control components. These components may be original vehicle equipment or an equivalent aftermarket replacement component meeting the same standards. In addition to the exceptions under § 175.4, this subsection shall not apply to vehicles registered as collectible or classic motor vehicles as defined in 75 Pa.C.S. § 102

(1) The visual inspection shall be performed through direct observation or through indirect observation, using a mirror or other visual aid.

(2) Provided that the make and model year of the vehicle would have originally been equipped with the device, reject if one or more of the following apply:

(i) The catalytic converter has been removed, disconnected or is the wrong type for the certified vehicle configuration.

(ii) Exhaust gas recirculation (EGR) valve has been removed, disconnected or is the wrong type for the certified vehicle configuration.

(iii) Positive crankcase ventilation (PCV) valve has been removed, disconnected or is the wrong type for the certified vehicle configuration.

(iv) Fuel inlet restrictor has been removed, disconnected or is the wrong type for the certified vehicle configuration.

(v) Air pump has been removed, disconnected or is the wrong type for the certified vehicle configuration.

(vi) Evaporative control system components have been removed, disconnected or is the wrong type for the certified vehicle configuration.

(e) Beneath the Vehicle Inspection - A beneath the vehicle inspection shall be performed as follows:

(1) Inspect tires and wheels and **REJECT IF** one or more of the following apply:

(i) A tire has two adjacent treads with less than 2/32-inch tread remaining at any point - less than 4/32-inch tread on front tires of the vehicles having a gross weight in excess of 10,000 pounds.

(ii) A tire is worn so that the tread wear indicators contact the road in any two adjacent grooves.

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

(iv) A tire has been repaired with a blowout patch or boot.

(v) There is a bump, bulge or separation.

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

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

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

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

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

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

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

(xiii) Part of wheel is bent, cracked, welded or damaged so as to affect safe operation of vehicle.

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

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

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

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

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

(xix) An axle has missing tires or rims.

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

(xxi) Spacers over 1/4 inch in thickness are used to increase wheel track.

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

(2) Inspect steering system and **REJECT IF** one or more of the following apply:

(i) Steering gear box is loose on frame.

(ii) Measured movement at the front or rear of a tire is greater than 1/4-inch. Eliminate all wheel bearing movement by applying the service brake; then, with the vehicle raised and wheels in the straight ahead position, grasp the front and rear of the tire and attempt to move the assembly right and left without moving the steering gear. Measure the movement.

(iii) The linkage components are not secured with cotter pins or other suitable devices.

(iv) The steering stops allow the tire to rub on the frame or chassis parts.

(v) The front wheels are incapable of being turned to the right and left steering stops without binding or interference.

(3) Inspect suspension system and **REJECT IF** one or more of the following apply:

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

(ii) The shock absorbers are missing.

(iii) The shock absorbers mounting bolts or mounts are broken.

(iv) The shock absorbers have severe leakage–not slight dampness.

(v) The sway or stabilizer bar is missing or broken.

(vi) The coil spring or main leaf spring is broken if originally equipped.

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

(viii) Spring shackle kits or blocks are used to lower the suspension of the front of the vehicle.

(ix) Spring shackle kits are more than 2 inches over original equipment.

(x) Blocks are used on front axle to raise the vehicle.

(xi) Blocks used on rear axle exceed 5 inches over original equipment.

(4) Inspect floor and **REJECT IF** any of the following apply:

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

(ii) The floor bed is not sufficient to hold the weight of the driver, passengers and cargo.

(5) Inspect the vehicle frame and **REJECT IF** one or more of the following apply:

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

(ii) The repairs are made with tape, tar paper or cloth, or are made in another temporary manner.

(iii) The frame components are missing, cracked, rotted, or broken or are in deteriorated or dangerous condition.

(iv) Body mounts do not hold as required.

(v) A body mount is broken, cracked, deteriorated or missing.

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