



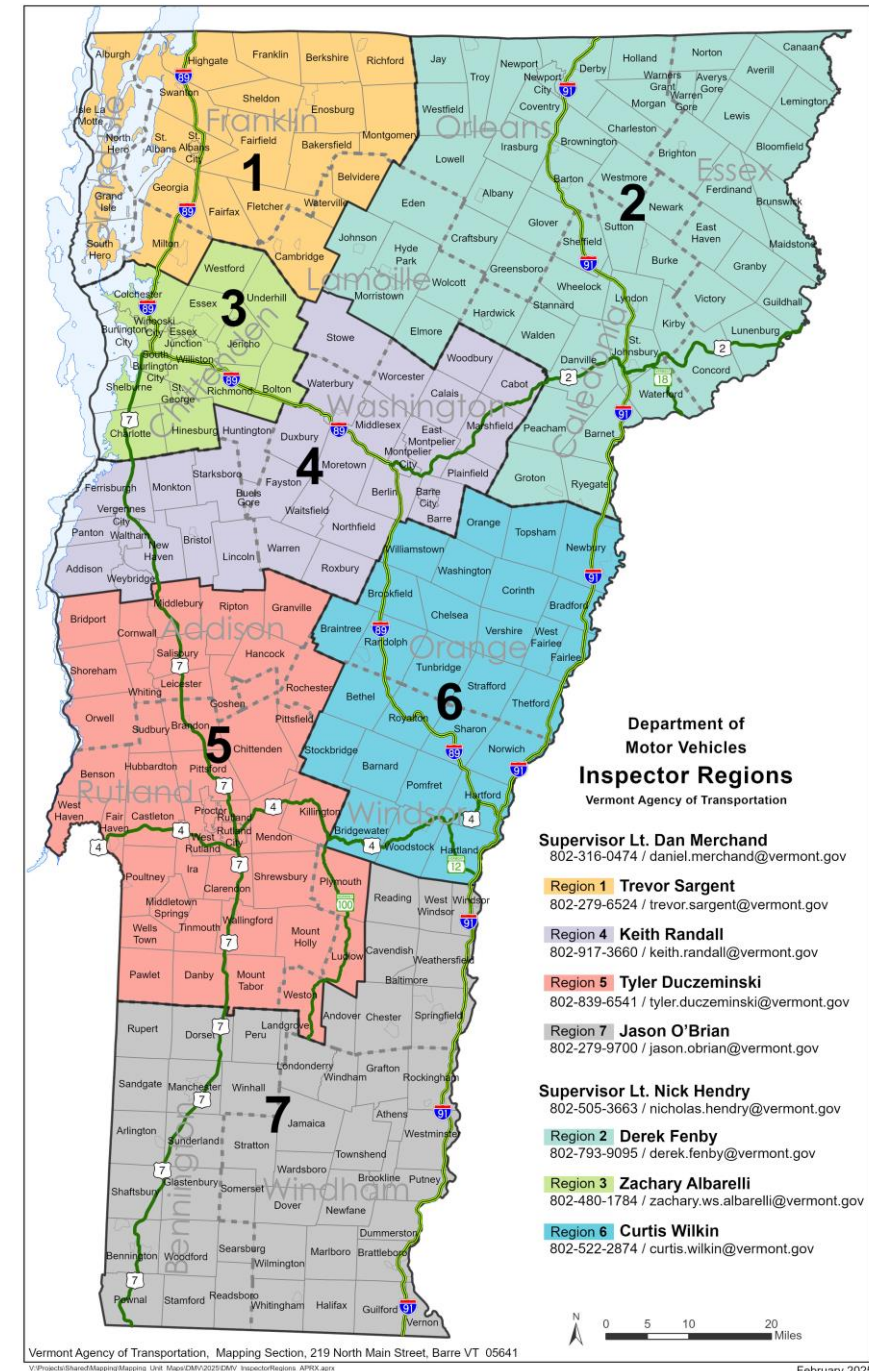




# Investigations Unit - Overview

- Provide Criminal & Regulatory Enforcement /Administrative Penalties
- Investigate fraudulent activity from all branch offices and transactions through DMV
- Went automated in 2017 with the Automated Inspection Program (AVIP)
- Rewrote inspection manual 2018-19
- Conduct of over a half million inspections a year.
- ATF Task Force Officer – Chittenden County Gun Violence Task Force (CCGVTF)
- Audit Inspection Stations
- To date, we have approximately 1,120 stations inspecting vehicles.
- Over 3000 active inspection mechanics
- Just under 600 new/used car dealers
- Investigate Total Abstinence (TA) and follow up on the over 1,000 participants.
- Education & Outreach

# INVESTIGATIONS UNIT







- The Department of Motor Vehicles (DMV) modernized the inspection process in January 2017 by introducing the Automated Vehicle Inspection Program (AVIP). There were **no** “new inspection requirements” at that time. AVIP simply switched from a paper process to electronic data collection.
- As part of ongoing modernization efforts to improve motorist convenience, DMV in collaboration with the Vermont Department of Environmental Conservation (DEC), Vermont Automotive Dealer Association (VADA), independent dealers and inspection stations, and other relevant partners, had reviewed and updated Vermont’s three Periodic Inspection Manuals (VPIM).

# 2019

## Periodic Inspection Manual Update





# Inspection Manual Rewrite Team

Motor Vehicle Chief Inspector  
Motor Vehicle CVE Safety Chief  
Motor Vehicle Lieutenant  
CVE Motor Vehicle Inspector  
2 Motor Vehicle Field Inspectors  
VREP (Motorcycles) Coordinator  
Section Chief  
Bus Safety Coordinator  
2 ANR Representatives  
2 Owner, Industry Experts  
Owner, VADA Member  
Owner, Special Vehicle Expert  
AVIP Vendor (Parsons)  
Owner, Body Repair Expert  
Emissions Expert (Revecorp)  
House Transportation Member  
Forensic Automotive Engineering  
Director of Industry Relations

DMV - Enforcement  
DMV – Enforcement  
DMV – Enforcement  
DMV – Enforcement  
DMV – Enforcement  
DMV - Highway Safety Program  
DMV – Operations  
DMV – Highway Safety Program  
DEC – Environmental Analysts  
VT Inspection Mechanics  
VT Dealerships  
VT Inspection Mechanic  
Technical Edit & Review  
VT Body Repair Industry  
Emissions Contractor  
VT Legislator  
Uni-body / Frame (Lange Tech. Services)  
Inter-Industry Conference on Auto Collision Repair  
(I-CAR)



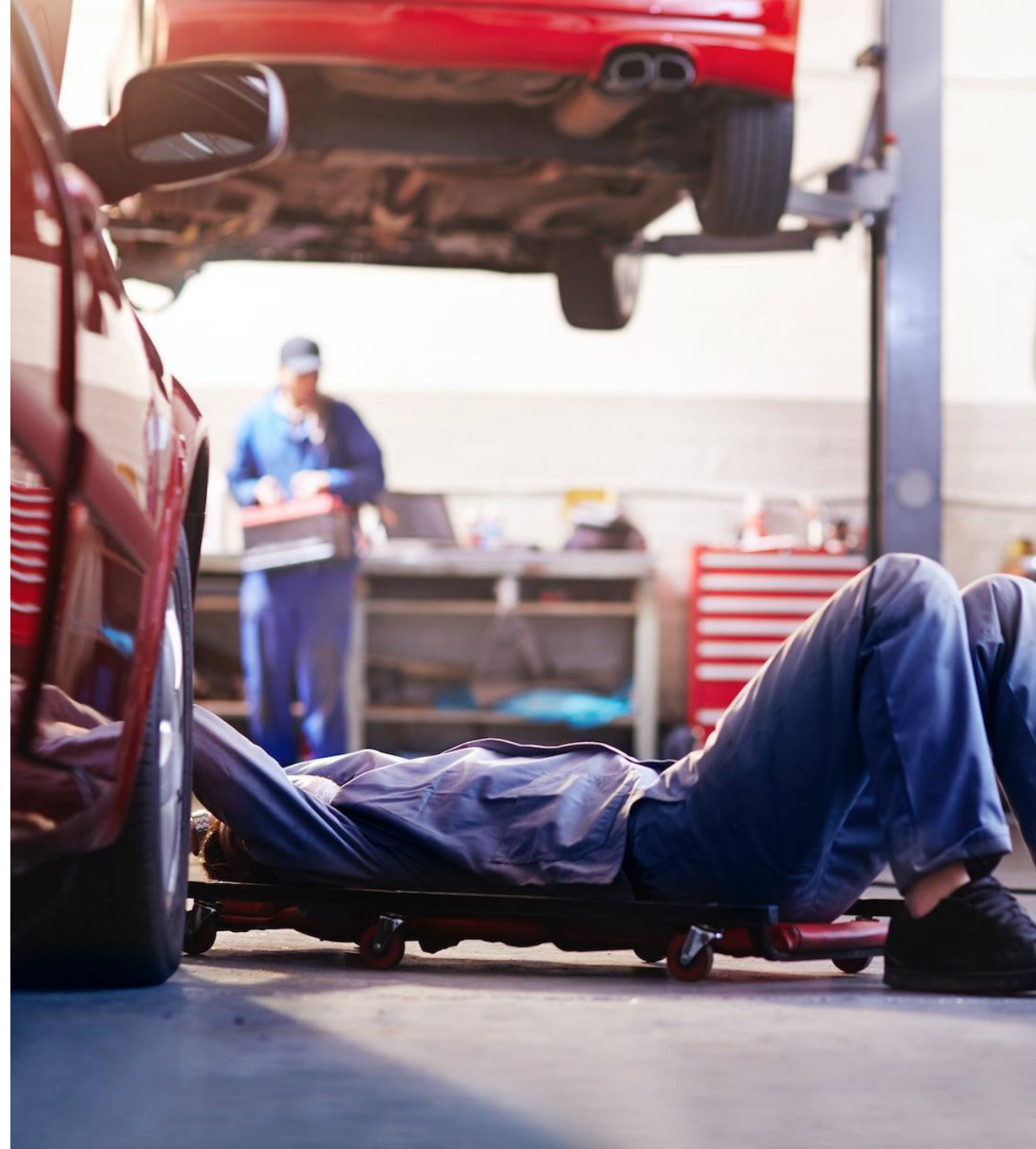
# Governor's Priorities

- 1 Grow Vermont's Economy
- 2 Make Vermont more affordable
- 3 Protect Vermont's most vulnerable

## Goals: Proposed Periodic Inspection Manual

- **Remove items not critical to the safe operation of a motor vehicle**
  - Front plates, headlight wipers etc.
  - Affordability - Protect our most vulnerable by not having them make unnecessary repairs and allow for time to save to make recommended repairs
- **Modernize, simplify and clarify ambiguous language**
  - Consolidation of items
  - I.e., Brakes
- **Educate the motoring public on the safety inspection process, the relevance of the inspection criteria and Vermont motor vehicle laws**
  - Hyperlinks to regulations available on the tablet

\*\*\* Very thoughtful and well researched: Page by page, section by section, word by word... Extremely time exhaustive for staff and volunteers. The process itself took about a year to complete.





# Old vs. New

3 Periodic Inspection Manuals (574 total pages)

1. School Bus
2. Motorcycle
3. Vehicle – Car, truck, trailer & bus

1 New Periodic Inspection Manual (162 total pages)



VERMONT  
**AVIP** Automated Vehicle Inspection Program  
DEVELOPMENT

SAFETY INSPECTION ITEMS  
Visual Walk Around

Abort Check Full Manual Pass All

	PASS	FAIL	REP	N/A	NOTE
Check for rear license plate	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
Check for torn metal or corrosion which breaks the integrity of the sheet metal by passing through ANY nonstructural area	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
Check bumpers, fenders, flaps and body height.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
Check bumpers, fenders, flaps and body height.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
Ensure tires do not protrude past fender wells	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
Check lights and lenses for damage	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
Check required exterior lamps	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
Check windshield for aftermarket tint or damage in critical area, non-transparent matter present or other visual restrictions.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
Ensure fuel cap is present, if originally equipped.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
Check truck caps and bed liners	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
Perform shock absorber/strut bounce test	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

Back Next

VERMONT  
**AVIP** Automated Vehicle Inspection Program  
DEVELOPMENT

SAFETY INSPECTION ITEMS  
Visual Walk Around

Abort Check Full Manual

ADVISORY ITEMS

Check YES to have the advisory display on the VIR

ADVISORY ITEMS	YES	NO
Is there any damage outside the critical area of the windshield?	<input type="radio"/>	<input checked="" type="radio"/>
Is vehicle equipped with unauthorized after-market lighting?	<input type="radio"/>	<input checked="" type="radio"/>
Are license plate(s) faded, missing, obscured, not securely mounted or sticker displayed in wrong location?	<input type="radio"/>	<input checked="" type="radio"/>

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# Advisory



Pass



Fail



Advisory

VERMONT  
**AVIP** Automated Vehicle Inspection Program  
DEVELOPMENT

SAFETY INSPECTION ITEMS  
Vehicle Documentation

Abort Check Full Manual Pass All

	PASS	FAIL	REP	N/A	NOTE
Review registration certificate & verify VIN with same	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
Verify insurance coverage exists to conduct road test	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

---

ADVISORY ITEMS

Check YES to have the advisory display on the VIR

ADVISORY ITEMS	YES	NO
Is the vehicle missing a valid insurance document or lacking insurance coverage?	<input type="radio"/>	<input checked="" type="radio"/>
Has the public VIN on dash been removed or tampered with?	<input type="radio"/>	<input checked="" type="radio"/>

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# ADVISORY: License Plates

**Procedure: Examine License plates.**

**Reject vehicle if:**

1. There are no license plate(s) attached to the vehicle.

**Note:** If there is only one plate attached to the vehicle, it should be on the rear.

**Advise customer if:**

1. If the front license plate is missing, the mechanic must advise the customer he/she may be in violation of State Law 23 V.S.A. § 511 and should contact the DMV to acquire a replacement plate using DMV form VD-016. .


Not having a front license plates are still a violation under Title 23, but not criteria to cause a vehicle to fail a Vermont State Inspection.

The VIR will indicate the advisory: A plate is missing, faded, obscured, insecurely mounted or sticker is improperly attached. You may be in violation of Vermont law 23 VSA 511 and/or 514






# Vehicle Inspection Report (VIR): Report generated by Official Inspection Mechanic detailing the results of the vehicle inspection. Access your report anytime through VT-AVIP.



INSPECTION TEST REPORT FOR

Department of Motor Vehicles  
Agency of Transportation  
<http://dmv.vermont.gov/AVIP>



DMV Inspections Unit  
120 State Street  
Montpelier, Vermont 05603-001

Plate: HLL398

VIN: JF1VA2M64H9806885

Veh. Type: CAR/TRUCK

Odometer: 34420

Year: 2017

Make: SUBARU

Model: WRX STI

Fuel Type: GASOLINE

GVWR: 4409

Sticker Number: 20-502692

Sticker Month: 12

OVERALL TEST RESULT: PASS

SAFETY INSPECTION RESULT: PASS

Inspection Item	Result	Details
Registration and Insurance	PASS	
Wheels and Tires	PASS	
Steering and Suspension	PASS	
Brake Systems	PASS	
Lighting and Electrical	PASS	
Vehicle Glazing	PASS	driver/passenger front window have aftermarket tint. These windows may be in violation of State Law 23 VSA 1125;
Body and Sheet Metal	PASS	
Exhaust System	PASS	
Fuel System	PASS	
Fuel Cap and Catalytic Converter	PASS	
Flaps and Fenders	PASS	

Thank you for doing your part to help keep Vermont's highways safe, and our air clean!

Station #: 845

Primary Tech #: 4920

Date: 12/30/2020


Station Name: TIM'S GARAGE

Tech name: TIMOTHY HOLLER

Time: 13:03:12

Station Address: 49 COURT ST


Primary Technician

Signature: 

Secondary Tech #:

Tech Name:

Page 1 of 1



INSPECTION TEST REPORT FOR

Department of Motor Vehicles  
Agency of Transportation  
<http://dmv.vermont.gov/AVIP>

DMV Inspections Unit  
120 State Street  
Montpelier, Vermont 05603-001

Plate: HLL398

VIN: JF1VA2M64H9806885

Veh. Type: CAR/TRUCK

Odometer: 34420

Year: 2017

Make: SUBARU

Model: WRX STI

Fuel Type: GASOLINE

GVWR: 4409

Sticker Number: 20-502692

Sticker Month: 12

OVERALL TEST RESULT: PASS

OBD-II INSPECTION RESULT: PASS

System Monitored	Status	Test Results
Misfire	Ready	OBDDII Connection: PASS
Fuel System	Ready	OBDD Readiness Monitor Results: PASS
Comprehensive	Ready	MIL Check with Key On-Engine Off: PASS
Catalyst	Ready	MIL Check with Engine Running: PASS
Heated Catalyst	Not Applicable	MIL Command Status: PASS
Evaporative System	Ready	
Secondary Air	Ready	
Air Conditioning System	Not Applicable	
Oxygen Sensor	Ready	
Oxygen Sensor Heater	Ready	
EGR System	Ready	

Diagnostic Trouble Codes(DTC) if Present

Station #: 845

Primary Tech #: 4920

Date: 12/30/2020


Station Name: TIM'S GARAGE

Tech name: TIMOTHY HOLLER

Time: 13:03:12

Station Address: 49 COURT ST


Primary Technician

Signature: 

Secondary Tech #:

Tech Name:

Page 2 of 2



INSPECTION TEST REPORT FORM

Department of Motor Vehicles  
Agency of Transportation  
<http://dmv.vermont.gov/AVIP>

DMV Inspections Unit  
120 State Street  
Montpelier, Vermont 05603-001

Plate: HLL398

VIN: JF1VA2M64H9806885

Veh. Type: CAR/TRUCK

Odometer: 34420

Year: 2017

Make: SUBARU


Model: WRX STI

Fuel Type: GASOLINE

GVWR: 4409

Sticker Number: 20-502692

Sticker Month: 12



Reference Number

Type

Recall Description

What is a recall?

When a manufacturer, the National Highway Traffic Safety Administration (NHTSA), or the Environmental Protection Agency (EPA) determines that a car or item of motor vehicle equipment creates an unreasonable risk to safety or fails to meet minimum safety standards, or an emission control component is not functioning properly, the manufacturer is required to fix that car or equipment at no cost to the consumer.

What should I do if my vehicle is included in this recall?

If your vehicle is included in this recall, it is very important that you get it fixed as soon as possible given the potential danger to you and your passengers if it is not addressed.

You should receive a separate letter in the mail from the vehicle manufacturer, notifying you of the recall and explaining when the remedy will be available, whom to contact to repair your vehicle or equipment, and to remind you that the repair will be done at no charge to you.

If you do not receive a letter in the mail from the vehicle manufacturer, please contact your vehicle manufacturer or dealership or for safety items you may also call NHTSA's Vehicle Safety Hotline at 1-888-327-4236.

Thank you for doing your part to help keep Vermont's highways safe and our air clean.

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Intro: New Periodic Inspection Manual

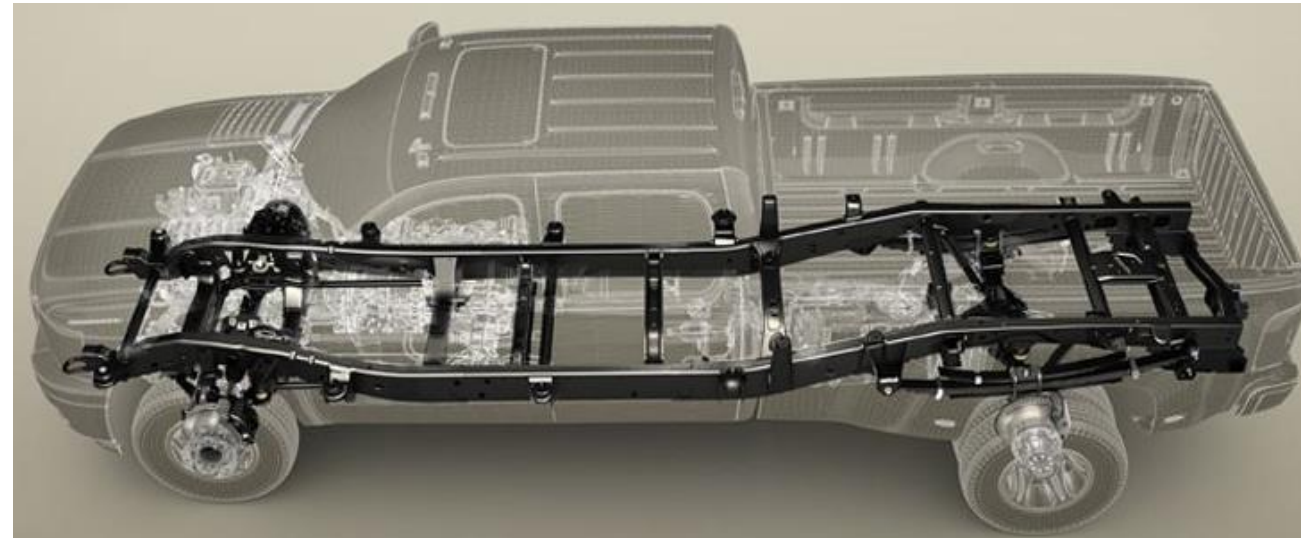
# Frame Components

## Reject vehicle if:

**1.** Any area of the frame or cross members connecting the left side of the frame to the right side of the frame, cross members connecting to the inner rocker panels, engine mounts, or engine cradles exhibit corrosion which breaks the integrity of the metal by passing through a component, or causes cracks, causes breaks, causes tears, or any broken manufactured welds or is missing any section of an original manufactured component. **Items such as duct tape, foam spray insulation, or other materials are not acceptable.**

**Note:** No patches, welds, or repairs of any kind to any portion of the above-described frame and unibody areas are acceptable, unless the repair meets manufacturer recommendations, specifications or requirements.

Body-on-Frame





# Unibody: Rocker Panel

## Old Periodic Inspection Manual: FRAME OR UNI-BODY INTEGRITY

Reject vehicle if:

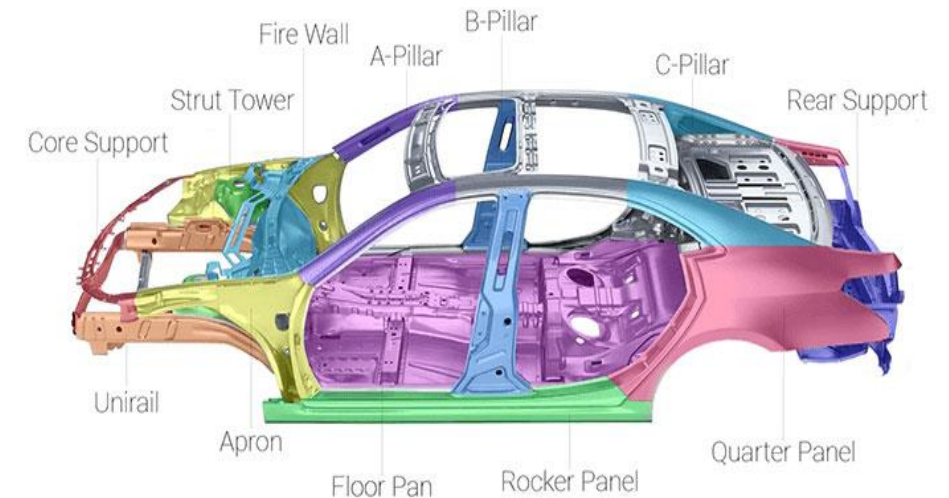
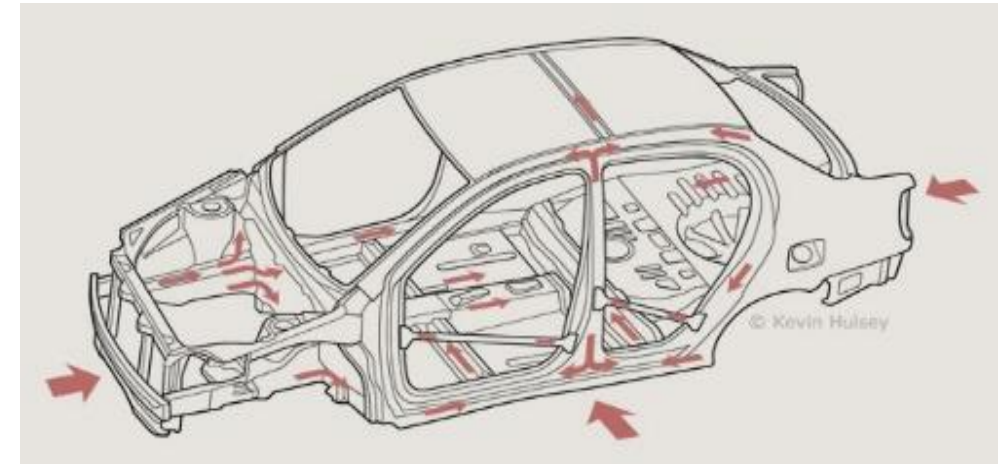
Any structural part of the undercarriage is broken, cracked or so severely rusted so as to cause a hazard.

## New Periodic Inspection Manual: Frame/Unibody – Structural Components

### Rocker Panel

Reject vehicle if:

1. Any area of a rocker panel displays corrosion, damage or cracks which breaks down the integrity of the metal by passing through the inner or outer rocker panel. **Items such as duct tape, foam spray insulation, or other materials are not acceptable.**





See rear tire.



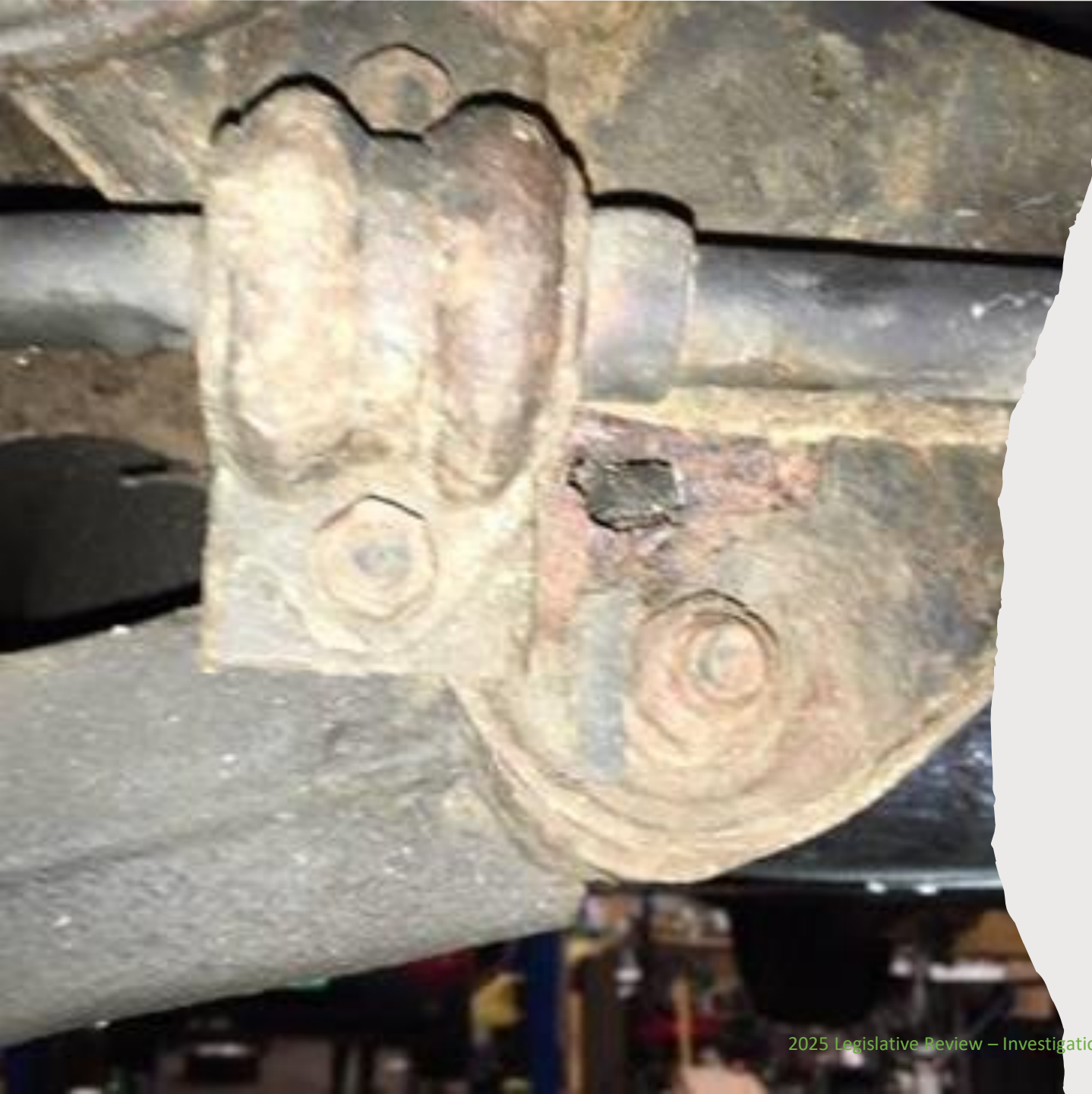


- Rusted mount (Bushing) where the control arm separated from the rear subframe:

- Rusted mount (Bushing) where the control arm separated from the rear subframe:







- The other side showing a “small” rust hole where the subframe and lower control arm connect:



The same hole when poked at with a screwdriver:



This is a photo of the infant child seat mount in the back seat:



# Brakes

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## Old Periodic Inspection Manual: Brake Drums

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2. Rust and/or cracks exist on drum contact surface.

---

## New Periodic Inspection Manual: Rotors/Drums

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4. If more than 1/2 inch of rust (cumulative per braking surface) exists on any contact surface of the rotor/drum.

---

**Note:** Rust is defined as a condition of any swelling, delamination, or pitting.

---

**\*\*\* “Surface rust” is not grounds for rejection. \*\*\***





State of Vermont  
Department of Motor Vehicles  
Enforcement & Safety Division  
120 State Street  
Montpelier, VT 05603-0001  
DMV-Enforcement@vermont.gov

[phone] 802-828-2067  
[fax] 802-828-2092  
[ttd] 800-253-0191

Agency of Transportation

[vtrans.vermont.gov](http://vtrans.vermont.gov)  
[dmv.vermont.gov](http://dmv.vermont.gov)

March 6, 2025

25-2

### Vermont Periodic Inspection Manual (VPIM) / DMV Rule - CVR 14-050-022

In 2019, the Vermont Periodic Inspection Manual (VPIM) was amended. Since that time, concerns have been raised regarding the definition of rust. This bulletin is designed to provide clarification.

Rust is NOW defined “as a condition of any swelling, delamination, or pitting.”

**Surface rust** should wear off with normal driving use. If **surface rust** does not come off, there is a problem with the braking system and/or, there may be more than just **surface rust** on the rotor.

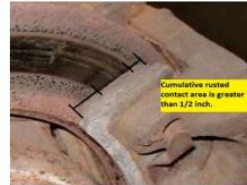
Here are samples of rotors with “surface rust” that would not constitute a rejection:



**Picture 1** The rotor is covered with “surface rust.”

**Picture 2** The “surface rust” has been removed from the braking surface and has returned to the original finish through normal operation.

Here are examples of swelling, delamination, pitting and of a ½ inch of cumulative rust which would constitute a rejection.



### Customer Information

**Rust:** Rotor rust as defined in the Vt Periodic Inspection Manual (VPIM) will compromise braking efficiency and safety.

Rust is developed from moisture (rain, snow, mud, other), inactivity and/or by salty winter roads. Vehicle age and miles are not necessarily a factor.

Your rotor should have a smooth shiny surface where the pad affixes to the rotor. Rust inhibits the brake pads from gaining a proper grip and/or dispersing heat effectively. If orange with **surface rust**, it should rub off with normal use.

Swelling, delamination and pitting on the contact surface (where the brake pad strikes the rotor) reduces the friction required to stop a vehicle in an emergency/panic braking situation. This is directly related to the brakes' effectiveness and ability to stop as designed.

Swelling decreases braking efficiency due to uneven surfaces created by rust and will likely result in your vehicle taking longer to stop.

**Prevention:** **Surface rust** will build over time, developing into more harmful rust that will affect your brake rotors and other braking components. Friction from regular brake use will wear surface rust off and slow down the delamination process.

Protect your brakes from rust by simply using your brakes, wash the undercarriage of your vehicle regularly (remove salt), and apply brake cleaner as needed. Lack of use or inactivity will allow rust to build.

**Electric vehicles** require less brake use than that of a vehicle with a combustible engine. Make sure to use the brakes, and keep the rotors clear of **surface rust** that will build over time from inactivity and keep the rotors free of corrosive salt.

Rust not only affects pads/rotors, but may also cause the calipers to seize, brake lines to fail and possibly inhibit the ABS system from properly activating.

\*\*\* “Surface rust” is not grounds for rejection. \*\*\*

Should you or your customers have any concerns regarding this criterion, please contact the DMV Enforcement and Safety Division at (802) 828-2067 or visit the DMV website to locate a DMV Inspector near you. [DMV Inspector Map](#) | [Department of Motor Vehicles \(vermont.gov\)](#)

# **Administrative Procedures Act (APA) is** the process for adopting administrative rules.

- **Application/Filing with Interagency Committee on Administrative Rules (ICAR)**
- **Proposed Rule Filing with Secretary of State**
- **Publication of Notices (Posted online one week from receipt, and in newspapers of record.)**
- **Public Hearing and Comment Period**
- **Final Proposed Rule Filing with Secretary of State and Legislative Committee on Administrative Rules (LCAR)**
- **Legislative Committee on Administrative Rules (LCAR) Review**
- **Adopted Filing with Secretary of State and LCAR**

**\* Process takes approximately 8 months**







# Emissions Testing in Vermont

## Improve Air Quality

- Motor Vehicles are the largest source of toxic and ozone-forming air pollutants in Vermont

## Clean Air Act (Federal Law)

- Vermont is one of 33 States within the OZONE Transport Region
- EPA Regulations


## Benefits

- Clean air
- Improved vehicle performance and fuel economy
- Timely repair can often prevent more costly repairs down the road

**\* We have been doing this since 1999!**

**\*\* The Emissions Testing failure rate in 2017 was around 18%.**

**Today, its under 4%!!**



# ON-BOARD DIAGNOSTICS (OBD II) TEST

**On-Board Diagnostics (OBD):** The OBDII system, mandatory on all 1996 and newer vehicles (Federal Law), performs self-tests of the emissions control system to “monitor” to determine if the emissions controls are working properly. If a problem is found, the vehicle’s “Check Engine” light or MIL (Malfunction Indicator Light) will come on, indicating the need for repair.

**Malfunction Indicator Light (MIL):** Malfunction Indicator Light (MIL) or “Check Engine Light” turns on only when a vehicle has an *emissions* related problem.

**Legislative change effective July 1, 2019:** Starting from the current calendar year, vehicles 16 model years old or less, having a GVWR of 8,500 pounds or less must be inspected for OBD. For example: from January 1, 2020, through December 31, 2020, vehicles that are model year 2005 or newer will need to be inspected for OBD.



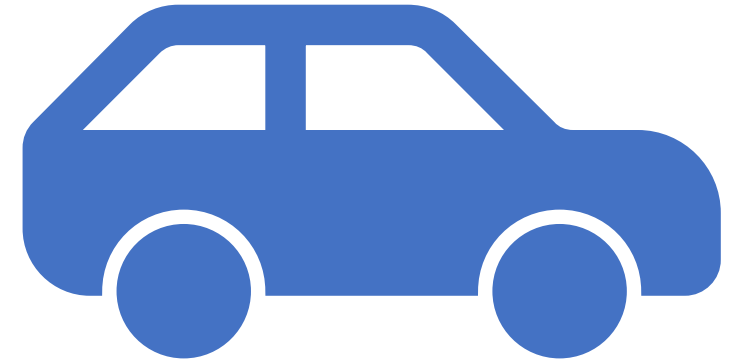
# READINESS

## **My vehicle is “Not Ready.” What does that mean?**

A “not ready” result means your vehicle’s computer has not had a chance to check all the parts of the emissions control system for problems. Needs to complete drive cycle.

## **Why was my vehicle “Not Ready”?**

- Your battery was recently disconnected or lost its charge, or
- Your vehicle’s computer memory may have been reset by a scan tool, during a recent repair, or
- Your vehicle has an emissions control system problem preventing it from self-testing.



# Consumer & Industry Outreach

**AVIP Automated Vehicle Inspection Program**

**My vehicle did not pass inspection. What next?**

If your vehicle failed a safety component, speak to your repair technician and have it repaired immediately. You must pass the safety portion of the vehicle inspection in order to receive a pass sticker.

If your vehicle failed the OBD part of the inspection, it is likely that your vehicle's engine and/or emissions control system needs repairs. Your inspection mechanic will go over your Vehicle Inspection report to explain the results.

**What if my car exceeds emission standards?**

You will need to have your vehicle's emissions problem diagnosed and repaired before you can pass a re-test and get a pass sticker. The timely repair of small problems can often prevent more costly repairs "down the road," save fuel and make your vehicle more reliable.

Year	Model	Make	Model	Year	Model	Make	Model	Year	Model	Make	Model
1996	Corolla	Toyota	Camry	1996	Accord	Honda	CR-V	1996	Outback	Subaru	Impreza
1997	Corolla	Toyota	Camry	1997	Accord	Honda	CR-V	1997	Outback	Subaru	Impreza
1998	Corolla	Toyota	Camry	1998	Accord	Honda	CR-V	1998	Outback	Subaru	Impreza
1999	Corolla	Toyota	Camry	1999	Accord	Honda	CR-V	1999	Outback	Subaru	Impreza
2000	Corolla	Toyota	Camry	2000	Accord	Honda	CR-V	2000	Outback	Subaru	Impreza
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2002	Corolla	Toyota	Camry	2002	Accord	Honda	CR-V	2002	Outback	Subaru	Impreza
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2004	Corolla	Toyota	Camry	2004	Accord	Honda	CR-V	2004	Outback	Subaru	Impreza
2005	Corolla	Toyota	Camry	2005	Accord	Honda	CR-V	2005	Outback	Subaru	Impreza
2006	Corolla	Toyota	Camry	2006	Accord	Honda	CR-V	2006	Outback	Subaru	Impreza
2007	Corolla	Toyota	Camry	2007	Accord	Honda	CR-V	2007	Outback	Subaru	Impreza
2008	Corolla	Toyota	Camry	2008	Accord	Honda	CR-V	2008	Outback	Subaru	Impreza
2009	Corolla	Toyota	Camry	2009	Accord	Honda	CR-V	2009	Outback	Subaru	Impreza
2010	Corolla	Toyota	Camry	2010	Accord	Honda	CR-V	2010	Outback	Subaru	Impreza
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2013	Corolla	Toyota	Camry	2013	Accord	Honda	CR-V	2013	Outback	Subaru	Impreza
2014	Corolla	Toyota	Camry	2014	Accord	Honda	CR-V	2014	Outback	Subaru	Impreza
2015	Corolla	Toyota	Camry	2015	Accord	Honda	CR-V	2015	Outback	Subaru	Impreza
2016	Corolla	Toyota	Camry	2016	Accord	Honda	CR-V	2016	Outback	Subaru	Impreza
2017	Corolla	Toyota	Camry	2017	Accord	Honda	CR-V	2017	Outback	Subaru	Impreza
2018	Corolla	Toyota	Camry	2018	Accord	Honda	CR-V	2018	Outback	Subaru	Impreza
2019	Corolla	Toyota	Camry	2019	Accord	Honda	CR-V	2019	Outback	Subaru	Impreza
2020	Corolla	Toyota	Camry	2020	Accord	Honda	CR-V	2020	Outback	Subaru	Impreza
2021	Corolla	Toyota	Camry	2021	Accord	Honda	CR-V	2021	Outback	Subaru	Impreza
2022	Corolla	Toyota	Camry	2022	Accord	Honda	CR-V	2022	Outback	Subaru	Impreza

**On-Board Diagnostics (OBD)**

- Required equipment on 1996 and newer cars, vans, SUVs, and light trucks.
- Continually monitors the vehicle emissions control systems, to ensure that they are working as designed.

**OBD Test Results**

The inspection is conducted by connecting to the computer on the vehicle, and "asking" if the vehicle is "healthy."

Inspection is NOT dependent on external standards or technician judgement.

Emissions inspection is simple - the inspection connects to the vehicle via a bluetooth scan tool and reads the health of the emissions control system.

When emissions related malfunctions occur, the malfunction indicator light (or "Check Engine" light) will come on. A Diagnostic Trouble Code (DTC) will help identify the problem area.

A scan tool is able to retrieve the DTCs.

**OBD Testing**

Vehicle emissions information.

Effects that lead to repairs that affect performance and fuel economy.

When it gets worse saves money.

A technician can easily determine if the light will go out and if the vehicle is "ready."

**The "Check Engine" Light**

"Check Engine Soon", "Check Engine", "Malfunction Indicator Lamp" only comes on when a malfunction is detected in the emissions control system. The light is a warning that the vehicle's emissions are not optimal.

**AVIP Automated Vehicle Inspection Program**

**Common Diagnostic Trouble Codes (DTCs) And Their Causes**

- P0141 - Oxygen Sensor Heater Not heating up properly
- P0171/P0174 - Too much oxygen in exhaust
- P0401 - Exhaust Gas Recirculation Insufficient valve/passage flow
- P0300/P0301 - Engine Misfire Possibly due to problems with fuel or the ignition system (spark)
- P0455 - Fuel Vapor Leak Due to a loose gas cap, leaking fuel

**Vehicle Readiness**

- "Not ready" means the vehicle's computer cannot report whether the vehicle is ready for inspection.
- When a vehicle is "not ready" for inspection cannot be complete cannot tell us if the vehicle is healthy.
- "Not ready" is not an indication of a problem, it just means the vehicle's computer cannot report whether the vehicle is ready for inspection.

**Possible Reasons for a "Not Ready"**

- The battery has been disconnected.
- The computer memory has been cleared during repair activities or software updates.

**AVIP Automated Vehicle Inspection Program**

**Environmental Benefits of Vermont's Automated Vehicle Inspection Program**

Over 300 counties in the United States, mainly clustered around heavily populated areas (especially in California and the Northeast) regularly fail to meet National Ambient Air Quality Standards. In Vermont, exhaust emissions from the vehicles on the roads contribute to the air pollution problems.

The purpose of Vermont's Automated Vehicle Inspection Program is to make sure vehicles are operating as they were designed, in order to reduce the emissions of smog-causing pollutants and toxics. Well-maintained vehicles use less fuel and emit fewer pollutants.

Breathing in smog can cause serious health issues. Children, people with lung disease, older adults and those who are active outdoors may be particularly sensitive to smog.

Motor Vehicles are the largest source of toxic and ozone-forming air pollutants in Vermont. Emissions testing in Vermont improves the air quality.

Benefits to Vermonters include clean air, improved vehicle performance and fuel economy, and savings — timely repair of small problems can often prevent more costly repairs "down the road."

**Hydrocarbons**

**NO<sub>x</sub>**

**Ozone**

Smog, which is a serious health problem, is made up of ground level ozone combined with other gases and particle pollution. Ground-level (bad) ozone is created by chemical reactions between NO<sub>x</sub> and hydrocarbons in the presence of heat and sunlight.

**NO<sub>x</sub> + Hydrocarbons + Heat & Sunlight = Bad Ozone**

Motor vehicle exhaust, industrial emissions, gasoline vapors and chemical solvents are some of the major sources of nitrogen oxides (NO<sub>x</sub>) and hydrocarbons. Both chemicals contribute to air pollution problems.

**AVIP Automated Vehicle Inspection Program**

**My vehicle is "Not Ready." What does that mean?**

Your vehicle's on-board computer checks to see if the emissions controls are working, and reports poor performance, harmful exhaust emissions or poor fuel economy problems.

A "not ready" result means your vehicle's computer has not had a chance to check for problems - so it can't tell us if everything is working. Until the vehicle's computer checks the emissions control system - and is "ready," the OBD inspection cannot be completed.

**Why was my vehicle "Not Ready?"**

- Your vehicle's computer memory may have been reset by a scan tool, during a recent repair or
- Your battery was recently disconnected or lost its charge, or
- Your vehicle has an emissions control system problem preventing it from self-testing.





## Vermont Emissions Warranty Law requires the following:

- A vehicle's entire emissions control system be warrantied for a minimum of 3 years or 50,000 miles, and up to 15 years and 150,000 miles;
- High-cost emissions components other than the computer and catalytic converter(s) be warrantied for a minimum of 7 years or 70,000 miles;
- Computer and catalytic converter(s) be warrantied for a minimum of 8 years and 80,000 miles.

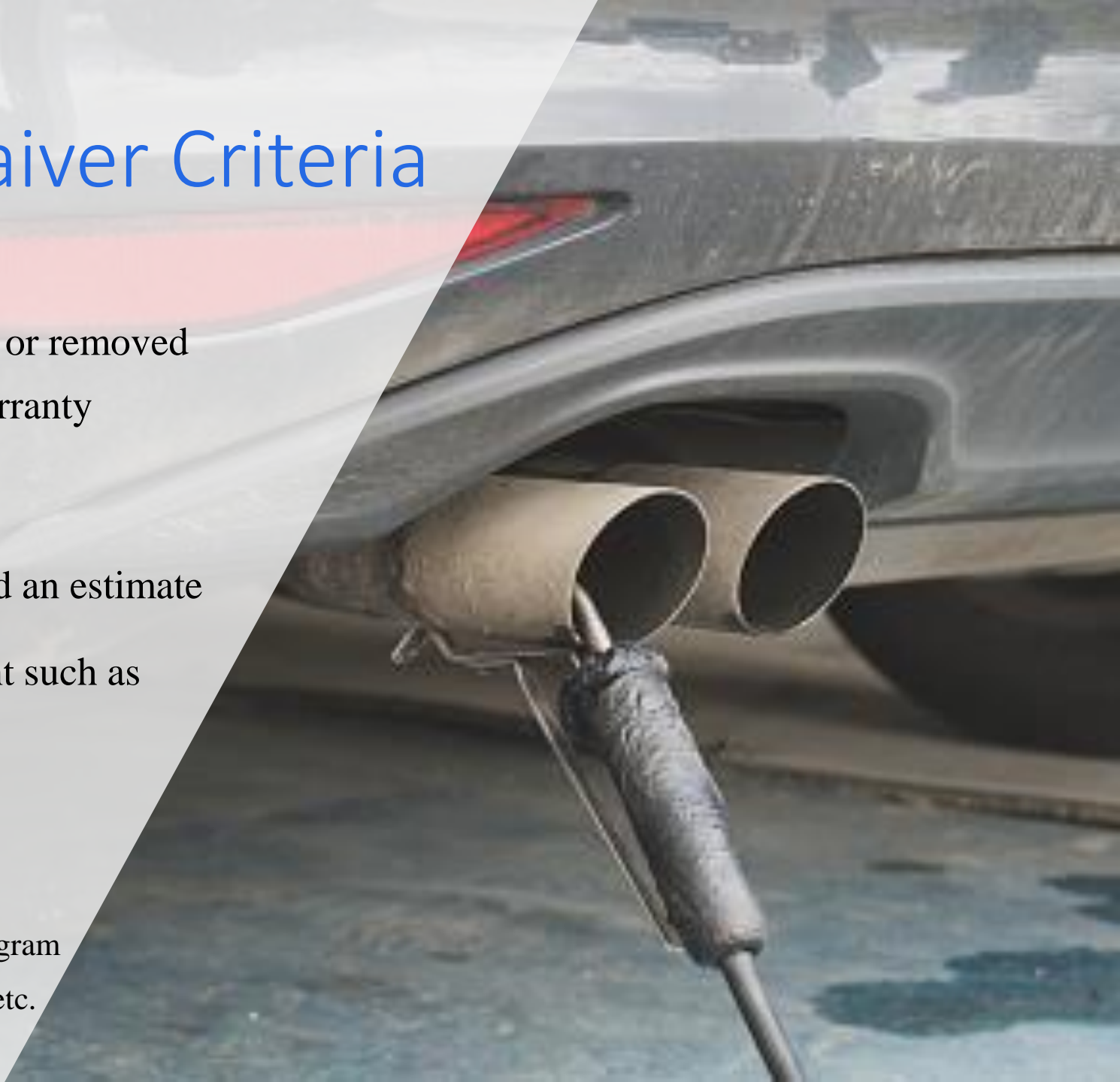


# Time Extension Waiver Criteria

- The vehicle passed the safety inspection
- The emissions system was not tampered with or removed
- The emissions repair is not covered under warranty
  - If it is, the vehicle must be repaired
- The vehicle is “ready” for inspection
- The motorist has a diagnosis with receipts and an estimate totaling more than \$200 for emissions control system repairs – no other repairs count such as tires or safety repairs
- The vehicle did not receive a waiver a year ago as part of their last inspection

\* DEC - Vermont Vehicle Emissions Assistance Repair Program

Other assistance programs: Good News Garage, Reach-up etc.





# AVIP - Leveraging technology

- A trigger was built through AVIP to identify the fraudulent bypassing of OBD inspection requirements by manually entering the Gross Vehicle Weight Ratio (GVWR) and the fraudulent use of after-market tuners designed to tamper with OBD testing through bypassing the catalyst in violation of the Periodic Inspection Manual (VPIM) and Air Pollution Control Regulations (5-701, Maintenance and Removal of Control Devices; 5-703, Inspection of Control Devices).
- Another example trigger was developed after learning of the manual override activity, we also detected through AVIP technology that inspection mechanics were plugging the scan tool (dongle) into the Data Link Connector (DLC) of another vehicle to fraudulently record a pass on the OBD test. In other words, the vehicle being inspected would have failed the emissions OBD test, so the mechanic hooked the dongle up to a passing vehicle to show the vehicle passed on the tablet. In this case, the Electronic Vehicle Identification Number (EVIN) – VIN in the vehicle's computer would not match the Public Vehicle Inspection Number (PVIN)- VIN located on the vehicle's dashboard and/or on the driver's door. Initially, this activity led to several hundred new fraud investigations (some with multiple violations at a single inspection station, and one with approximately 300 alone). We receive very few now.



## Benefit to an annual vehicle inspection program

- Safer roads
- Cost savings: Detecting small repairs now, may save you from larger more costly repairs down the road (Preventative maintenance). Example: Replacing worn brake pads today, may prevent you from having to replace rotors or other more expensive brake components later.
- Improved vehicle performance: This includes better gas mileage more efficient emissions, and it will increase the life of the vehicle.
- Recall notifications



# Enforcement: Vehicles Not Inspected (VNI)

2017 = 6337 – Inception of AVIP

2018 = 6906

2019 = 4813

2020 = 2014 – COVID / Minneapolis

2021 = 1757

2022 = 1615 – Changed inspection stickers

2023 = 2028

2024 = 1948

\* DMV did not change sticker designs until 2022 (roll out wasn't complete until late 2022). Enforcement of the new stickers wouldn't have taken place until 2023.

# Total Abstinence Program

The **TAP** is designed for people who have received a life suspension after multiple DUI convictions (three or more) to receive a conditional reinstatement of driving privileges.

1. Have at least three years of being abstinent from all alcoholic beverages, illegal drugs, or misuse of prescription-regulated drugs. Even some beers and wine labeled “non-alcoholic” contain alcohol and may not be consumed under Total Abstinence.
2. Applicants must have installed and utilized an ignition interlock system in their vehicle for three full years prior to application to the Total Abstinence Program.
3. Complete an Impaired Driver Rehabilitation Program (IDRP) intake at one of the IDRP sites to discuss your intentions to prove Total Abstinence with your IDRP Evaluator.
4. Successfully complete treatment consisting of a minimum of 20 hours over a minimum of 24 weeks with a Licensed Alcohol and Drug Counselor (LADC). The counselor, IDRP Evaluator, and a representative from IDRP will determine when you have successfully completed treatment.

The Investigations Unit monitors the approximately 1,000 Total Abstinence Program participants, while thoroughly screening new applicants.

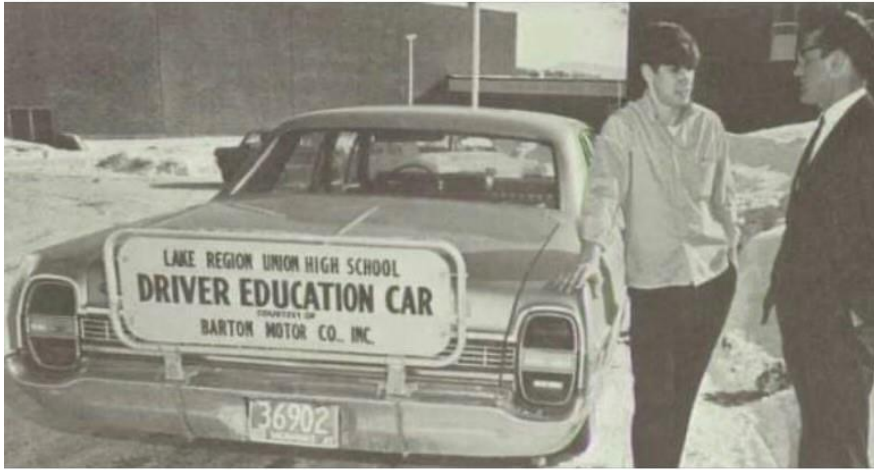




# EDUCATION

## Technical Center Support

**1967-1968**



The student credentialing program is for high school and technical college students. During the practical exam, students pair up with an Inspector and complete an examination of a vehicle or “mock inspection”. Throughout this process, students are explaining to the Inspector the criterion based on the VPIM, while the Inspector evaluates the exam, providing valuable feedback.

- Vermont Technical College in Randolph
- Cold Hollow Career Center in Enosburgh Falls
- North Country Career Center in Newport
- Center for Technologies in Essex

# Criminal / Major Case Examples

- Much of the work conducted by our sworn staff is criminal in nature (Fraud, forgery, false swearing, embezzlement, identity theft etc.), but is often handled through regulatory means, civil or other remedies.
- Criminal cases range from DLS (Interlock cases) to Manslaughter (Jalbert case).

## Case Samples

- A federal indictment for the offenses of: Wire Fraud, Mail Fraud, Bank Fraud, and Aggravated Identity Theft. This case of identity theft left the Vermont victim in debt for almost \$200,000.
- The owner/GM of a NEK dealership recently pleaded guilty to Embezzlement and, multiple counts of Vehicle Forged Papers because of a lengthy investigation conducted by the Investigations Unit. The owner/GM will also be unable to do business as a dealer in the State of VT.
- Inspectors in partnership with the US Attorney's Office indicted and received a plea, sentencing a Shelburne resident to 48 months' imprisonment to be followed by a three-year term of supervised release. The defendant previously pleaded guilty to five counts of possessing and disposing of stolen vehicles that had crossed state lines. The defendant was also ordered to pay restitution to Tesla in the amount of \$493,043.93 and forfeit \$231,900 to the United States.
- Assisted the Vermont State Police investigate one of their own resulting in the trooper being charged by DMV Inspectors for False Swearing, Neglect of Duty and Applications under oath.



# Highlights

- ▶ The Enforcement and Safety Division provided approximately 700 requests for assist from other investigative, state (out of state as well), local or county agencies in 2024. This includes investigations ranging from motor vehicle incidents to homicide; assists with crashes, executions of warrants to searching partial plates, providing criminal suspect photos, and much more.
- ▶ Inspectors from the Investigations Unit continue to support the Chittenden County Gun Violence Taskforce, while assisting other law enforcement agencies with shift coverage, executing warrants, providing DMV data/research to aid in investigations and much more.
- ▶ Inspector Supervisor Nick Hendry was sworn as a Federal Taskforce Officer with Alcohol Tobacco Firearms and Explosives (ATF).
- ▶ Criminal and civil enforcement oversight of 1,051 licensed inspection stations (over 500,000 vehicles inspected each year), 561 licensed dealerships (3+ billion in motor vehicle sales) and over a million transactions from our DMV.



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See AVIP website at  
[www.vt-avip.com](http://www.vt-avip.com)  
for more information

**\*Information Modules/Videos**

