State of Connecticut
Department of Motor Vehicles
Bureau of Licensing and Registry-Bureau of Safety and Enforcement
On The Web At ct.gov/dmv

Salvaged (Totaled) Vehicles

Insurance companies have the authority to declare a vehicle a "total loss", but they are subject to regulation by the State of Connecticut Insurance Department.

If your insurance company has determined that your vehicle is a "total loss' or the word "Salvage" has been stamped on the title, it is illegal to operate this vehicle upon any road in Connecticut. Technically, the registration on this vehicle has been cancelled. You should have removed the plates from your vehicle.

The DMV is aware of the status of the vehicle, since your insurance company has sent us a copy of the title stamped "Salvage".

The registration and plates on the salvaged vehicle can be transferred to another vehicle.

If you rebuild the salvaged vehicle (parts only; salvages cannot be rebuilt), you must re-title the vehicle. The vehicle cannot, however, be re-titled until it passes a Salvage Inspection.

Salvage Inspection Locations:

Salvaged vehicles will be inspected in the following three offices only: **Enfield**, **Hamden** and **Wethersfield.** Wethersfield: Monday through Friday 8 a.m. to 3 p.m. Enfield and Hamden: Tuesday through Friday 8 a.m. to 3 p.m. (Salvage/composite vehicles must be presented for inspection by 3 p.m., one hour prior to closing). (Inspection lanes are closed between noon and 1 p.m.). Further information may be obtained by calling 860-263-5491.

The DMV will charge an inspection fee of $88 for a regular salvage inspection. If the vehicle has never been registered in Connecticut, or if the vehicle is 10 years old or older, there is a $10 administrative fee which is paid at the time of registration. The owner (or person representing the owner) must purchase and complete the DMV inspection Report (Form B-269) and have the report form validated with the payment of $88 prior to presenting the vehicle for inspection. Please be sure to allow enough time to purchase the form prior to your inspection appointment time.

NOTE: A New York State salvage certificate (form MV907A) is not acceptable by the Connecticut DMV.

A private individual cannot drive or tow the salvaged vehicle to the DMV office. He can only bring it in on a flat-bed trailer or car carrier (i.e., no wheel of the vehicle may touch the ground). The vehicle can be driven/towed by a bona fide Dealer/Repairer employee with Dealer/Repair Plates only when the dealer is the owner of the vehicle. However, if it fails inspection, it must be towed away on a flatbed trailer.

The owner of a vehicle that has been declared "Salvage" cannot transfer ownership on an Application for Duplicate Title (form H-6B). The owner must first obtain a duplicate title from the Title Division which will bear the legend "Salvage." The owner may then assign the reverse side of the duplicate title to the purchaser.

If the title is branded "Salvage Parts Only" or "Salvage Unrebuildable" or "Salvage Unrepairable" the vehicle cannot be registered or re-titled under any circumstances.

Once the vehicle passes the salvage inspection, you can re-register the vehicle with the old plates or obtain new plates. You will be issued a new title (without the "Salvage" stamp on it) with the words "Rebuilt" printed on it. Once the salvage inspection is performed, the inspection slip does not expire.

Required Documents for a Salvage Inspection to be Presented to the Inspector at Time of Inspection:

1. **SALVAGED VEHICLE REPAIR REPORT (form K-186)** - Salvaged vehicles purchased from a dealer or repairer, or salvaged vehicles repaired following a settlement from an insurance company, must have a Salvaged Vehicle Repair Report (form K-186) completed and presented at the time of vehicle inspection. When a vehicle that has had any major component part replaced in accord with industry standards is presented for inspection, the following procedures is to be followed.

   Departmental requirements for invoices/titles/receipts of parts/panels shall apply. The certification for repair of salvage vehicles will then be signed and submitted with the completed Salvage Vehicle Repair Report (form K-186).

2. **PHOTOGRAPHS** - Clear photographs of the repaired/replacement areas of the vehicles are to be presented when inspected. The photographs must clearly show:

   1. The entire vehicle by four photos, one for each vehicle corner i.e. left front, right front, left rear, right rear.

   2. The damaged area(s) prior to repairs.

   3. The repaired areas with the new parts/panels installed prior to any seam sealing, painting, or rust proofing.

   4. How the new parts were attached (welding).

   5. The area prior to painting and corrosion proofing (if the area is no longer visible).

   These photographs must be attached to a DMV Salvage Vehicle Repair Report (form K-186). This form must be completed and signed by licensee.

3. **AIR BAG CERTIFICATION STATEMENT (form B-303)** - If the vehicle is equipped with an air bag, a separate Air Bag Certification Statement (form B-303) will be required in all cases, completed by a franchise dealer/repairer or a certified air bag technician with proof of certification. **This is required for all salvage inspections regardless if the airbag was deployed or not**.

4. **INSURANCE ADJUSTER'S REPORT** - A copy of the Insurance Adjuster's Report must be presented at the time of inspection.

5. **RECEIPTS FOR MAJOR COMPONENT PARTS** - Receipts are required for any major component parts that are **replaced**. Major component parts as defined in Connecticut State Law Title 14 Sec. 14-149(a)(2) means one of the following parts of a motor vehicle: (A) The engine, (B) the transmission, (C) the right or left front fender, (D) the hood, (E) a door allowing entrance to or egress from the passenger compartment of the vehicle, (F) the front or rear bumper, (G) the right or left rear quarter panel, (H) the deck lid, tailgate or hatchback, (I) the trunk floor pan, (J) the cargo box of a pickup, (K) the frame, or if the vehicle has a unitized body, the supporting structure or structures which serve as the frame, (L) the cab of a truck, (M) the body of a passenger vehicle, or (N) any other part of a motor vehicle which the Commissioner of Motor Vehicles determines is comparable in design or function to any of the parts listed in subparagraphs (A) to (M), inclusive, of this subdivision.

   The receipts (or legible photo copies of the receipts) shall clearly indicate the name and address of the source of the component parts and the vehicle identification number (VIN) of the vehicle from which the respective component parts were removed.

   NOTE: In a situation where a licensee's vehicle has a questionable repair, the undercoating, sealer or parts may have to be removed at the request of the inspector.

SALVAGE VEHICLE REPAIR REPORT
K-186 REV. 8-99

STATE OF CONNECTICUT
DEPARTMENT OF MOTOR VEHICLES
On The Web at http://dmvct.org

Please complete both sides of this form.

DESCRIPTION OF VEHICLE

YEAR	MAKE	MODEL

VEHICLE IDENTIFICATION NUMBER (VIN)

DESCRIBE ANY REPAIR OR REPLACED PARTS BELOW

REPAIR REGULATIONS AND DEALER CERTIFICATION

This vehicle has been repaired with the equipment required under Section 14-63-4b of the Regulations of State Agencies using the standards established by the Inter-Industry Conference on Auto Collision Repair, Tech-Cor Inc., or other similar organizations including vehicle manufacturers. This is defined as:

1. Apparatus permitting four (4) point clamping to secure the vehicle while making structural repairs;
2. Electrical or hydraulic pulling equipment appropriate to the type of repair;
3. Equipment for making three dimensional measurements for both symmetrical and asymmetrical vehicles;
4. Reference guides providing dimensions appropriate to the vehicle being repaired;
5. Welding equipment meeting vehicle manufacturer's requirements for the specific structural repair;
6. Painting equipment capable of refinishing vehicles to the manufacturer's original specifications; and
7. Equipment for applying corrosion protection to the vehicle meeting the manufacturer's specifications.

I hereby certify, under penalty of false statement, that the information furnished above is true and complete to the best of my knowledge and belief.

PRINTED NAME OF DEALER	DEALER'S LICENSE NUMBER
SIGNATURE OF DEALER X	DATE SIGNED

ATTACH PHOTOGRAPH *(Please place vehicle VIN on back of photograph and initial it.)*	ATTACH PHOTOGRAPH *(Please place vehicle VIN on back of photograph and initial it.)*

PARTS DESCRIPTION	VEHICLE IDENTIFICATION NUMBER (VIN) NUMBER FOR PART(S) USED
FRAME OR UNITIZED ASSEMBLY	
CAB OF A TRUCK	
CARGO BOX OF A PICKUP	
BODY OF A PASSENGER VEHICLE	
TRUNK OR FLOOR PAN	
REAR QUARTER PANEL *(RIGHT)*	
REAR QUARTER PANEL *(LEFT)*	
DECKLID, TAILGATE, OR HATCHBACK	
HOOD	
FRONT DOOR *(RIGHT)*	
FRONT DOOR *(LEFT)*	
REAR DOOR *(RIGHT)*	
REAR DOOR *(LEFT)*	
FRONT FENDER *(RIGHT)*	
FRONT FENDER *(LEFT)*	
BUMPER *(FRONT)*	
BUMPER *(REAR)*	
AIR BAG *(RIGHT)*	
AIR BAG *(LEFT)*	
ENGINE	
TRANSMISSION	
SLIDING OR CARGO DOOR	

INFLATABLE RESTRAINT SYSTEM
AIR BAG CERTIFICATION STATEMENT
B-303 REV. 8-2007

STATE OF CONNECTICUT
DEPARTMENT OF MOTOR VEHICLES
DEALERS AND REPAIRERS DIVISION
On The Web At ct.gov/dmv

OWNER OF VEHICLE				
RESIDENT ADDRESS OF OWNER	*(Number and Street)*	*(City or Town)*	*(State)*	*(Zip Code)*
DEALER OR REPAIRER			**LICENSE NUMBER**	
ADDRESS OF DEALER OR REPAIR FACILITY	*(Number and Street)*	*(City or Town)*	*(State)*	*(Zip Code)*

MAKE	**MODEL**	**YEAR**
VEHICLE IDENTIFICATION NUMBER	**DATE OF AIR BAG SYSTEM INSPECTION**	

NOTE: If other than franchised dealer for type of vehicle listed above, a photocopy of the technician's certification of training (I-CAR, ASE or TECH-COR) on air bag or passive restraint systems must accompany this statement.

By signing below, you attest that the air bag system, including associated sensors and controls, in the vehicle listed above, was inspected in accordance with established factory procedures for vehicles that have been in a collision, and you found the air bag system in proper operating condition.

I certify, under penalty of false statement, that the statements made on this application are true and correct, to the best of my knowledge and belief. I further acknowledge, that any false statement or statements made on this form are punishable under Section 53a-157b of the Connecticut General Statutes.

PRINT NAME OF TECHNICIAN	
SIGNATURE OF TECHNICIAN **X**	**DATE SIGNED**

Subsection (16) of Section 53a-119 of the Connecticut General Statutes reads as follows:

"A person is guilty of air bag fraud when such person, with intent to defraud another person, obtains property from such other person or a third person by knowingly installing or reinstalling any object in lieu of an air bag that was designed in accordance with the federal safety requirements as provided in 49 CFR 571.208, as amended, and which is proper for the make, model and year of the vehicle, as part of the vehicle inflatable restraint system."

The penalty for this offense varies from a class C misdemeanor to a class B felony depending on the amount charged for the air bag. A misdemeanor offense is punishable by a term of imprisonment of not more than one (1) year. A felony offense is punishable by a term of imprisonment in excess of one (1) year.

State of Connecticut
Department of Motor Vehicles

Inspection Requirements For Repairable Salvage Vehicles
('Parts Only' vehicles will not be inspected)

NOTE: Lighting devices, exhaust and brakes will be inspected
in accordance with current Department of Motor Vehicles procedures

Item and method of inspection:	Vehicle will be rejected if:
1) HOOD Manually inspect hood operation and visually inspect:	
Latches	Broken, missing, seized or insecurely mounted, inoperable, will not close or open easily
Secondary Latches	Broken, missing, or inoperable
Hinges	Missing, broken, cracked, seized, inoperable
Safety Retainer Pins	Missing
Hood Reinforcement	Hood reinforced by other than manufacturer
Hood Support Rod	Broken missing or inoperable
2) Bumpers - Front and Rear Visually inspect:	
Condition	Missing, loose. Broken, torn portion is protruding so as to create a hazard
Energy Absorber (if equipped)	Collapsed, welded to rail not collapsible
Height	**Cars** - some part of bumper face not between 14 and 22 inches (36 cm and 56 cm) off the ground **Trucks less than 10,000 lbs GVWR** - lowest part of the bumper highter than 30 inches (76 cm) from the ground
Dimensions	Less than track width, horizontal surface less than 4 inches (10 cm)

Item and Method of Inspection:	Vehicle will be rejected if:
3) Windshield Con't... Tinting (other than by glass manufacturer)	Tint or sun screening not applied by the glass manufacturer is more than three inches from the top of the windshield or as allowed by CGS 14-99g
Obstructions	Decals located in an area swept by wipers
Type	Glass is other than laminated safety glass type AS-1 and so marked
Adhesive sealant	Not urethane type or not to manufacturer's specifications
VIN number visibility	Public Vehicle Identification Number not readable through glare strip of windshield
4) Side and Rear Windows	
Operation	Cannot be opened or closed readily - do not bind in motion
Type	Other than safety glass type with appropriate AS rating and so marked
Condition	Broken, exposed sharp edges, badly cracked Any crack or stone bruise
Visibility	Front side windows tinting or sun screening that has a light transmission of less than 35% plus or minus 3%
5) Seats Visually Inspect:	
Condition	Mounting to vehicle or positioning mechanisms not secure, frame broken, covering material torn and exposing any metal component Tear greater than 3 inches long, or damage extending beyond 3 square inches and greater than 1/4 inch deep
Driver's seat lock	Adjusting mechanism does not operate or will not lock into position
Seat back locks	Mechanism does not operate so folding seat back will lock upright
6) Seat Belts	
Condition	Missing, excessively frayed, torn webbing
Anchors	Missing, insecurely mounted
Retractors (if equipped)	Fail to allow belt to extend to its maximum length, does not release properly

Seat Belts - Con't... Position	Removed, not available for each passenger position as per factory installation
Air flow	(defroster)
Condition	Evidence of leaks which fog windshield or no warm air is produced
7) Interior Heaters: Turn on fan and feel for warm air coming out of heater duct. Visually and manually inspect for:	
Fan	Fails to operate, controls stuck or inoperable
Type	Other than hot water (except if supplied by manufacturer of older cars)
Conditions	Any leaks are present, no warm air produced
Controls	Fails to direct air flow as per control indicator position
8) Trunk	
Door	Will not open, lose or latch
Area	Holes or seals could allow exhaust gases to enter
Seals	Weather-strip or weather-seal missing or ineffective
9) Alignment and Tracking	
Front or rear alignment	Camber is obviously excessive, toe exceeds 30 ft/mile front, 40 ft/mile rear
Tracking	Right to left side wheelbase measured at ball joints exceeds 6 mm (1/4") (unless otherwise specified)
10) Frame and/or Structural Body Components	
Inspect for corrosive deterioration of structural components	Frame rails or cross members are perforated or separated due to corrosion anywhere between the front and rear suspension mountings on vehicles with frames and sub-frames and when unibody sheet metal is separated Perforated or flaking in area near suspension component mounting or where structural shapes have been stamped into floor plan Tapping with hammer causes indentations, extensive corrosive weakening of metal in structural shapes

Frame and/or Structural Body Components - Con't... Engine and transmission	Mounts broken or not attached
Throttle control linkage	Not connected or supported properly, linkage binding
Item and method of inspection:	**Vehicle will be rejected if:**
11) Frame and/or Structural body Components cont... Transmission linkage	Not connected or supported properly, linkage binding
Rear quarter panels	Damaged in a manner that factor installed lamps cannot be secured as per factor installation, missing Section torn away so road spray is not controlled Mud flap or fenders not full width of tire, or the vertical measure from the ground to the bottom of the wheel house, fender, guard or other splash and throw limiting parts of the vehicle, shall not exceed one third of the horizontal distance from the bottom edge of the axle.
Floor	Rusted through sufficiently to cause a hazard or allow exhaust gases to enter the vehicle
Body panels	Perforated or dented in excess of 50 mm (2 inches) from original body design Note: not acceptable on structural component
Inner fender panels	Missing, incomplete
12) Frame Rails and Mounts With the vehicle raised, visually inspect and tap with ball peen hammer:	
Frame rails	Cracked, broken, bent, perforated or separated due to corrosion or impact between front and rear suspension mounts and rear frame to body mounts
Body mounts	Split, broken, missing, missing bolts
Cross members	Cracked, broken, bent, rusted to a depth as to weaken member, or loose
Welded and heated areas	Not coated

Frame Rails and Mounts- Con't... With the vehicle raised, visually inspect and tap with ball peen hammer:	**<u>Out of Service Criteria</u>** Any frame member is broken, sagging or cracked in such a manner as to permit the body to contact any moving part or collapse of the frame is imminent Any frame member or component fails to adequately support directional stability components Wheelbase varies by 1 inch (25 mm) or more measured at the ball joints
13) Unibody Visually inspect condition of:	
Floor pan (tap with ball peen hammer for rust)	Rusted through sufficiently to cause a hazard or allow exhaust gases to enter occupant compartment, or badly deformed
Strut towers and spring shackle supports (tap with ball peen hammer)	Cracked, broken, rusted through to a depth so as to weaken supports, deformed or bent
Item and method of inspection:	**Vehicle will be rejected if:**

14) Example and Characteristics of Various High Strength Steels:

A) UHSS - Ultra High Strength Steel

- Strength destroyed by any heating during repair
- Metal is so hard that it cannot be straightened due to extreme high strength
- Any member having this metal must not be repaired, it must be replaced
- Used in door guard beams, bumper face bars and reinforcements

B) HSS - High Strength Steel

- Heat sensitive (1200 degrees) maximum depending on the manufacturer's recommendation
- Can be straightened cold
- Heat useful in relieving stress at straightened area if temp indicating methods applied
- Used in frames of full frame vehicles and sub-frames in unibody if thicker metal is observed

C) HSLA - High Strength Low Alloy Steel

- Cannot apply heat
- Can be straightened cold
- Higher strength than mild steel
- Used in front and rear rails, rocker panels, door pillars, and bumper face bars

D) Galvanized Steel

- HSS or HSLA can be galvanized (Zinc coated)
- Toxic fumes released when heated (caution have proper ventilation and protection)
- Coating must be stripped to weld
- Corrosion protection must be replaced after repair

E) Structural Panels

- Structural panels should be serviced or replaced at the locations where they are normally attached to the other panels during the production process (factory joints and seams)
  Manufacturers do not recommend the sectioning of structural panels. While outer panels like hoods, fenders, quarter panels, and doors give some support to the total structure, they are not considered key structural panels of the unibody assembly. The individual panels are joined together at flanges of mating surfaces usually formed at the edges of the panels during factory production. The same number of welds as in manufacturing and in the right locations (This can usually be compared to the same part on the opposite side of the vehicle for inspection purposes). If reinforcements are added stress concentrators are created and in the event of a second collision these parts will not function in the fashion they were designed. Designed (Manufacturer's) stress concentrators should not be removed. They are designed into the unibody vehicles to control and absorb collision forces, minimize structural damage and increase occupant protection.

F) Full body sectioning or clipping

- This unibody repair technique involves taking a good rear half of one car and joining it to a good front half of a different car (same make and model). A full body section is usually done by sectioning at the two A-pillars, two rocker panels, and the floor pan. The sectioning must always be done at factory seams. The rear section should include the roof panel and the front section should include the front floor pan. This allows the joining to occur under the rear seat at the floor, and at the windshield on the roof. It is important that the roof and the floor joints not be above each other and separated by as much span as possible. Attachments at factory seams must be made using welds in a similar fashion to the factory welding.

  NOTE: All salvage vehicles with full body sectioning or clipping shall have proof that such work was done by qualified auto body technicians. Such proof shall be in the form of a copy of a course certification from I-CAR, TECH COR, or other course deemed equivalent by the Department.