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ADMINISTRATIVE ORDER NO. A01-2009-018

SUBJECT: **REVISED ADMINISTRATIVE ORDER ON THE NEW MOTOR VEHICLE INSPECTION SYSTEM AND PROMULGATING THE RULES AND REGULATIONS IN THE IMPLEMENTATION THEREOF**

Pursuant to Republic Act No. 4136 (Land Transportation and Traffic Code of the Philippines), Republic Act No. 8749 (Philippine Clean Air Act of 1999), Republic Act No. 8750 (Seat Belt Use Act) and other related laws, the following rules and regulations governing the inspection of motor vehicles in the Land Transportation Office's (LTO) Motor Vehicle Inspection Centers are hereby promulgated for the guidance and observance of all concerned:

Section 1. OBJECTIVES

1.1 To provide a systematic, reliable and effective testing of motor vehicles through computerization and automation for compliance to safety and emission requirements

1.2 To comply with existing motor vehicle standards, provision of national laws and international agreements

1.3 To ensure compliance to safety and emission standards

1.4 To integrate all motor vehicle inspection reports into a central motor vehicle database.

Section 2. COVERAGE

This order prescribes the rules and regulations in the inspection of all motor vehicles as a requirement in the motor vehicle registration, modification (change body design/configuration) and miscellaneous motor vehicle registration transactions such as but not limited to change ownership, change chassis and/or engine, and other related matters in the LTO.

Section 3. DEFINITION OF TERMS

3.1 **Certificate of Motor Vehicle Inspection System Compliance (CMVISC)** – refers to the certificate issued by LTO-Motor Vehicle Inspection Center to a vehicle owner certifying that a particular motor vehicle passed the inspection process of MVIS.

3.2 **Compression-ignition engine** - means an internal combustion engine in which atomized fuel temperature is raised through compression, resulting in ignition, e.g. diesel engines.

3.3 **Emission** – means any measurable air contaminant, pollutant, gas stream or unwanted sound from a known source which is passed into the atmosphere.

3.4 **Electric Vehicle (EV)** – vehicles that are propelled by an electric motor(s) and are powered by fuel cells (e. g. electric cars, electric buses)

3.5 **Light Electric Vehicle (LEV)** – shall be defined as two-wheeled or three-wheeled electric vehicle.

3.6 **Low Speed Vehicle (LSV)** – shall be defined as four-wheeled motor vehicle (other than ATVs, trucks, buses and those that are excluded from the term "motor vehicle" under Republic Act 4136) which use alternative fuels like electricity and whose maximum speed capability is not more than 40 kilometers per hour.

3.7 **Motor Vehicle** – shall mean any vehicle propelled by any power other than muscular power using the public highways, but excepting road rollers, trolley cars, street-sweepers, sprinklers, lawn mowers, bulldozers, graders, fork lifters, amphibian trucks and cranes, if not used on public highways and vehicles run only on rail or tracks and tractors, trailers and traction engines of all kinds used exclusively for agricultural purposes.

3.8 **Miscellaneous Motor Vehicle Registration Transactions** – shall refer to transactions by which the DOTC / LTO collects fees and charges, other than for motor vehicle registration.

3.9 **Motor Vehicle Modification** - shall refer to the allowable alteration / changes that can be done in the motor vehicle's body design and configuration which shall be subject to the inspection by the MVIC.

3.10 **MVIC** – LTO Motor Vehicle Inspection Center wherein all activities of MVIS are being done.

3.11 **MVIS** – LTO Motor Vehicle Inspection System which uses an automated and fully computerized test equipment for roadworthiness and smoke emission of motor vehicles.

3.12 **Motor Vehicle Inspection System Report (MVISR)** – shall mean an inspection report issued by LTO-MVIC to all motor vehicles that failed the inspection process of MVIS.

3.13 **Spark Ignition Engine** – means an internal combustion engine in which the air/fuel mixture is ignited by spark plug.

3.14 **Driving Beam (Main Beam) Headlamp** – means the lamp used to illuminate the road over a long distance ahead of the vehicle.

3.15 **Passing Beam (Dipped Beam) Headlamp** – means the lamp used to illuminate the road ahead of the vehicle without causing undue dazzle or discomfort to incoming drivers and other road users.

3.16 **Direction-Indicator Lamp** – means the lamp used to indicate to other road users that the driver intends to change direction to the left or to the right.

3.17 **End-outline marker lamp** - means the lamp fitted near to the extreme outer edge and the top of the vehicle and intended to indicate clearly the vehicles overall width.

3.18 **Reversing lamp** - means the lamp used to illuminate the road to the rear of the vehicle and to warn other road users that the vehicle is reversing or about to reverse.

3.19 **Sound Level Meter** - measures sound pressure level and commonly used in noise pollution for quantification of industrial and environmental noise.

3.20 **Handheld Web/PC Camera** – a web camera used for uploading of picture of all motor vehicle at Repository Server in a real-time/on-line basis.

3.21 **Side-Marker Lamp** – means a lamp used to indicate the presence of the vehicle when viewed from the side. The color of the lamp shall be amber.

3.22 **Stop Lamp** – means the lamp used to indicate to other road users to the rear of the vehicle that the driver is applying the service brake.

3.23 **Retro-Reflectors** – means a device used to indicate the presence of a vehicle by the reflection of the light emanating from a light source not connected to the vehicle, the observer being situated near the source.

3.24 **Front fog lamp**- means the lamp used to improve the illumination of the road in case of thick fog, falling snow, heavy rain or similar conditions.

3.25 **Rear fog lamp** -means the lamp used to make the vehicle more visible for the rear in case of thick fog, falling snow, heavy rain or similar conditions.

Section 4. VENUE OF INSPECTION

Motor Vehicle Inspection shall be conducted in any LTO Motor Vehicle Inspection Center. The registration of private motor vehicles maybe conducted in any LTO District Office provided that a Certificate of Motor Vehicle Inspection System Compliance (CMVISC) from MVIC is presented together with other documentary requirements. However, registration of public utility vehicles shall be in the District Office specified in their franchise or subsequent Order approved by the Land Transportation Franchising and Regulatory Board (LTFRB).

Section 5. INSPECTION PERIOD

5.1 Schedule of Inspection

Except for motor vehicles covered by Administrative Order No. 010-2005 (*Re: Initial Registration Scheme for Brand New Motor Vehicles valid for three [3] years*) and LTO Memorandum Circular No. 575-2005 (*Re: Implementing Rules and Regulations of Administrative Order No. 010-2005 on the Initial Registration Scheme for Brand New Motor Vehicles valid for three [3] years*), inspection of motor vehicles may be conducted within a period of sixty (60) days prior to registration.

For motor vehicles which passed the inspection, a corresponding CMVISC shall be issued which shall be valid for a period of sixty (60) days from date of actual inspection. Within the same period, the CMVISC shall be presented to the LTO District Office as part of the documentary requirement for initial or renewal registration, modification, and miscellaneous transactions, of motor vehicle, as the case may be. An MVISR shall be issued for motor vehicles which did not pass the inspection.

5.2 Frequency of Inspection

Type of Motor Vehicle	Initial Inspection	Renewal Inspection	Others
1. Private Vehicle			
a. Brand New	Exempted	After three (3) years, and annually thereafter	
b. Rebuilt and In-Use Imported	Before initial registration	Annually	
2. Government			
a. Brand New	Exempted	After three (3) years, and annually thereafter	
b. Rebuilt and In-Use Imported	Before initial registration	Annually	
3. Diplomatic	Exempted	After three (3) years, and annually thereafter	
4. Franchised Vehicle	Before initial registration	Annually	Semi-Annually after five-years*

***1st inspection shall be before the registration of the motor vehicle; 2nd inspection shall be determined by the LTFRB.**

Section 6. INSPECTION FEES

For every motor vehicle inspected a corresponding fee shall be collected, to wit:

Type of Motor Vehicle	Inspection Fee	Re-Inspection Fee*
1. Motor Vehicle with GVW =< 4500 kg	P 300.00	P 150.00
2. Motor Vehicle with GVW > 4500 kg	P 300.00	P 150.00
3. MC/TC	P 150.00	P 75.00

An inspection fee of Php 600.00 shall be collected for MV modification (change body design/configuration) and miscellaneous transactions such as change engine/chassis, change color, revision of Gross Vehicle Weight, re-stamping of engine and similar transactions, and recovered carnapped vehicle.

***Note: Re-inspection fee is collected when a motor vehicle fails the first inspection. Re-inspection of the vehicle shall cover the stage where it previously failed.**

Section 7. MOTOR VEHICLE INSPECTION SYSTEM

7.1 PURPOSES OF INSPECTION

7.1.1 To establish the identity, classification and ownership of the motor vehicle

7.1.2 To determine the conformity of the motor vehicle to the prescribed minimum and maximum dimension and weight, and required safety and emission standards

7.1.3 To identify illegally modified vehicles

7.1.4 To encourage appropriate maintenance by vehicle owners.

7.2 CATEGORIES OF MOTOR VEHICLE INSPECTION

7.2.1 Initial Inspection – inspection for newly operating vehicle, excluding brand new ones

7.2.2 Renewal Inspection – inspection for renewal of registration

7.2.3 Modification Inspection – inspection of motor vehicles with modifications in dimensions, structures and changes in engine/chassis, color, and related transactions

7.2.4 Corrective Measures Inspection – inspection of motor vehicles which are subject of roadside apprehension due to non-compliance to safety and emission standards

7.3 STAGES OF INSPECTION

Inspection of motor vehicles under MVIS shall cover the following four (4) stages, namely:

- **Stage I** – Confirmation of Identity of the Vehicle
- **Stage II** – Above Carriage Inspection
- **Stage III** – Under Carriage Inspection
- **Stage IV** – Issuance of Inspection Certificate

7.4 STANDARDS AND METHODS OF INSPECTION

7.4.1 STAGE I - Confirmation of Identity of Vehicle

At this stage, vehicle information and specifications are encoded in the computer manually and/or scanned electronically. Each motor vehicle shall be issued a barcode ID sticker for easy uploading of vehicle record during subsequent registration/transaction.

7.4.1.1 Inspection Standards

7.4.1.1.1 Chassis and engine/motor number are not tampered and does not show sign of tampering.

7.4.1.1.2 Chassis number is the same as the chassis number in the current Original Certificate of Registration except in case of motor vehicles covered by Administrative Order No. 010-2005 and LTO Memorandum Circular No. 575-2005.

7.4.1.1.3 The engine/motor number is the same as the engine/motor number appearing in the current Original Certificate of Registration except in case of motor vehicles covered by Administrative Order No. 010-2005 and LTO Memorandum Circular No. 575-2005.

7.4.1.1.4 The make/type, model, plate number and sticker of the motor vehicle presented for inspection are the same as the information reflected in the current Original Official Receipt/Certificate of Registration.

7.4.2 STAGE II - Above Carriage Inspection

7.4.2.1 Body and Frame Structure

7.4.2.1.1 Length, Width, Height and Axle Weight – The maximum dimensions and axle weight of an MV shall not exceed the following measurements:

7.4.2.1.1.1 Maximum length

Freight vehicles w/ two axles – 10 meters
Passenger vehicle w/ two axles -11 meters
Vehicle w/ 3 or more axles –14 meters

7.4.2.1.1.2 Maximum Width -2.5 meters

7.4.2.1.1.3 Maximum Height – 4.0 meters

7.4.2.1.1.4 Maximum Axle Weight – 13,500 kgs

7.4.2.1.2 Frame and Body

The frame of a motor vehicle consist of two (2) pieces of long metal, one on each side running through the length thereof, and joined at the front and rear by cross members. Frames vary in type and construction depending on the make of the vehicle. There are vehicles where the frame is a part of the floorboard of the body. In this case, there is usually a short stub frame at the extreme front and back of the vehicle to support the suspension. The latter is called the integral frame and body construction.

7.4.2.1.2.1 The frame and body shall be capable to fully withstand the operation of the vehicle.

7.4.2.1.2.2 The body shall be firmly secured to the frame to withstand vibration and impact.

7.4.2.1.2.3 The shape/external contours of the body shall be free from any short edge or rotating protrusion.

7.4.2.1.3 Riding Accommodation – Motor vehicles provided with passenger compartment shall comply with the following requirements:

7.4.2.1.3.1 The passenger compartment shall be constructed in a manner that shall ensure safe boarding and not cause the passengers to fall off or stumble because of vibration, impact, etc.

7.4.2.3.1 The parking lamps shall be wired that all of them will be lit simultaneously.

7.4.2.3.2 **The** parking lamps shall be wired that they may be turned on while the engine is not in operation.

7.4.2.3.3 The color of the front parking lamps shall either be white, yellow or amber

7.4.2.3.4 The rear parking lamps shall be colored red.

7.4.2.4 End-Outline Marker Lamp

All trucks, trailers, buses and other heavy duty vehicles shall be provided with end-outline marker lamp mounted on the extreme edges of the roof to show the maximum height and width of the vehicle.

7.4.2.4.1 The color of the end-outline marker lamp shall be white, light yellow or amber.

7.4.2.4.2 End-outline marker lamp shall be mounted symmetrically or the left and right portion of the vehicle.

7.4.2.5 Driving Beam (Main Beam) Headlamp and Passing Beam (Dipped Beam) Headlamp

7.4.2.5.1 Motor vehicle shall be equipped in each side of the front with an even number of white or selective-yellow light capable of adequately illuminating the road at night in clear weather.

7.4.2.5.2 When all lamps are lit at the same time, the headlamps shall have such intensity that the driver may discern any obstacle on the road.

7.4.2.5.3 They shall be mounted symmetrically on the left and right portion of the vehicle.

7.4.2.5.4 The dimmed or dipped beam shall have, when all of them are lit at the same time, such intensity that the driver may discern any obstacle on the road.

7.4.2.5.5 The main photometric axis of the beam of a headlamp shall be directed downward or shall be capable of being directed downward by a headlamp aim.

7.4.2.5.6 The lamps shall be mounted so that the aim may not be readily disturbed by vibration and shocks.

7.4.2.6 Direction-Indicator Lamp

7.4.2.6.1 All vehicles shall be equipped with direction-indicator lamp at the right and left side of the vehicle and at the front and rear of the vehicle.

7.4.2.6.2 The color of the front direction-indicator lamp shall be yellow or amber; rear direction indicator lamp shall be red, yellow or amber when in operation.

7.4.2.6.3 The lamps mounted on each side of the vehicle shall be wired so that they may flash in time with hazard warning lamps.

7.4.2.7 Reversing Lamp

Motor vehicles shall be provided with reversing lamps except 2-wheeled motor vehicles with or without side lamp.

7.4.2.7.1 Reversing lamps shall be wired that they may be turned on only when the transmission system is in reverse gear.

7.4.2.7.2 The number of reversing lamps of a motor vehicle shall be two or less.

7.4.2.7.3 The color of the light of a reversing lamp shall be white.

7.4.2.7.4 The main axis of a reversing lamp for illuminating mainly the rear shall be directed downwards and shall not strike the level of the road.

7.4.2.7.5 No reversing lamps shall cause undue inconvenience or glare to the other road users.

7.4.2.8 Number Plate Lights

7.4.2.8.1 Motor vehicle shall be provided with two (2) white number plate lights at the rear to illuminate such.

7.4.2.8.2 The number plate light shall be wired that it may not be put off from the driver's seat or that it will

be turned on whenever the headlamps or parking lamps are turned on.

7.4.2.8.3 The light shall render the plate number clearly visible at night.

7.4.2.9 Hazard Warning Lamp

7.4.2.9.1 Hazard warning lamps shall be wired so that all of them operate simultaneously and shall be colored amber.

7.4.2.9.2 Hazard warning lamps shall be mounted symmetrically to the longitudinal plane of vehicles.

7.4.2.10 Tail Lamp

7.4.2.10.1 The rear of the vehicle shall be provided with tail lamps on both sides visible at night.

7.4.2.10.2 The color of the tail lamps shall be red.

7.4.2.11 Stop Lamp

7.4.2.11.1 All motor vehicles shall be provided with stop lamp on each side at the rear except 2 or 3 wheeled motor vehicle where only one will suffice.

7.4.2.11.2 Stop lamps shall be wired that it may be turned on only when the brake system of a vehicle is applied.

7.4.2.11.3 The color of the light of the stop lamps shall be red.

7.4.2.11.4 The stop lamps in combination with a tail lamp shall be wired that its luminous intensity may increase 5 times or stronger than that of the tail lamp only when the brake system is operated.

7.4.2.12 Windshield/Window Glass

7.4.2.12.1 Windshield/window glass shall be made of a substance whose transparency does not deteriorate; these shall be such that they do not cause any appreciable distortion of object seen through the windscreen and that in case of breakage, the driver still has a sufficient clear view of the road.

7.4.2.13 Wiper/Washer

7.4.2.13.1 Motor vehicles shall have an automatic windshield wiper or wipers and windshield washing system, where two or more wipers are provided, they shall operate together.

7.4.2.13.2 The windshield washing system shall be constructed that may eject an adequate amount of cleansing liquid to ensure a view in the immediate front of the windshield, when the outside surface of the windshield is soiled.

7.4.2.13.3 The windshield washing system shall not be likely damaged nor actuated as a result of vibration, impact, and other similar situation while running.

7.4.2.14 Horn

7.4.2.14.1 The horn shall not be siren or bell.

7.4.2.14.2 The sound of the horn shall be continuous and the sound level and tone quality thereof shall be unchangeable.

7.4.2.14.3 The sound level of the horn of a motor vehicle (if two or more horns are operating simultaneously, the mixed sound level of all horns) shall be 90 dB © or more and 115 dB © or less (for horns of a motor vehicle with a maximum speed of less than 20 kph a proper sound level 115 dB © or less) measured at a distance of 2 m to the front.

7.4.2.15 Retro-Reflectors

7.4.2.15.1 Motor vehicle (including trailers & three-wheeled vehicle) shall be provided with retro-reflectors on each side of the rear and visible at night.

7.4.2.15.2 Retro reflectors shall reflect red.

7.4.2.16 Number Plates

7.2.4.16.1 Motor vehicle shall display number plates at the designated location. one in front and one at the rear, except for two or three – wheeled motor

vehicles which shall have one number plate at the rear.

7.4.2.16.2 The number plate shall be kept clean and cared for and firmly affixed to the vehicle in such a manner as will make it entirely visible, readable and legible.

7.4.2.16.3 The number plate shall not be covered by colored or tinted plastic / glass casing or any other number plates.

7.4.2.17 Interior Light

7.4.2.17.1 Motor vehicle shall be equipped with at least one bright white light, minimum of 10 watts.

7.4.2.17.2 Buses shall have at least 4 bright white lights with a minimum of 10 watts each.

7.4.2.18 Floor Board

The floorboard of the motor vehicle shall be free from dust, water, and dirt and shall not cause the passenger to tumble / fall in and from the vehicle.

7.4.2.19 Rear View/Side Mirror

7.4.2.19.1 All motor vehicles shall be provided with rear view/side mirror on both sides of the vehicle, adjusted to give the driver when seated a clear view of the traffic to the rear of the vehicle and the traffic conditions near the right side of the motor vehicle itself except the area which the driver in his seat may directly confirm.

7.4.2.19.2 Rear view mirrors should enable a driver to recognize clearly the traffic conditions at each side of the left and right of a 2-wheeled motor vehicle with or without sidecar.

7.4.2.20 Panel Gauges

7.4.2.20.1 The temperature, fuel, oil, speedometer, odometer and tachometer gauges shall be tamper resistant and constructed in a manner that the driver will easily verify the readings in these instruments while driving.

7.4.2.20.2 The panel gauges shall at all times be in working condition and shall be provided with a lighting device or shall be luminous.

7.4.2.21 Brake System/Parking Brake

7.4.2.21.1 The brake system shall consist of at least 2 separate lines, which can function independently.

7.4.2.21.2 The braking system shall be secured that it shall fully withstand the operation and shall be fixed that it may not be damaged by vibration, impact and similar condition.

7.4.2.21.3 The braking system shall be constructed so that its performance does not interfere with the steering system.

7.4.2.21.4 There shall be no welding or welded connection in any of the brake piping, brake lines or in any part of its hydraulic or pneumatic piping system.

7.4.2.21.5 The service brake system shall have the brake performance provided for in the following table according to the maximum speed of the motor vehicle on a level, dry, paved road under an application force of 90 kgs or less in the case of the foot-operated type, or 30 kgs or less in case of hand-operated type.

Maximum Speed of Motor Vehicle	**Initial Speed (km / hr)**	**Stopping Distance (meters)**
80 or more	50	22 or less
35 to 79	35	14 or less
20 to 34	20	5 or less
Less than 20	Maximum speed	5 or less

7.4.2.21.6 The service brake system shall be so constructed that even if a part of the brake piping (except the part of the piping which serves two or more wheels) is damaged, the

brake may still be applied to at least two wheels. This provision shall not apply to the service brake system of a motor vehicle provided with an emergency brake system (which means the brake system capable of applying the brakes to at least two wheels while running in case of a service brake system failure.)

7.4.2.21.7 The brake fluid shall not impair the function of the service brake systems due to brake pipe corrosion caused by the brake fluid or because of bubble formation caused by the heat.

7.4.2.21.8 The brake performance shall conform to the following requirements under an application of force of 90 kgs or less for the foot-operated type and 30 kgs or less in the case of hand-operated type.

7.4.2.21.9 The parking brake shall be operated mechanically and capable of holding the motor vehicle stationary on a dry paved road.

7.4.2.22 Clutch System

The clutch shall be capable of being engaged without slippage or shuttering.

7.4.2.23 Steering System

7.4.2.23.1 All parts and components of the steering wheel shall be well secured for the safe and efficient operation of the vehicle.

7.4.2.23.2 The steering wheel shall be constructed that it may be operated easily and safely by the driver in his normal driving position.

7.4.2.23.3 The steering wheel or any moving part of the steering linkages shall not make contact with any part of the motor vehicle such as chassis, frame, and fenders.

7.4.2.23.4 The ratio of turning angle of the steering wheel to the left or right shall be of no considerable difference to the steering angle of the time.

7.4.2.23.5 The clearance of the steering wheel should not be more than 45° degrees when turned to the left or right position.

7.4.2.23.6 There shall be no considerable difference between the steering forces to the left or right.

7.4.2.24 Driver and Passenger Seat

Seat for one passenger is at minimum of 35 cm wide and 60 cm long. The distance of one (1) end of the seat to the backseat (leg room) shall be 20 cm at minimum.

7.4.2.25 Tires/Wheels

7.4.2.25.1 Tires shall be mounted in the wheel rim and inflated with compressor air.

7.4.2.25.2 Tires shall be free from any significant damages such as cracks and base cords.

7.4.2.25.3 Must conform to the BPS-PNS 25 for tires and wheels.

7.4.2.26 Wheel Bolts / Nuts

The wheel stud bolts and nuts must be complete.

7.4.2.27 Fuel Tank/Fuel Tank Cap

7.4.2.27.1 The fuel tank and its pipings shall be secured to prevent damaged due to vibration or impact.

7.4.2.27.2 The fuel tank and its pipings shall be constructed so that the fuel may unlikely leak significantly in the event of collision.

7.4.2.27.3 All fuel tanks shall be fitted with fuel tank cap

7.4.2.28 Fuel System

7.4.2.28.1 In the case of motor vehicles carrying passengers, the fuel tank and its pipings shall be constructed in such a way that the fuel will not leak remarkably in case of impact due to collision;

7.4.2.28.2 Regular steel shall be used for fuel tank. Under no circumstance shall plastic containers be used as fuel tank;

7.4.2.28.3 The filler and gas vent of a fuel tank shall be constructed in such a way that it shall be free from fuel leakage when the vehicle is jolted;

7.4.2.28.4 The filler and gas vent of the fuel shall not be located in the opening direction of the exhaust pipe and shall be located not less than 30 centimeters away from the discharge opening thereof;

7.4.2.28.5 The filler and gas vent of a fuel tank shall not open into the inside of any passenger compartment.

7.4.2.28.6 The filler and gas vent of a fuel tank shall be located 20 centimeters or more away from any exposed electric terminal or switch.

7.4.2.29 Auxiliary Headlamp

In the presence of any auxiliary headlamp, the following requirements should be observed:

7.4.2.29.1 Each auxiliary headlamp should be wired independently and have separate switches.

7.4.2.29.2 The main beam of the auxiliary headlamp shall be directed downward but in no case towards the left side of the vehicle.

7.4.2.29.3 The color of the auxiliary headlamp shall be white.

7.4.2.29.4 The auxiliary headlamp shall be mounted in such a way that its aim will not be disturbed by vibration or shocks.

7.4.2.30 Fog Lamp

Fog lamps are optional on motor vehicles. However, should they be installed or fitted, the following should be strictly observed:

7.4.2.30.1 Lamps may be lighted only during instances of thick fog, falling snow, heavy rain or similar conditions. However, front fog lamps may be used as substitute for passing lamps.

7.4.2.30.2 Only two front fog lamps shall be allowed and should emit either white or selective-yellow light. However, in the case of motorcycles, only one front fog lamp shall be allowed.

7.4.2.30.3. Front fog lamps shall be fitted or installed below the passing lamps and in such a way that no

point illuminated by the fog lamps shall come into contact with any point illuminated by the passing lamps.

7.4.2.30.4 Rear fog lamps should emit only red light.

7.4.2.30.5 Fog lamps are prohibited on trailers.

7.4.2.30.6 The front fog lamps should have their own switches, independent from the main beam headlamps or dipped-beam headlamps or a combination of both.

7.4.2.31 Electrical System

7.4.2.31.1 The electrical wiring located inside the compartment and in the place where the gas container for liquefied petroleum gas (LPG)/CNG with a partition wall (such as the boot) is located shall be covered with an insulator and fixed to the body.

7.4.2.31.2 The electrical terminal switch and other electrical systems located inside the vehicle compartment, which are likely to spark shall be suitably covered.

7.4.2.31.3 The battery should be fixed and should not be damaged by vibration, shock or similar incidents .

7.4.2.32 Control System

7.4.2.32.1 The control devices for engine and power train (such as the starter switch hand brake system, headlamps, direction indicator lamps, windshield wipers, emergency flasher and other vehicle control devices) including the operating position for each gear or range of transmission should be properly constructed and installed in a manner that they could be identified and recognized by the driver from his seat.

7.4.2.32.2 In case the turn signal control device (lever) is constructed as part of the steering column and steering wheel mechanism, said device should be located on the left side of the steering column.

7.4.2.33 Muffler System

7.4.2.33.1 All motor vehicles should have an exhaust/muffler system. The muffler/exhaust system is composed of engine, primary muffler or the silencer, secondary muffler and catalytic converter (if any).

7.4.2.33.2 The exhaust pipe should be secured, fixed, and free from any defects or leakage.

7.4.2.34 Motor Vehicle Air-Conditioning (MAC) System

The MAC of all motor vehicles shall be inspected in accordance with DENR AO 2004 – 08 (*Re: Revised Chemical Control Order for Ozone Depleting Substances*) and its implementing rules and regulations.

All motor vehicles with MAC System shall not be registered unless the following standards are complied with:

7.4.2.34.1 All motor vehicle model 1998 and below are allowed to use refrigerant type R12.

7.4.2.34.2 All motor vehicle model 1999 and above shall use refrigerant type R134A or other refrigerant type which are compliant to the Chloroflourocarbon (CFC) phase out plan.

7.4.2.35 Side Slip Test

Automated Test Equipment (ATE) Sideslip Tester shall be used. The design of sideslip of the wheels shall be measured by running the motor vehicle on the platform of the tester.

The standard is (+) or (-) 7mm when running one meter.

7.4.2.36 Suspension Test

Automated Test Equipment (ATE) Suspension Tester shall be used. The suspension test measures the adhesion of light duty vehicle suspension system to the road surface. It measures the effectiveness of the shock absorbers on each wheel of the vehicle, checking the absolute damping levels and comparing the relative damping balance between the left and right side of each axle.

The adhesion measurement shall not be less than 21% of the minimum load over the static weight.

7.4.2.37 Roller Brake Test

Automated Test Equipment (ATE) roller brake tester shall be used.

7.4.2.37.1 The sum of the braking forces of the left and right wheels shall not be less than 50% of the axle weight.

7.4.2.37.2 The difference between the braking forces of the left and right wheel shall not exceed 10% of the axle weight.

7.4.2.38 Speedometer Test

Automated Test Equipment (ATE) Speedometer Tester shall be used. The tester shall check the actual speed of the motor vehicle and the accuracy of the vehicle speedometer reading.

7.4.2.38.1 The speedometer should be located at a place where the driver can easily check the speed while the motor vehicle is running.

7.4.2.38.2 The speedometer should have a lighting device or luminous dial plate with pointer.

7.4.2.38.3 The speedometer should be glare-proof.

7.4.2.39 Exhaust Emission Test

The standards and test procedure for smoke emission shall be in accordance with RA 8749 (Clean Air Act) and its implementing rules and regulations.

7.4.2.39.1 Gasoline-Fed Motor Vehicle

Automated Test Equipment (ATE) 5 gas exhaust emission analyzer shall be used (HC, CO, CO2, Nox, O2). The test is for the determination of the concentration of carbon monoxide (CO) and hydrocarbon (HC) emission from in-use motor vehicle running at idle speed consistent with the Clean Air Act of 1999 (RA 8749).

Emission Standards for Vehicles with Spark-Ignition Engines (Gasoline)*		
Vehicle Registration	CO (% by Volume)	HC (ppm as Hexane)
Registered for the first time after December 31, 2007	0.5	250
Registered for the first time on or after January 1, 2003 but before January 1, 2008	3.5	600
Registered for the first time on or before December 31, 2002	4.5	800
For Motorcycles	4.5	7500 for Metro Manila and 10000 for rural areas

★ *at idle*

7.4.2.39.2 Diesel-Fed Motor Vehicle

Automated Test Equipment (ATE) smoke opacimeter shall be used. The test is a smoke opacity measurement for in use motor vehicle using the free acceleration method.

Emission Standards for Vehicles with Compression-Ignition Engines (Diesel)* (light absorption coefficient, m^{-1}), k	
Vehicle Registration	Light absorption coefficient, m^{-1}, k
Registered for the first time after December 31, 2007	2.0
Registered for the first time on or after January 1, 2003 but before January 1, 2008	2.5
Registered for the first time on or before December 31, 2002	2.5 3.5 (turbocharged) 4.5 (1,000m increased in elevation)

* *using the free acceleration test*

Emission Standards for Rebuilt and Imported Used Vehicles*			
Vehicle Registration	CO* (% by Volume)	HC** (ppm as Hexane)	Light absorption coefficient, m^{-1}, k (turbo charged)***
Registered for the first time after December 31, 2007	0.5	250	2.0

* *for spark-ignition (gasoline) motor vehicles*
** *for compression-ignition (diesel) motor vehicles*
*** *figure in brackets relate to turbocharged vehicle*

7.4.2.39.3 Exhaust Pipe Standards

7.4.2.39.3.1 The exhaust pipe of motor vehicle shall not have its opening towards the plate nor shall it be directed towards the compartment.

7.4.2.39.3.2 The exhaust pipe shall be located in a place where it will not cause fire to the motor vehicle nor obstruct the function of the other systems of the vehicle such as the braking system or the electrical system.

7.4.2.40 Headlight Test

Automated Test Equipment (ATE) headlight tester shall be used. The test is for the measurement of luminous intensity and the photometric axis or optical axis deviation of the vehicles headlight.

The standards are as follows:

7.4.2.40.1 Luminous intensity

4-lamp type:	10,000 cd or more
2-lamp type:	10,000 cd or more

7.4.2.40.2 Deviation of optic axis direction at 10m forward:

Right Headlight	Left Headlight
Up – 0	Up – 0
Down – 20 cm	Down – 20 cm
Left – 20 cm	Left – 10 cm
Right – 20 cm or less	Right – 20 cm or less

7.4.2.41 Sound Level Meter

Sound Lever Meter measures sound pressure level and is commonly used in noise pollution for quantification of industrial and environmental noise.

The sound level of the motor vehicle for horn and muffler shall not exceed 115 dB measured at a distance of 2 m from the source.

7.4.2.42 Early Warning Device

A motor vehicle must be equipped with an Early Warning Device which must conform with the provisions of LOI 229 (*Re: Directing the Installation of Early Warning Device on Motor Vehicles*).

7.4.3 STAGE III - Under Carriage Inspection

A 2.50-meter deep pit is used for underbody inspection of the motor vehicle to determine the condition of the following parts of the vehicle through visual inspection.

7.4.3.1 Joint Play Test - The joint play tester is for visual inspection of the mechanical condition of axle components, stub axles, steering pivot joints and bearing of a vehicle

7.4.3.2 Radiator – shall be free from any water leakage and shall be fitted with a radiator cap.

7.4.3.3 Engine/brake mounting - shall be free from rust in the areas.

7.4.3.4 Engine - shall be free from oil leakage

7.4.3.5 Transmission - shall be free from oil leakage

7.4.3.6 Steering balls joints - shall be tight and free from damages

7.4.3.7 Steering linkages/box mounting – shall be tight and free from damages

7.4.3.8 Steering idler/sector shaft – shall be tight and free from damages

7.4.3.9 **Front/rear shackle eyes/pins/bushes** – shall have no visible cracks

7.4.3.10 **Stabilizer/bushes** – shall be free from rust

7.4.3.11 **King pins and bearings** – shall be tight

7.4.3.12 **Front/rear suspension joints bushes** – shall have no deformed bushings

7.4.3.13 **Rear linkages** – shall be tight and have no cracks or deformed bushings

7.4.3.14 **Fuel hose/pipes** – shall be secured, fixed and free from leaks

7.4.3.15 **Spring clips** – shall have clip bolts

7.4.3.16 **Shock absorber** – shall have complete mounting bolts and with no sign of oil leakage and deformation

7.4.3.17 **Drive shaft bolts/nut** – shall have complete bolts, be tight, and with no sign of deformation

7.4.3.18 **Differential** – shall be free from any oil leakages

7.4.3.19 **Propeller shaft coupling** – shall be tight

7.43.20 **Exhaust pipe and silencer** – shall be free from damages

7.4.3.21 **Chassis frame** – shall be free from cut and weld connection, damages, corrosion, and deformation

7.4.3.22 **Chassis cross member** – shall be free from damages, corrosion and deformation

7.4.3.23 **Body Floor Board** – shall be free from holes, cracks and rust

7.4.3.24 **Power steering** – shall be tight and with no sign of leakage

7.4.3.25 **Parking brake wire** – shall be functional and properly installed

7.4.3.26 **Brake hoses/pipes/cylinders** – shall be free from leakage, damage and welding

7.4.3.27 **Spring U bolts/nuts** – shall be complete and tight

7.4.4 STAGE IV - Issuance of Inspection Certificate

7.4.4.1 A Certificate of Motor Vehicle Inspection System Compliance (CMVISC) shall be issued by LTO-Motor Vehicle Inspection Center to a vehicle owner certifying that a particular motor vehicle passed the inspection process of MVIS. The format is shown as Annex I.

7.4.4.2 Motor Vehicle Inspection System Report (MVISR) shall be issued by LTO-MVIC to all motor vehicles that failed the inspection process of MVIS. The format is shown as Annex II.

The CMVISC and the MVISR shall be color-coded as follows:

Private	- green
Diplomatic	- blue
Government	– red
Franchised Vehicles	- yellow

Section 8. ADDITIONAL REQUIREMENTS FOR SPECIAL TYPE OF VEHICLES AND RELATED VEHICLE INSPECTION GUIDELINES

8.1 OTHER INSPECTIONS

The Assistant Secretary for Land Transportation Office may deem it necessary to conduct additional inspections relevant to the motor vehicle safety. These inspections may include, but not limited to inclination angle measuring inspection and others.

8.2 LIGHT ELECTRIC VEHICLES (LEV)

All Light Electric Vehicles (LEV) shall be inspected in accordance with AO 2006-01 (*Re: Guidelines in the Registration of Light Vehicles [LEV]*) and its implementing rules and regulations.

All motor vehicles that are powered or run solely by battery or electricity shall be exempted from the requirement of smoke emission testing in accordance with MC RIB 2007-852 (*Re: Exemption of Light Vehicles from Smoke Emission Test*).

8.3 AUTO-LIQUIFIED PETROLEUM GAS (LPG)

All vehicles fueled solely or alternately by LPG or Auto-LPG shall be inspected in accordance with Memorandum Circular RIB-2007-891 (*Re: Implementing Rules and Regulations in the Initial Registration of Auto LPG Motor Vehicles*).

The fill valve should be located outside the vehicle compartment and isolated from the auto-LPG container.

An appropriate sticker marked "LPG" should be posted on the fill valve cover for each unit installed and on the upper-left corner of the vehicle's windshield. The sticker posted on the windshield (aside from the "LPG" marking) should also bear a warning message that says "**not allowed to park on an enclosed parking space.**"

8.4 LOW SPEED VEHICLES (LSV)

All low speed vehicles shall be inspected in accordance with AO AHS 2008-14 (*Re: Guidelines in the Registration of Low Speed Vehicles*) and it's implementing rules and regulations.

8.5 MOTORCYCLES (MC)

All motorcycles shall be inspected in accordance with MC AHS 2008-01 (*Re: Revised Rules and Regulations for the Use of Motorcycles on Highways*).

8.6. FRANCHISED VEHICLES

All franchised vehicles shall likewise be inspected in conjunction with LTFRB Memorandum Circulars and other related issuances.

Section 9. INSPECTION SECURITY AND SAFETY MEASURES

The following shall be observed in order to ensure security and safety in the inspection process:

9.1 Real –time transfer of inspection in every stage through the interfacing of MVIS with MVRS;

9.2 The assignment of a unique username and password for each inspector will be required before every inspection; and

9.3 All inspectors shall be required to wear proper safety gears like helmet, gloves, masks and safety shoes while in the MVIC.

Section 10. MAINTENANCE AND CALIBRATION OF TESTING EQUIPMENT

10.1 Each MVIC shall maintain the upkeep of the equipment as required and establish a Preventive Maintenance Program of test equipment in accordance with the manufacturer's standards.

10.2 Instruments and equipment requiring calibration or adjustment shall be calibrated and adjusted every three (3) months or earlier in accordance with the manufacturer's standards and of the Philippines National Standards (PNS), whichever becomes applicable.

10.3 Maintenance report shall be generated for every calibration, and logged in the individual test equipment maintenance ledger.

Section 11. RECORDS KEEPING AND REPORTING

The Motor Vehicle Inspection Centers shall maintain and keep the records and data of all motor vehicles inspected. All inspection data shall be integrated to the LTO-MVIS database.

The Chief of MVIC shall submit a report of all inspected motor vehicles at the end of each month to the LTO Management Information Division; copy furnished the Office of the LTO Assistant Secretary and the Office of the Undersecretary for Road Transport.

Section 12. POST-INSPECTION PROCEDURES

12.1 Handling of Clients Complaints

To ensure that the complaints / feedbacks from the customers are recorded, monitored, analyzed and reported to the top management, a procedure which defined the actions and responsibilities of officials and personnel concerned is documented in PM-OAS 011 of the Quality Management System Procedure Manual. The Customers' Complaints / Feedbacks Management in PM-OAS 011 shall be observed in handling clients' complaints relative to the implementation of the MVIS.

12.2 ADMINISTRATIVE LIABILITY

Any official or employee who, after due notice and hearing, is found guilty of committing any of the following acts, either willfully or through negligence, shall be administratively liable for offense(s) defined under the Civil Service laws, rules and regulations:

12.2.1 Registering or causing the registration of a motor vehicle in violation of any of the provisions of this Administrative Order;

12.2.2 Reporting or certifying that a motor vehicle passed the standards set under the MVIS when, in truth and in fact, such is not the case;

12.2.3 Conspiring and/or assisting in the commission of any of the foregoing acts; and

12.2.4 Violating or preventing, by his act or omission, the enforcement or implementation of any of the provisions of this Administrative Order.

Section 13. QUALIFICATION REQUIREMENTS OF MVIC CHIEF AND INSPECTORS

13.1 The Chief of the MVIC should have a baccalaureate degree in engineering with at least five (5) years relevant or equivalent experience and other Civil Service requirements.

13.2 MV Inspectors should have a baccalaureate degree in engineering with at least two (2) years relevant or equivalent experience and other Civil Service requirements.

13.3 Those who are presently conducting motor vehicle inspection should undergo at least 40 hours of training under the new MVIS before being allowed to use any of the new testing equipment.

Section 14. REPEALING CLAUSE

All circulars, orders, memoranda, rules and regulations, or issuances in conflict herewith are deemed repealed or modified accordingly.

Section 15. SEPARABILITY CLAUSE

Should any part hereof be declared unconstitutional or in violation of any existing law, the provision not so affected shall remain valid and in full force and effect.

Section 16. ANNUAL REVIEW

DOTC/LTO shall undertake an annual review of this IRR for the purpose of modifications or amendments thereto as may be deemed proper and necessary. Any amendments and/or modifications shall be subjected to public consultation.

Section 17. TRANSITORY PROVISION

For LTO Regional Offices without existing Motor Vehicle Inspection Center, inspection shall be undertaken at the nearest MVIC.

Section 18. EFFECTIVITY

This Order shall take effect fifteen (15) days after publication in two newspapers of general circulation and after receipt of a copy thereof by the Office of the National Registry of the UP Law Center, Diliman, Quezon City.

ARTURO C. LOMIBAO
Assistant Secretary
Land Transportation Office

[redacted]

APPROVED:

CERTIFIED COPY
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