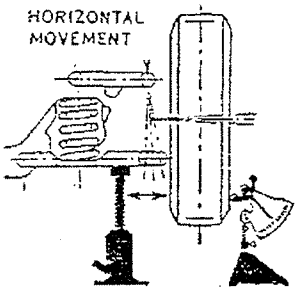


FIGURE 8

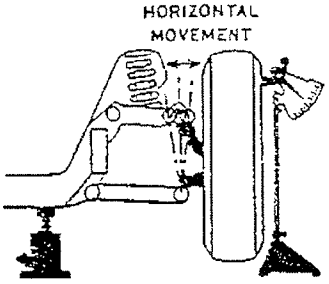


FIGURE 9

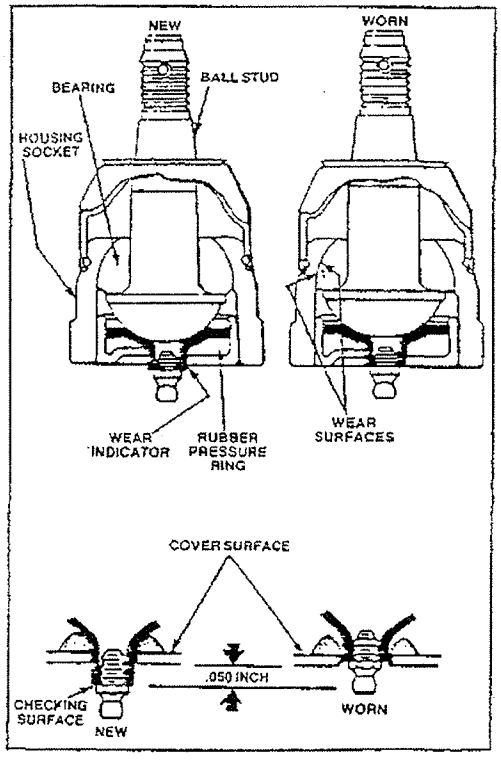


FIGURE 10

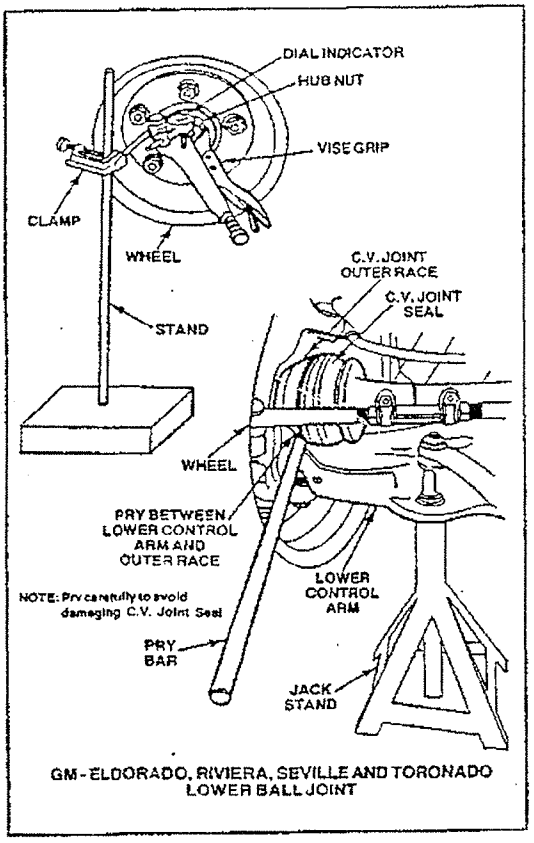


FIGURE 11

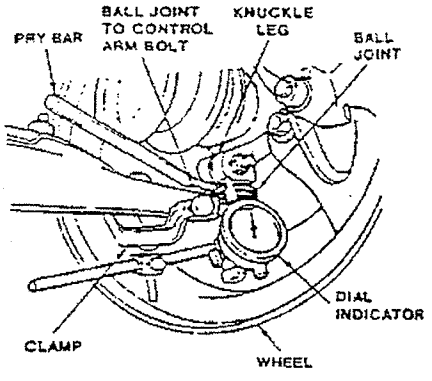


FIGURE 12

CHRYSLER - OMNI AND HORIZON LOWER BALL JOINT.

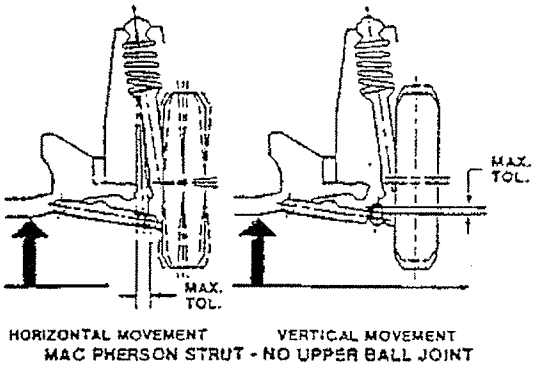


FIGURE 13

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

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

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

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

FIGURE 14

GM Transverse Engine Front Wheel Drive Vehicles

Equipment: Floor jack or hoist, and jack stand.

Procedure:

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

Reject Vehicle: If ball joint shows any movement.

NOTE: Ball joint is internally spring loaded.

FIGURE 15

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

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

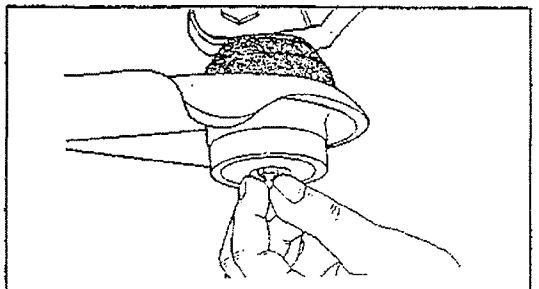
Reject Vehicle: If any movement is evident.

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

Procedure:

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

Reject Vehicle: If grease fitting shows any movement.



CHRYSLER FRONT WHEEL DRIVE LOWER BALL JOINT

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

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

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

Chrysler – Upper Ball Joint

Procedure:

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

Reject Vehicle: If any lateral movement is evident.

FIGURE 16

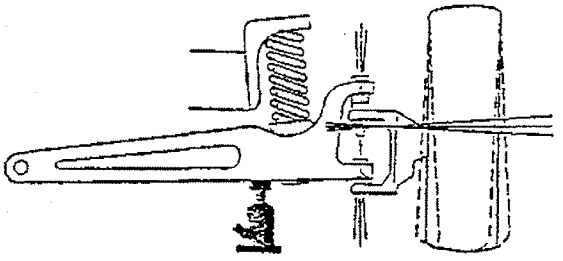


FIGURE 17

TWIN I-BEAM FRONT AXLE
EQUIPPED WITH BALL JOINTS

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

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

11 CSR 50-2.210 Horn

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

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

(2) Reject vehicle if:

(A) Vehicle is not equipped with a horn;

(B) Horn is not audible under normal conditions;

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

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

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

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

11 CSR 50-2.220 Mirrors

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

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

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

(3) Reject vehicle if:

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

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

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

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

(E) There is no required mirror.

AUTHORITY: section 307.360, RSMo 1994. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Aug. 14, 1987, effective Nov. 12, 1987. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Emergency rescission and rule filed Aug. 1, 1997, effective Sept. 2, 1997, expired Feb. 28, 1998. Rescinded and readopted: Filed Aug. 1, 1997, effective Jan. 30, 1998.*

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

11 CSR 50-2.230 Windshield Wipers

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

(1) If equipped by the manufacturer, all windshield wipers shall be installed and in operating condition.

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

(3) Reject vehicle if:

(A) Windshield wipers fail to function;

(B) Rubber wiping element is damaged or torn;

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

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

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

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

11 CSR 50-2.240 Tires

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

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

(2) Reject vehicle if:

(A) A tire manufactured with a tread design is worn to the point where there is no tread configuration across the middle half of the tire tread, or if there is no tread configuration across either the outer or inner half of the tire tread at three (3) equally spaced locations around the circumference of the tire other than at the tread wear indicators;

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

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

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

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

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

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

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

11 CSR 50-2.250 Wheels

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

(1) Inspect all wheels except the spare tire wheel for damage and the condition of any visible wheel bolts, nuts or lugs, or mismatching of hub assembly. Hub caps need not be removed to inspect wheel bolts, nuts or lugs except on the wheel which is removed for brake inspection.

(2) Reject vehicle if:

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

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

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

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

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

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

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

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

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

11 CSR 50-2.260 Exhaust System

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

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

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

(3) Reject vehicle if:

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

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

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

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

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

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

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

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

(I) Vehicle has no muffler;

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

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

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

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

11 CSR 50-2.270 Glazing (Glass)

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

(1) All 1936 and later model motor vehicles which were originally equipped with glass

must have approved safety glass in all doors, windows and windshields.

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

(3) Types of Damage or Defect.

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

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

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

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

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

(4) Inspect glazing for proper markings, for material or conditions that obscure driver's vision such as stickers or tinting, and cracks, distortion or other damage. Also inspect operation of window at driver's left.

(5) Reject vehicle if:

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

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

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

(D) The windshield has one (1) or more cracks or distortion which would interfere with the driver's vision;

(E) The windshield has one (1) or more star breaks, bull's-eyes, half moons, stone nicks or stone chips which would interfere with the driver's vision or is more than two inches (2") in diameter; or

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

AUTHORITY: section 307.360, RSMo 2000. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Aug. 13, 1970, effective Aug. 23, 1970. Amended: Filed March 24, 1971, effective April 3, 1971. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Dec. 1, 1975, effective Dec. 11, 1975. Amended: Filed Dec. 8, 1975, effective Dec. 18, 1975. Amended: Filed Jan. 12, 1982, effective April 11, 1982. Amended: Filed Aug. 26, 1985, effective Nov. 28, 1985. Emergency amendment filed Aug. 29, 1985, effective Sept. 27, 1985, expired Jan. 25, 1986. Amended: Filed Oct. 8, 1987, effective Jan. 14, 1988. Amended: Filed Aug. 18, 1989, effective Nov. 26, 1989. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Amended: Filed Oct. 3, 1994, effective April 30, 1995. Emergency rescission and rule filed Aug. 1, 1997, effective Sept. 2, 1997, expired Feb. 28, 1998. Rescinded and readopted: Filed Aug. 1, 1997, effective Jan. 30, 1998. Amended: Filed July 14, 1998, effective Jan. 30, 1999. Amended: Filed Sept. 15, 2000, effective March 30, 2001. Emergency amendment filed Aug. 15, 2001, effective Aug. 28, 2001, expired Feb. 28, 2002. Amended: Filed Aug. 15, 2001, effective Feb. 28, 2002. Amended: Filed Sept. 15, 2003, effective March 30, 2004.*

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

11 CSR 50-2.280 Air Pollution Control Devices

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

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

(A) Effective July 1, 1992, all light-duty vehicles which are passenger vehicles with a Gross Vehicle Weight Rating (GVWR) below six thousand pounds (6,000 lbs.) and commercial vehicles with a GVWR below eight thousand five hundred pounds (8,500 lbs.), which receive a replacement engine, in regard to all emissions related parts, engine design parameters and engine calibrations, must comply with the certified configuration of the same or newer model year as the vehicle chassis.

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

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

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

(E) Reject vehicle if a:

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

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

(2) Crankcase Ventilation.

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

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

(C) Reject vehicle if:

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

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

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

(3) Air Injection System.

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

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

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

(C) Reject vehicle if:

1. Belt slips or is frayed, if serpentine air pump belt has sections missing, if connections are loose, broken or leaking; or

2. Any part of the injection system is missing or disconnected.

(4) Engine Modification Type.

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

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

(C) Reject vehicle if:

1. Wires or connections are loose, broken or leaking; or

2. Any part of system is missing.

(5) Thermostatic Air Cleaner.

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

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

(C) Reject vehicle if:

1. Connections are broken or disconnected; or

2. Any part of system is missing.

(6) Spark Control System.

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

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

(C) Reject vehicle if:

1. Wiring or vacuum lines are broken, leaking or improperly routed; or

2. Any part of the system is missing or bypassed.

(7) Exhaust Gas Recirculation.

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

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

(C) Reject vehicle if:

1. Components are broken, leaking or improperly routed; or

2. Any part of system is missing.

(8) Oxygen Sensor System.

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

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

(C) Reject vehicle if any:

1. Component is leaking, bypassed, modified or disconnected; or

2. Part of the system is missing.

(9) Evaporative Emission System.

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

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

(C) Reject vehicle if:

1. Components are leaking, improperly routed or mounted; or

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

(10) Catalytic Converters.

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

(B) Inspect catalytic converter.

(C) Reject vehicle if:

1. Catalytic converter is bypassed or modified, is not securely attached, has leakage or is patched by other than an arc or acetylene weld; or

2. A 1981 or later model vehicle is not equipped with a catalytic converter, as equipped by the manufacturer and as specified on the emission label.

AUTHORITY: section 307.360, RSMo 1994. Original rule filed Nov. 4, 1968, effective Nov. 14, 1968. Amended: Filed March 9, 1970, effective March 19, 1970. Amended: Filed Nov. 9, 1971, effective Nov. 19, 1971. Amended: Filed May 21, 1974, effective May 31, 1974. Amended: Filed Dec. 1, 1975, effective Dec. 11, 1975. Amended: Filed Sept. 12, 1980, effective Dec. 11, 1980. Amended: Filed Sept. 16, 1985, effective Jan. 1, 1985. Amended: Filed April 2, 1992, effective Sept. 6, 1992. Amended: Filed June 2, 1993, effective Nov. 8, 1993. Emergency rescission and rule filed Aug. 1, 1997, effective Sept. 2, 1997, expired Feb. 28, 1998. Rescinded and readopted: Filed Aug. 1, 1997, effective Jan. 30, 1998.*

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

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

11 CSR 50-2.290 Fuel System

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

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

(2) Reject vehicle if:

(A) There is fuel leakage at any location;

(B) Fuel tank is not securely attached; or

(C) Filler tube cap is missing or does not fit.

(3) Inspect Compressed Fuel Systems. Inspect for the decal issued by the Division of Weights and Measures, Department of Agriculture on liquefied petroleum gas (LPG) systems.

(4) Reject compressed fuel systems if:

(A) There is fuel leakage at any location;

(B) Fuel tank is not securely attached; or

(C) There is no Missouri Department of Agriculture decal on LPG systems.

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