

SUMMARY OF MATERIAL INCORPORATED BY REFERENCE
601 KAR 2:233E

(1) The "Kentucky Ignition Interlock Program Application," TC 94-175, collects personal and vehicular information from the applicant to determine eligibility for KIIP participation. This form is established pursuant to KRS 189A.070, 189A.340, 189A.345, and 189A.350. This material incorporated by reference is 1 page.

(2) The "Breath Alcohol Ignition Interlock Physician Statement," TC 94-176, provides verification from an applicant's or participant's physician that an applicant or participant has a condition that effects their lung capacity and allows a reduction in the volume of breath sample. This form requests the physician's index number. This form is established pursuant to KRS 189A.070, 189A.340, 189A.345, and 189A.350. This material incorporated by reference is 1 page.

(3) The "Certificate of Removal for Ignition Interlock Device," TC 94-178, certifies that a certified provider has removed an ignition interlock device from an approved vehicle. This form is established pursuant to KRS 189A.070, 189A.340, 189A.345, and 189A.350. This material incorporated by reference is 1 page.

(4) The "Kentucky Ignition Interlock Program Affordability Application," TC 94-188, was created to determine if a participant is eligible for fee reduction based on the federal poverty guidelines. This form is established pursuant to KRS 189A.340 and KRS 189A.350. This material incorporated by reference is 1 page.

(5) The "Kentucky Ignition Interlock Program Work Exemption Application," TC 94-190, verifies that a participant's employer is allowing them to drive a employer-owned vehicle that is not ignition interlock equipped. This form is established pursuant to KRS 189A.340(6). This material incorporated by reference is 2 pages.

(6) The "Ignition Interlock Certificate of Installation," TC 94-194, certifies that a certified provider has installed an ignition interlock device in an approved vehicle. This form is established pursuant to KRS 189A.070, 189A.340, 189A.345, and 189A.350. This material incorporated by reference is 1 page.

(7) "Certified Ignition Interlock Providers" is a periodically updated, rotating list of certified ignition device providers and approved facilities that is being made available by the Kentucky Transportation Cabinet, Division of Driver Licensing, electronically at <https://drive.ky.gov/driver-licensing/Pages/Ignition-Interlock-Program.aspx#certified-ignition-interlock-providers> pursuant to KRS 189A.350(1)(a). This material incorporated by reference is 1 page.

(8) "Conforming Products List of Calibrating Units for Breath Alcohol Testers" is a document approved by the National Highway Traffic Safety Administration, revised October 22, 2012, that provides the calibration units approved by NHTSA. It is electronically available at <http://www.transportation.gov/odapc/conforming-product-list-calibrating-units-breath-alcohol-testers>. This material incorporated by reference is 3 pages.

(9) "Model Guideline for State Ignition Interlock Programs" by the National Highway Traffic Safety Administration, revised November 2013, available at nhtsa.gov/staticfiles/nti/pdf/811859.pdf, provides the ignition interlock device model specifications. This material incorporated by reference is 13 pages.



KENTUCKY IGNITION INTERLOCK PROGRAM APPLICATION

INSTRUCTIONS:

Pursuant to KAR 2:233, Section 2(2), this application will not be processed without the following:

- Proof of insurance
- Valid vehicle registration

Note: Any applicant who has been diagnosed with a condition that results in diminished lung capacity should submit the Breath Alcohol Ignition Interlock Physician Statement, TC 94-176, along with this application.

SECTION 1: APPLICANT INFORMATION

FULL LEGAL NAME (<i>Print</i>)	EMAIL	PHONE	
STREET ADDRESS	CITY	STATE	ZIP
MAILING ADDRESS (<i>if different from street address</i>)	CITY	STATE	ZIP
DRIVER LICENSE #	DATE OF BIRTH (<i>mm/dd/yyyy</i>)		

SECTION 2: VEHICLE INFORMATION

VEHICLE # 1 OWNER (*Provide proof of valid registration.*)

PLATE #	VEHICLE IDENTIFICATION #	YEAR	MAKE	MODEL
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VEHICLE # 2 OWNER (*if applicable*) (*Provide proof of valid registration.*)

PLATE #	VEHICLE IDENTIFICATION #	YEAR	MAKE	MODEL
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INSURANCE COMPANY (*Provide proof of insurance.*)

SECTION 3: REQUEST

I hereby request authorization from the Kentucky Transportation Cabinet for an ignition interlock device.

 APPLICANT SIGNATURE

 DATE

For KYTC Use Only

Case #: _____ Approved Denied

Reason for Denial: _____

 REVIEWER NAME (*Print*)

 REVIEWER SIGNATURE

 DATE



BREATH ALCOHOL IGNITION INTERLOCK PHYSICIAN STATEMENT

INSTRUCTION: This form must accompany the submitted TC 94-175 form, *Kentucky Ignition Interlock Program Application*.

SECTION 1: DRIVER/PATIENT INFORMATION

LAST NAME	FIRST NAME	MI	EMAIL	PHONE
STREET ADDRESS		CITY		STATE ZIP
MAILING ADDRESS <i>(if different from street address)</i>		CITY		STATE ZIP

SECTION 2: DRIVER/PATIENT AUTHORIZATION

I hereby authorize and accept that:

- My physician shall conduct a medical examination to determine my ability to provide a breath sample
- My physician will respond to any additional questions from the Kentucky Transportation Cabinet and, if necessary, my physician will submit copies of my medical records to KYTC

I hereby authorize and request my physician release information and records regarding my medical condition to KYTC, the District Court, and their employees. I consent to the use of this information for the administration of the Ignition Interlock program. I understand that failure to abide by the conditions set forth in this agreement shall prevent me from receiving the medical accommodation. This agreement shall remain valid for the period of ignition interlock usage.

 DRIVER/PATIENT SIGNATURE

 DATE

PHYSICIAN USE ONLY

A physician must complete this section of the form. This patient has indicated that he or she has a medical condition that precludes his or her ability to use an ignition interlock device as required by law. Please provide the following information so this patient may be considered for a lowered air volume setting on this device.

SECTION 3: PHYSICIAN INFORMATION

NAME	TITLE	PHONE
OFFICIAL MAILING ADDRESS	CITY	STATE ZIP

CURRENT DIAGNOSIS OF PATIENT LISTED IN SECTION 1

Indicate which pulmonary function test was performed on this patient: *(Choose one.)*

- Peak Flow Meter Spirometer Full Pulmonary Test

Date of last pulmonary function test: _____ *(Attach a copy of the test results.)*

Based on your medical examination, and results of the pulmonary function test, should the patient be capable of blowing into an ignition interlock device if the air volume setting is at 1.2 liters per breath? Yes No

Based on your medical examination, and results of the pulmonary function test, should the patient be capable of blowing into an ignition interlock device if the air volume setting is at 1.0 liters per breath? Yes No

COMMENTS: _____

 PHYSICIAN SIGNATURE

 PHYSICIAN INDEX #

 DATE



CERTIFICATE OF REMOVAL FOR IGNITION INTERLOCK DEVICE

INSTRUCTIONS:

- This form shall be completed by the service provider upon removal of the Ignition Interlock Device.
- This certificate shall be taken to an appropriate issuance location for the issuance of an unrestricted license where applicable.

SECTION 1: DRIVER INFORMATION

FULL LEGAL NAME (<i>Print.</i>)		EMAIL		PHONE	
STREET ADDRESS		CITY		STATE	ZIP
MAILING ADDRESS (<i>if different from street address</i>)		CITY		STATE	ZIP
DRIVER LICENSE #		DATE OF BIRTH (<i>mm/dd/yyyy</i>)			
PLATE #	VIN #	YEAR	MAKE	MODEL	

SECTION 2: DEVICE PROVIDER INFORMATION

COMPANY NAME		EMAIL		PHONE	
STREET ADDRESS		CITY		STATE	ZIP
MAILING ADDRESS (<i>if different from street address</i>)		CITY		STATE	ZIP
DEVICE MODEL #					

SECTION 3: SERVICE PROVIDER INFORMATION

COMPANY NAME		EMAIL		PHONE	
STREET ADDRESS		CITY		STATE	ZIP

SECTION 4: TECHNICIAN SIGNATURE & DATE

<hr/> TECHNICIAN NAME (<i>Print</i>)	<hr/> TECHNICIAN SIGNATURE	<hr/> REMOVAL DATE
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KENTUCKY IGNITION INTERLOCK PROGRAM AFFORDABILITY APPLICATION

INSTRUCTIONS: Return the completed form along with any necessary documentation to the Kentucky Transportation Cabinet, Department of Vehicle Regulation, Division of Driver Licensing, 200 Mero Street, 2nd Floor, Frankfort, Kentucky 40622.

Pursuant to 601 KAR 2:233, Section 2(3) and (5), if you are indigent and plan to participate in the Kentucky Ignition Interlock Program (KIIP), use this form to apply for fee reduction for the costs of installation, removal, calibration/leasing of the device, and missed appointments. Pursuant to KRS189A.340(7)(a) and 601 KAR 2:232(3) and (5), a provider may charge fees as established in KRS 189A.340(7)(a)1. through 5.

Program participation is established by the Federal Poverty Guidelines, KRS 189A.340 and 189A.350, and 601 KAR 2:233, Section 2(3) and (5). Household income is verified through federal tax returns and/or paychecks, and W-2 or 10-99. Therefore, to complete this application and facilitate the most accurate processing of this document, you are required to submit federal tax returns and/or paystubs, and W-2 or 1099.

SECTION 1: APPLICANT INFORMATION

FULL LEGAL NAME (<i>Print</i>)	EMAIL	PHONE	
STREET ADDRESS	CITY	STATE	ZIP
MAILING ADDRESS (<i>if different from street address</i>)	CITY	STATE	ZIP
DRIVER LICENSE #	DATE OF BIRTH (<i>mm/dd/yyyy</i>)		

If applicant is claimed as a dependent by a parent or other family member, provide the full legal name of person who claims applicant as a dependent. _____

SECTION 2: ELIGIBILITY INFORMATION & APPLICANT SIGNATURE

Pursuant to KRS 189A.340 and 189A.350, and 601 KAR 2:233, Section 2(3), eligibility is based on household size and income. Guidelines are available at the Driver License Field Offices and can be found online at <http://drive.ky.gov> or KIIP.

I, _____, certify that my family income for the prior calendar year was at or below 200% of the Federal Poverty Guidelines, and the following is true and correct as of the date of this application:

- My household income: \$ _____ per year.
- The number of people living in my household: _____.

Federal Poverty Guidelines	Percentage of Payment Required
Above 200 %	100 %
Between 150 % - 200 %	75 %
Between 100 % - 150 %	50 %
100 % or Below	25 %

I certify under penalty of revocation of participation in the indigent program under the laws of the Commonwealth of Kentucky that the foregoing is true and correct. I understand that indigent status will NOT exceed the maximum suspension time and that I must recertify this application annually.

 APPLICANT NAME (*Print*)

 APPLICANT SIGNATURE

 DATE

KYTC USE ONLY:

Application approved: Yes No Percentage approved: 100 % 75 % 50 % 25 %

Date of decision: _____

Name of Reviewer: _____



**KENTUCKY IGNITION INTERLOCK PROGRAM
 EMPLOYER WORK EXEMPTION APPLICATION**

SECTION 1: COMPANY INFORMATION

NAME	EMAIL	PHONE
ADDRESS	CITY	STATE

SECTION 2: EMPLOYER STATEMENT

INSTRUCTIONS TO EMPLOYER: *This statement shall be completed and notarized as part of the Applicant's request to install an ignition interlock device and obtain a work exemption.*

I, _____ attest that _____ is an employee of the
 Employer Name (Print) Employee Name (Print)

company named above and acknowledge the following:

- A requirement of his or her employment is the operation of an employer-provided motor vehicle or motorcycle. I certify that the vehicle to be used by the employee is NOT owned, titled, registered, or insured by the employee.
- I am aware of the suspension or revocation of the employee's operator's license due to a charge prior to conviction or conviction resulting from or relating to driving under the influence.
- I am aware of the employee's request to the Kentucky Transportation Cabinet that he or she be allowed to install an ignition interlock device (IID) on a vehicle(s) registered to him or her, either jointly or individually, and I certify that that vehicle is not owned, titled, registered, or insured by the employee's employer.
- I am aware of the employee's request for a work exception. If granted by the Kentucky Transportation Cabinet, pursuant to KRS 189A.340(6) and 601 KAR 2:232, Section 9(10).
 I understand that the employee will be allowed to operate an employer-provided motor vehicle or motorcycle, which is not equipped with an IID for work purposes only and only during work hours.

Further, I certify that: (Check all that apply.)

- I have supervisory capacity over the employee/I am the owner of the company/I am the employer of the employee
- The employee's employer is the owner of the vehicle(s) that will be used by the employee listed below.
- The company named above employs the employee listed below.
- I have answered these questions to the best of my ability and, to the best of my knowledge, everything contained herein is true and accurate.

Employer shall provide days and times employer's vehicle will be in use by the listed employee and notify the Cabinet when the schedule changes. If a flexible schedule, indicate general schedule and explain why the schedule is flexible.

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Start Time							
End Time							

I certify that: (Select one.)

- I certify that the above is the employee's work schedule and it is fixed. I agree that I will notify the Cabinet of schedule changes.
- I certify that the above is the employee's general work schedule, but due to the reason(s) listed below, the employee has a flexible schedule that is regularly communicated to and approved by me or someone else in the company.

Reason(s) for schedule flexibility: _____

Employer Signature: _____ **Date:** _____

State: _____ County: _____ Subscribed and sworn to me this _____ day of _____, 20 _____.

Notary Public Signature: _____ My commission #: _____ Expires: _____



KENTUCKY TRANSPORTATION CABINET
 Department of Vehicle Regulation
 DIVISION OF DRIVER LICENSING

TC 94-190
 Rev. 09/2020
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**KENTUCKY IGNITION INTERLOCK PROGRAM
 EMPLOYER WORK EXEMPTION APPLICATION**

INSTRUCTIONS TO APPLICANT:

If the Kentucky Transportation Cabinet (Cabinet) authorizes you to apply for an ignition interlock license, you shall complete the Cabinet's TC 94-175 form, *Kentucky Ignition Interlock Program Application*, and submit it to the Cabinet. The Cabinet may, pursuant to 601 KAR 2:233, refuse approval of an ignition interlock license should your driving history reveal a current withdrawal, denial, suspension, cancellation, or revocation of driving privilege in any state/licensing jurisdiction. If you are indigent, you may complete the TC 94-188 form, *Kentucky Ignition Interlock Program Affordability Application*.

SECTION 3: EMPLOYEE/APPLICANT INFORMATION

FULL LEGAL NAME (<i>Print</i>)	EMAIL	PHONE	
STREET ADDRESS	CITY	STATE	ZIP
MAILING ADDRESS (<i>if different from street address</i>)	CITY	STATE	ZIP
DRIVER LICENSE #	DATE OF BIRTH (<i>mm/dd/yyyy</i>)		

SECTION 4: EMPLOYEE/APPLICANT STATEMENT

I, _____, am aware that, in order to be approved for the Employer Work Exemption,
Employee/Applicant Name

I must provide proof of installation on a personal vehicle AND my license must have been issued with the Ignition Interlock restriction. I am also aware that, by being granted the Employer Work Exemption, **I will NOT receive day-for-day credit on the days the employer's exemption is utilized** pursuant to KRS 189A.340(5)(c).

I certify that:

- I am NOT the owner of the vehicle(s) that I am using in the capacity of my job.
- I DO work for the company listed above and utilize an employer owned vehicle as part of the scope of my employment.

Upon the cabinet's approval of the Employer Work Exemption, I agree and understand that this form MUST accompany me while operating my employer's vehicle.

 Employee/Applicant Signature

 Date

KYTC USE ONLY:

Approved Declined

 Reviewer Printed Name

 Reviewer Signature

 Date

This application is not valid unless stamped and signed.



KENTUCKY TRANSPORTATION CABINET
Department of Vehicle Regulation
DIVISION OF DRIVER LICENSING

TC 94-194
Rev. 04/2021
Page 1 of 1

IGNITION INTERLOCK CERTIFICATE OF INSTALLATION

INSTRUCTIONS:

- This form shall be completed by the service provider's technician upon installation of the Ignition Interlock Device.
- This certificate shall be taken to an appropriate issuance location for the issuance of the ignition interlock license.

SECTION 1: DRIVER INFORMATION

FULL LEGAL NAME (<i>Print</i>)		EMAIL	PHONE	
STREET ADDRESS		CITY	STATE	ZIP
MAILING ADDRESS (<i>if different from street address</i>)		CITY	STATE	ZIP
DRIVER LICENSE #	DATE OF BIRTH (<i>mm/dd/yyyy</i>)			

SECTION 2: VEHICLE INFORMATION**Vehicle 1:**

PLATE #	VIN #	YEAR	MAKE	MODEL
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Vehicle 2:

PLATE #	VIN #	YEAR	MAKE	MODEL
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SECTION 3: DEVICE PROVIDER INFORMATION

COMPANY NAME		EMAIL	PHONE	
STREET ADDRESS		CITY	STATE	ZIP
MAILING ADDRESS (<i>if different from street address</i>)		CITY	STATE	ZIP
DEVICE MODEL #				
Vehicle # 1: _____ Vehicle # 2: _____				

SECTION 4: SERVICE PROVIDER INFORMATION

COMPANY NAME		EMAIL	PHONE	
STREET ADDRESS		CITY	STATE	ZIP

SECTION 5: TECHNICIAN SIGNATURE & DATE

_____	_____	_____
INSTALLATION TECHNICIAN NAME (<i>Print</i>)	INSTALLATION TECHNICIAN SIGNATURE	INSTALLATION DATE

COVID-19 Alert - For the latest information on the novel coronavirus in Kentucky, please visit kycovid19.ky.gov (<https://kycovid19.ky.gov>)

Need To Renew Or Replace Your Driver's License?
 Avoid the line! You may be able to renew by mail or drop-off!

[Mail In Options For All Residents, Including Lexington \(/Pages/covid19-updates.aspx\)](#) - [KSP Driver Testing](#)
[\(http://kentuckystatepolice.org/drivers-testing/\)](http://kentuckystatepolice.org/drivers-testing/)

Need a REAL ID or Standard License?
[Schedule An Appointment \(https://drive.ky.gov/RealID/Pages/Schedule.aspx\)](https://drive.ky.gov/RealID/Pages/Schedule.aspx)

MEDICAL CERTIFICATION EXTENSIONS

FMCSA has extended the waiver through May 31, 2021 for CDL or CLP holders who have proof of a valid medical certification or medical variance that expired on or after December 1, 2020.

This FMCSA extension does not apply to any CDL/CLP holder with the S endorsement or driver in the Kentucky Intrastate Medical Waiver Program.

All previous waivers issued by FMCSA are set to expire on February 28, 2021. Drivers are required to submit current medical certificates or be downgraded when the medical certificate we have on file expires. A commercial license will require written/vision testing if it has been expired for over a year from the expiration date listed on the license in your possession.



Kentucky Ignition Interlock Program (KIIP)

Welcome to KIIP, Kentucky's new ignition interlock program. The passing of Senate Bill 85 introduced significant changes to the DUI and ignition interlock laws. This page will summarize the changes and explain the new processes associated with KIIP.

⚠ Important: The effective date of Senate Bill 85 is July 1, 2020.

What is an Ignition Interlock Device (IID (Ignition Interlock Device))?

An Ignition Interlock Device means a device, certified by the Kentucky Transportation Cabinet (KYTC) that connects a motor vehicle ignition system or motorcycle ignition system to a breath-alcohol analyzer. This device will prevent a motor vehicle ignition or motorcycle ignition from starting and from continuing to operate if a driver's breath alcohol concentration exceeds 0.02, as measured by the device.

About KIIP (Kentucky Ignition Interlock Program)

- Under the new program, individuals will no longer apply to the court for interlock privileges, but will apply directly to KYTC (Kentucky Transportation Cabinet) using the Ignition Interlock Application, TC 94-175. Additionally, KYTC (Kentucky Transportation Cabinet) is now the monitoring authority for program participants.
- Before SB 85, the court system denied DUI 1st offenders (with non-aggravating circumstances) access to the program. As of July 1, 2020, the KIIP is available to all drunk driving offenders.
- Drivers who apply and are approved in the KIIP are eligible for a reduction of their license suspension period.

COVID-19 Alert: For the latest information on the novel coronavirus in Kentucky, please visit kycovid19.ky.gov (<https://kycovid19.ky.gov>)

Application Process

Note: Those UNDER 18 years of age when convicted of a DUI may utilize the ignition interlock device but will NOT be eligible for the incentive program.

Step 1


The Court will report the conviction or suspension to KYTC (Kentucky Transportation Cabinet). **Note:** This can take a couple of days.

Step 2

A letter of Withdrawal or Suspension will be sent.

Step 3

Either E-mail (mailto:KYTCignitioninterlock@ky.gov) or Fax (844-535-7209) the following information:

- Ignition Interlock Application (TC94-175 )
- Proof of a valid Kentucky vehicle registration (out of state drivers will need to provide valid registration from their state)
 - Note:** If registration is NOT in the driver's name, a notarized letter is required from the owner
- Proof of Kentucky insurance (out of state drivers will need to provide proof of insurance from their state)
- Any other documentation required for the forms to be submitted

OR

Go to a KYTC (Kentucky Transportation Cabinet) Regional Field Office (</RealID/Pages/Schedule.aspx>) to complete your application with the above forms

A \$40.00 Reinstatement fee is required, and can be paid either at a Regional Field Office (</RealID/Pages/Schedule.aspx>), or online (</driver-licensing/Pages/Drivers-License-and-ID-Card.aspx#drivers-license-reinstatement>).

You will be provided a Letter of Approval by either mail or E-mail.

Step 4

Take your Letter of Approval to a Vendor/Ignition Interlock Provider to set up an appointment for installation.

A list of Kentucky approved vendors are located at the bottom of this page, or you may call (502) 564-1257 for further assistance.

Step 5

The Service Center will provide a Certificate of Installation once the device has been successfully installed.

Step 6

Take your Certificate of Installation to a license issuing location to have a Restricted License issued. Cost of the license will depend on the type of license issued. A list of costs can be found here (</RealID/Pages/Cost-information.aspx>).

Step 7

Upon completion of the required compliance time, KYTC (Kentucky Transportation Cabinet) will mail a Letter of Removal to schedule removal of the device. The Service Center will provide you with a Certificate of Removal.

Step 8

Take your Certificate of Removal to a license issuing location to have a Non-Restricted License issued. Cost of the license will depend on the type of license issued. A list of costs can be found here (</RealID/Pages/Cost-information.aspx>).

After Obtaining an Ignition Interlock License (Restricted License)

COVID-19 Alert For the latest information on the novel coronavirus in Kentucky, please visit kycovid19.ky.gov (<https://kycovid19.ky.gov>)

- Once an applicant obtains the ignition interlock license, he or she will be restricted to operating only a motor vehicle or motorcycle equipped with a functioning ignition interlock device, unless the person qualifies for an **Employer Exemption** (TC 94-190 [↗](#))
- This restriction shall remain in place for the required suspension period of the DUI offense set forth by KYTC (Kentucky Transportation Cabinet).
- A participant wanting or needing to have the device removed permanently or temporarily must complete the **Ignition Interlock Removal Request** (TC 94-189 [↗](#)).

Violations [↗](#)

To qualify for the reduction of suspension time, participants must be violation-free for either 90 or 120 consecutive days, based on their offense. Violating one (or more) of the following violations will result in the consecutive counting of days to start over:

- Failure to take any random breath alcohol test, unless a review of the digital image confirms that the motor vehicle or motorcycle was not occupied by a driver at the time of the missed test
- Failure to pass any random retest with a breath alcohol level of 0.02 or lower, unless a subsequent test performed within 10 minutes registers a breath alcohol concentration lower than 0.02, and the digital image confirms the same person provided both samples
- Failure of the person, or his or her designee, to appear at the ignition interlock device provider when required for maintenance, repair, calibration, monitoring, inspection, or replacement of the device
- Failure to pay statutorily required fees (KRS 189A.340 (<https://apps.legislature.ky.gov/law/statutes/statute.aspx?id=49576>))
- Tampering with an installed ignition interlock device with the intent of rendering it defective
- Altering, concealing, hiding, or attempting to alter, conceal, or hide the person's identity from the ignition interlock device's camera while providing a breath sample

DUI [↗](#)

DUI suspension periods have changed. Before SB 85, the courts selected the suspension time from a date range based on the offense. As of July 1, 2020, KYTC (Kentucky Transportation Cabinet) administers a static suspension time based on the type of conviction. To view more information regarding DUI laws, please click here (</driver-licensing/Pages/DUI-Laws.aspx>).

Frequently Asked Questions [↗](#)

Am I eligible for an Ignition Interlock Device?

Who do I contact if I see a discrepancy on my driving record?

What fees are associated with obtaining and using an Ignition Interlock device?

How do I apply?

How do I get a device installed?

Do I have to install a device on every vehicle I own?

Can any other individuals drive a vehicle with an ignition interlock device installed?

Am I eligible for an Ignition Interlock License if I have a CDL?

What if I have an emergency and my interlock device prevents me from starting my vehicle?

Can I be removed from the program?

What if I can't afford an Ignition Interlock Device?

How do I transfer my out-of-state Ignition Interlock Device (IID) to Kentucky?

Who do I call if I have questions about the Ignition Interlock process?

Where can I get an application for the device?

Can a Circuit Clerk process my application to apply for an Ignition Interlock Device?

COVID-19 Alert: For more information on the novel coronavirus in Kentucky, please visit kycovid19.ky.gov (<https://kycovid19.ky.gov>)

Certified Ignition Interlock Providers [↗](#)

[↻ Reload List](#)

Intoxalock

View Website (https://www.intoxalock.com/kentucky/?utm_campaign=190419+acquisition&utm_source=state+admin+list&utm_medium=website&utm_content=state+admin+list+ky+link&utm_term=acquisition&bxphone=1)

(844) 837-3850

Lifesafar

View Website (<https://www.lifesafar.com/>)

(800) 634-3077

LowCost Interlock

View Website (<https://www.lowcostinterlock.com/>)

(800) 352-4872

Smart Start

View Website (<https://www.smartstartinc.com/>)

(844) 206-2867

[Contact Us \(/pages/How-Can-We-Help.aspx\)](#) [Find an Office \(/pages/Find-An-Office.aspx\)](#) [Civil Rights \(/pages/civil-rights.aspx\)](#)

[Policies \(http://kentucky.gov/policies/Pages/default.aspx\)](http://kentucky.gov/policies/Pages/default.aspx) [Security \(http://kentucky.gov/policies/Pages/security.aspx\)](http://kentucky.gov/policies/Pages/security.aspx)

[Disclaimer \(http://kentucky.gov/policies/Pages/disclaimer.aspx\)](http://kentucky.gov/policies/Pages/disclaimer.aspx) [Accessibility \(http://kentucky.gov/policies/Pages/accessibility.aspx\)](http://kentucky.gov/policies/Pages/accessibility.aspx)



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[Kentucky.gov \(http://www.kentucky.gov\)](http://www.kentucky.gov)

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration**

[Docket No. NHTSA-2012-0063]

Highway Safety Programs; Conforming Products List of Calibrating Units for Breath Alcohol Testers

AGENCY: National Highway Traffic Safety Administration, Department of Transportation.

ACTION: Notice.

SUMMARY: This notice updates the Conforming Products List (CPL) published in the *Federal Register* on June 25, 2007 (72 FR 34747) for devices that conform to the Model Specifications for Calibrating Units for Breath Alcohol Tester (CUs) dated, June 25, 2007 (72 FR 34742). This update to the CPL includes 44 new listings—3 wet bath units and 41 dry gas units.

DATES: *Effective Date:* October 22, 2012.

FOR FURTHER INFORMATION CONTACT: *For technical issues:* Ms. De Carlo Ciccel, Behavioral Research Division, NHTSA-131, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., Washington, DC 20590; Telephone: (202) 366-1694. *For legal issues:* Mr. David Bonelli, Office of Chief Counsel, NCC-113, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., Washington, DC 20590; Telephone number (202) 366-2580.

SUPPLEMENTARY INFORMATION: On August 18, 1975 (40 FR 36167), the National Highway Traffic Safety Administration (NHTSA) published a standard for Calibrating Units for Breath Alcohol Testers. A Qualified Products List of calibrating units for breath alcohol testers that met the standard was first issued on November 30, 1976 (41 FR 53389).

On December 14, 1984, NHTSA issued a notice to convert the mandatory standards for calibrating units for breath alcohol testers to Model Specifications for such devices (49 FR 48865) and to establish a Conforming Products List (CPL) of calibrating units meeting the Model Specifications. Calibrating units provide known concentrations of ethanol vapor for the calibration or calibration checks of instruments that measure breath alcohol (BrAC).

On December 29, 1994, NHTSA published a notice amending the Model Specifications and updated the CPL for calibrating units (59 FR 67377). That notice also proposed and sought comments about an alternate test procedure using National Institute for

Standards and Technology (NIST) Reference Gas Mixtures for evaluating the accuracy and precision of dry-gas ethanol calibrating units. In Appendix A of that notice, NHTSA identified the calibrating units with an asterisk that had been tested and found to conform to the 1984 Model Specifications (49 FR 48864), when tested at alcohol concentrations 0.050, 0.100, and 0.150. All the other calibrating units listed had been tested and found to conform to the 1994 amended Model Specifications (59 FR 67377) when tested at alcohol concentrations 0.000, 0.020, 0.040, 0.080 and 0.160.

The agency amended the Model Specifications on August 13, 1997 by incorporating the NIST test procedure (62 FR 43416). In that same notice, NHTSA updated the CPL and proposed an alternate test procedure for evaluating the accuracy and precision for wet bath and dry gas calibrating units using infra-red spectroscopy. On June 25, 2007, NHTSA adopted an alternate procedure for evaluating wet bath and dry gas calibrating units using infra-red spectroscopy (72 FR 34742). That notice also adds references to the dry gas standards by fixed concentration of ethanol in terms of parts per million (ppm) and tank size in terms of liters (L). In that same notice, NHTSA updated the CPL to include 22 new listings (8 wet bath and 14 dry gas units).

The CPL that appears in today's notice lists calibrating units that have been determined to conform to the current Model Specifications and continues to identify those units found to conform to the 1984 Model Specifications.

The updated CPL includes 44 new calibrating units (3 wet bath and 41 dry gas units). The wet bath units include:

- (1) Alcosim, submitted by Alcohol Countermeasure Systems, Toronto, Ontario, Canada;
- (2) Model 12V500 submitted by Guth Laboratories, Inc Harrisburg, Pennsylvania; and
- (3) Model 3402C-Tandem submitted by RepCo Marketing, Inc., Raleigh, North Carolina.

The dry gas units¹ include:

- (4) 105.1 ppm/30 L, 225.8 ppm/30 L, 104 ppm/55 L, 226 ppm/55 L, 274 ppm/55 L, 53.5 ppm/108 L, 224.9 ppm/108 L, 273.8 ppm/108 L, and 316.2 ppm/108 L totaling nine (9) tanks submitted by

¹ The naming convention of the dry gas units added to the CPL today is illustrative of the ethanol concentration in the volume of nitrogen dry gas. Concentration is expressed in parts per million (ppm) or marketed as breath alcohol concentrations (BAC) and volume is expressed in Liters (L).

Airgas, Mid-America, St. Louis, Missouri.

(5) 65.1 ppm/15 L, 130.3 ppm/15 L, 195.4 ppm/15 L, 208.4 ppm/15 L, 390.8 ppm/15 L, 65.1 ppm/34 L, 130.3 ppm/34 L, 195.4 ppm/34 L, 208.4 ppm/34 L, 260.5 ppm/34 L, 390.8 ppm/34 L, 260.5 ppm/105 L, and 260.5 ppm/116 L totaling 13 tanks submitted by Air Liquide CALGAZ, Cambridge, Maryland.

(6) 104 ppm/34 L, 208 ppm/34 L, 223 ppm/34 L, 260 ppm/34 L, 52 ppm/67 L, 103.5 ppm/67 L, 209 ppm/67 L, 260 ppm/67 L, 103.5 ppm/105 L, 208 ppm/105 L, 223 ppm/105 L, 260 ppm/105 L, 273 ppm/105 L, 52 ppm/108 L, 209 ppm/108 L, 103.5 ppm/110 L, 208 ppm/110 L, 223 ppm/110 L, and 260 ppm/110 L totaling 19 tanks submitted by ILMO Specialty Gas Products, Jacksonville, Illinois.

This notice also removes nine (9) manufacturers of fourteen (14) CUs from the CPL whose products are discontinued or no longer sold or supported by the manufacturer. In some cases, the manufacturer no longer exists or expressed an interest in removing their unit(s) from the CPL. In one case, a unit was previously produced by one manufacturer and is now being supported by another manufacturer. This unit will not be removed from the CPL, but it will be listed only under the manufacturer that is currently supporting it. The manufacturers and units being removed include:

- (1) Davtech Analytical Services, Canada, and its CALWAVE dT-100 unit;
- (2) Intoximeters, Inc., St. Louis, Missouri, and its Alco Breath Alcohol Standards unit;
- (3) Luckey Laboratories, San Bernardino, California, and its Simulator unit;
- (4) PLD of Florida, Inc., Rockledge, Florida, and its BA 500 unit;
- (5) Protection Devices, Inc., U.S. Alcohol Testing, Inc., Rancho Cucamonga, California, and its LS34 Model 6100 unit;
- (6) Scott Specialty Gases, Inc., Plumsteadville, Pennsylvania, and its Model EBS™ Gaseous Ethanol Breath Standard, Scotty 28 0.040 BAC/28L, Scotty 28 0.045 BAC/28L, Scotty 28 0.080 BAC/28L, Scotty 28 0.100 BAC/28L and Scotty 28 0.105 BAC/28L units;

(7) Smith & Wesson Electronic Co., Springfield, Massachusetts is being removed from the CPL. However, its Mark II-A Simulator continues to be supported and maintained by National Draeger, Inc., Colorado. This unit will continue to be listed under National Draeger.

(8) Systems Innovation, Inc., Hallstead, Pennsylvania and its True-Test MD 901 unit; and

(9) U.S. Alcohol Testing, Cucamonga, California and its Alco-Simulator 2000 and Alco-Simulator 61000 units.

The other change today is an update to the listing for Liquid Technology Corp., Orlando, Florida, which expands Ethanol-in-Nitrogen to specify that the unit includes a 105 Liter tank with alcohol concentrations of 104.3 to 219 ppm.

Consistent with the paragraphs above, NHTSA updates the Conforming Products List of Calibrating Units for Breath Alcohol Testers (Manufacturer and Calibrating Unit)² to read as follows:

CONFORMING PRODUCTS LIST OF CALIBRATING UNITS FOR BREATH ALCOHOL TESTERS

Manufacturers/Name of units	Type of device	
	Dry gas	Wet bath
1. Airgas, Inc. (Formerly known as: Gateway Airgas, AG Specialty Gas, or Acetylene Gas Co.), St. Louis, MO Ethanol in Nitrogen Breath Alcohol Standards		
• 105.1 ppm/30 liters (L)	X	
• 225.8 ppm/30 L	X	
• 270 ppm/30 L	X	
• 104 ppm/55 liters L	X	
• 226 ppm/55 liters L	X	
• 274 ppm/55 liters L	X	
• 53.5 ppm/108 L	X	
• 103 ppm/108 L	X	
• 224.9 ppm/108 L	X	
• 273.8 ppm/108 L	X	
• 316.2 ppm/108 L	X	
2. Air Liquide CALGAZ, Cambridge, MD Ethanol in Nitrogen Breath Alcohol Standards		
• 65.1 ppm/15 L	X	
• 130.3 ppm/15 L	X	
• 195.4 ppm/15 L	X	
• 208.4 ppm/15 L	X	
• 260.5 ppm/15 L	X	
• 390.8 ppm/15 L	X	
• 65.1 ppm/34 L	X	
• 115 ppm/34 L	X	
• 130.3 ppm/34 L	X	
• 195.4 ppm/34 L	X	
• 208.4 ppm/34 L	X	
• 230 ppm/34 L	X	
• 260.5 ppm/34 L	X	
• 390.8 ppm/34 L	X	
• 260.5 ppm/58 L	X	
• 115 ppm/105 L	X	
• 230 ppm/105 L	X	
• 260.5 ppm/105 L	X	
• 260.5 ppm/116 L	X	
• 260.5 ppm/537 L	X	
3. Alcohol Countermeasure Systems, Toronto, Ontario, Canada		
• Alcosim		X
4. CMI, Inc., Owensboro, KY		
• Toxitest II		X
5. Guth Laboratories, Inc., Harrisburg, PA		
• Model 34C Simulator		X
(variations: Model 34C Cal DOJ, 34-C-FM, and 34C-NPAS)		X
• Model 3412		X
• Model 10-4 and 10-4D		X
• Model 10-4D Revision A		X
• Model 1214		X
• Model 2100 (formerly Model 210021)		X
• Model 2100 Revision A		X
• 590		X
• 12V500		X
6. ILMO Specialty Gas Products, Jacksonville, IL Ethanol in Nitrogen Standards		
• 104 ppm/34 L	X	
• 208 ppm/34 L	X	
• 223 ppm/34 L	X	
• 260 ppm/34 L	X	
• 52 ppm/67 L	X	
• 103.5 ppm/67 L	X	
• 209 ppm/67 L	X	

² Infra-red (IR) and fuel cell breath testers may be calibrated with either wet-bath or dry-gas CUs.

However, it is inadvisable to use dry gas CUs when calibrating gas chromatograph EBTs.

CONFORMING PRODUCTS LIST OF CALIBRATING UNITS FOR BREATH ALCOHOL TESTERS—Continued

Manufacturers/Name of units	Type of device	
	Dry gas	Wet bath
• 260 ppm/67 L	X	.....
• 103.5 ppm/105 L	X	.....
• 208 ppm/105 L	X	.....
• 223 ppm/105 L	X	.....
• 260 ppm/105 L	X	.....
• 273 ppm/105 L	X	.....
• 52 ppm/108 L	X	.....
• 209 ppm/108 L	X	.....
• 103.5 ppm/110 L	X	.....
• 208 ppm/110 L	X	.....
• 223 ppm/110 L	X	.....
• 260 ppm/110 L	X	.....
7. Lion Laboratories, Cardiff, Wales, UK (a subsidiary of CMI, Inc.)		
• AlcoCal Breath Alcohol Standard	X	.....
8. Liquid Technology Corp., Orlando, FL		
• Ethanol-in-Nitrogen Standards 104.3 to 219 ppm/105 L	X	.....
9. National Draeger, Inc., Durango, CO		
• Mark II—A Simulator* (formerly Smith & Wesson)		X
• Alcotest CU 34		X
10. RepCo Marketing, Inc., Raleigh, NC		
• AS-1		X
• Model 3402C		X
• Model 3402C-2K		X
• 3402C-Tandem		X

* (This instrument met the Model Specifications in 49 FR 48864 (December 14, 1984), i.e. tested at 0.050, 0.100, and 0.150). Instruments not marked with an asterisk meet the Model Specifications in 72 FR 32742 (June 25, 2007), tested at 0.020, 0.040, 0.080, and 0.160 BRAC.

Authority: 23 U.S.C. 403; 49 CFR 1.50; 49 CFR part 501.

Issued on: October 17, 2012.

Jeff Michael,

Associate Administrator, Research and Program Development, National Highway Traffic Safety Administration.

[FR Doc. 2012-25915 Filed 10-19-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2012-0170, Notice No. 12-7]

Safety Advisory: Unauthorized Marking of Compressed Gas Cylinders

AGENCY: Pipeline and hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: Safety Advisory Notice.

SUMMARY: PHMSA is issuing this safety advisory to notify the public of the unauthorized marking of high pressure compressed gas cylinders by George Welding & Supply Co., Inc. located at 205 Tombs Lane, Montoursville, PA.

FOR FURTHER INFORMATION CONTACT: Mitchell Brown, Hazardous Materials Investigator, Eastern Region, Office of Hazardous Materials Safety, Pipeline and Hazardous Materials Safety

Administration, U.S. Department of Transportation, 820 Bear Tavern Road, Suite 306, West Trenton, NJ 08034. Telephone: (609) 989-2256, Fax: (609) 989-2277 or, via email: mitchell.brown@dot.gov.

SUPPLEMENTARY INFORMATION:

Investigators from PHMSA's Office of Hazardous Materials Safety (OHMS) recently conducted a compliance inspection of George Welding & Supply Co., Inc. As a result of that inspection, PHMSA has determined that George Welding & Supply Co., Inc. marked an unknown number of high pressure compressed gas cylinders with unauthorized Requalifier Identification Numbers (RIN). In addition, the evidence suggests that George Welding & Supply Co., Inc. marked and certified an unknown number of high pressure compressed gas cylinders as being properly requalified in accordance with the Hazardous Materials Regulations (HMR) when it had not conducted the testing prescribed by the HMR. PHMSA has no record that George Welding & Supply Co., Inc. was ever approved to requalify DOT-specification cylinders or mark such cylinders as being requalified.

The evidence suggests that George Welding & Supply Co., Inc. used RINs that were issued by PHMSA to other companies authorizing cylinder requalification. The companies whose

RINs were used without authorization are: C171—Proshield Fire Protection, Waterloo, IA; C004—Swartz Fire & Safety Equipment Co., Inc., Bellefonte, PA; C411—Advanced Fire Protection Services, Inc., Ft. Walton Beach, FL; C951—Peifer's Fire Protection, Inc., Pillow, PA; D477—NASCO, Colorado Springs, CO; D575—Sea Sports, Inc., Hyannis, MA; D576—Chenango Welding Supply, LLC; A101—Airgas North Central, Waterloo, IA; and D322—Allstate Fire Equipment Co. Each of the previously indicated companies with an authorized RIN has been granted authority to requalify cylinders under the terms of the RIN supplied to them. Thus, if cylinders were serviced by the aforementioned companies, they are not subject to this notice. Only cylinders serviced by George Welding & Supply Co., Inc. bearing these markings are affected.

A cylinder requalification consisting of a visual inspection and a hydrostatic test, conducted as prescribed in the HMR, is used to verify the structural integrity of a cylinder. If the requalification is not performed in accordance with the HMR, a cylinder with compromised structural integrity may be inadvertently returned to service when it should be condemned. Extensive property damage, serious personal injury, or death could result from rupture of a cylinder.



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**



DOT HS 811 859

November 2013

Model Guideline for State Ignition Interlock Programs

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Introduction

There is strong scientific evidence from several countries that show alcohol ignition interlocks, while in use, are effective tools to reduce drunk driving among both first and repeat offenders.^{1 2} For this reason, the development and implementation of a breath alcohol ignition interlock program is an essential component of a comprehensive highway safety impaired driving program in each State.

Each State has its own impaired driving laws which influence the delivery of impaired driving programs and policies. While almost all States have an ignition interlock program, they are each unique and at different stages of development. States vary in terms of the agencies involved in the delivery of interlock programs, their structures, authority, and operational practices.

Throughout this guideline, the term ignition interlock refers to breath alcohol ignition interlock devices. Ignition interlock manufacturer refers to the business entity that produces ignition interlock devices. An ignition interlock vendor refers to the business entity which distributes ignition interlocks in a State or jurisdiction. The ignition interlock service center refers to the physical structure where interlocks are installed, serviced, and removed. A technician refers to the individual who performs the installation, servicing, and removal of the ignition interlock. Driving while impaired (DWI) offenders refer to individuals who have been convicted of DWI and are required to have an ignition interlock installed in their vehicle.

Model Guidelines

An ignition interlock device is a tool that separates drinking from driving and allows impaired driving offenders to maintain conditional driving privileges and/or participate in various court programs.³ The purpose of an alcohol ignition interlock device is to prevent drivers, who have consumed alcohol, from operating a motor vehicle if their breath alcohol concentration (BrAC) exceeds a set point (typically .020). Drivers must provide a breath sample by blowing into the ignition interlock device and if the driver's BrAC is over the set point, the vehicle will not start.

¹EMT Group 1990; Popkin et al., 1992; Morse & Elliot, 1992; Jones, 1993; Tippetts & Voas, 1997; Weinrath, 1997; Beirness et al., 1998; Coben & Larkin, 1999; Vezina, 2002; Voas & Marques, 2003; Tashima & Masten, 2004; Willis et al., 2005.

² EMT Group, 1990; Morse & Elliot, 1992; Tippetts & Voas, 1998; Voas et al., 1999; Voas et al., 2005; Marques et al., 2010; McCartt et al., 2012.

³For the purposes of this publication the terms DUI (driving under the influence), DWI (driving while intoxicated or impaired) and OUI (operating under the influence) are considered interchangeable.

State ignition interlock programs include partners in law enforcement, State highway safety offices, prosecutors, judiciary, driver licensing agencies, probation, manufacturers, and treatment. Ignition interlock programs can be delivered in three different ways: through the judiciary within the criminal justice system, administratively within the driver licensing system, or using a hybrid approach that incorporates both judicial and administrative driver licensing elements. Regardless of the approach to ignition interlock program delivery that is used in each State, there are some key program features that are essential to strengthen program delivery and that should be pursued in every jurisdiction.

The criminal justice community is well-positioned to use ignition interlocks to monitor the driving behavior of DWI offenders as a condition of pre-trial release, sentencing, or probation supervision. State driver licensing agencies can also use ignition interlocks as a condition of driving privileges during a period of license suspension or as a condition of license reinstatement. A hybrid approach involves the use of ignition interlocks under a range of conditions such as those identified above and the specific use in each case is typically based on the status of the DWI offender.

Regardless of the approach to ignition interlock program delivery that is utilized in each State, there are several key program features that are essential to strengthen ignition interlock program delivery. Jurisdictions should integrate into their existing State structures and practices, program features to maximize effectiveness. These include legislation, education, program administration, and criminal and administrative sanctions. Practical strategies to help improve new or existing ignition interlock programs in each of these areas are described below and should be considered by all jurisdictions.

Legislation

To strengthen State alcohol ignition interlock programs and help ensure that all eligible DWI offenders who are mandated or have the option to participate in the State ignition interlock program become participants in a program, States should consider the following legislative actions:

Designate an agency with clear authority and responsibility for management of the ignition interlock program, including establishing program regulations and administrative procedures and oversight of ignition interlock vendors and service centers.

Require ignition interlocks for all individuals convicted of or having their driving privileges suspended for alcohol-impaired driving including first time DWI offenders as a condition of license reinstatement.

Eliminate or minimize eligibility requirements that prevent DWI offenders from being able to participate in the ignition interlock program.

Eliminate options that allow offenders to avoid participation in the ignition interlock program.

Establish the minimum length of time which offenders convicted of DWI must use an ignition interlock device.

Ensure compliance with Federal statute at 23 U.S.C. § 164 (Repeat Intoxicated Driver Law) and implementing regulation at 23 CFR Part 1275. Section 164 encourages States to enact and enforce repeat intoxicated driver laws that meet minimum Federal standards. In order to avoid a transfer of highway funds, State repeat intoxicated driver laws must meet certain criteria and minimum penalties. The mandatory license suspension criterion that State laws must meet requires that all repeat intoxicated drivers shall either use an ignition interlock for not less than one year or require a one-year hard license suspension to be compliant.

Education

All members of driver licensing agencies and the criminal justice community, including law enforcement, prosecutors, judiciary, probation and those involved in treatment, should be provided with ongoing educational opportunities to increase knowledge and awareness about the requirements of the ignition interlock law and associated regulations. Educational strategies should include:

An introduction to ignition interlock devices and the State program that describes State laws and regulations, licensing restrictions, how ignition interlocks function, the benefits of ignition interlocks, the relevant ways that interlocks can be applied (e.g., as a condition of bond and probation, as a condition of reinstatement), administrative rules of the ignition interlock program, specific data to be collected and reported for the purposes of offender monitoring and program management, and consequences for failure to participate in the ignition interlock program as well as violations of the ignition interlock program.

Tailoring educational activities to the needs of the professionals in attendance.

Considering, as a condition of ignition interlock device certification, requiring manufacturers to provide this type of training on an as needed basis and at no cost to the State.

All ignition interlock users should be provided training about the ignition interlock program and use of the ignition interlock device.

Establish procedures to ensure vendors train users of their ignition interlock devices in the following:

- How the ignition interlock device works,
- Program violations and sanctions,
- Reporting and service requirements, and
- Who to contact for further information.

Program Administration

Administrative rules and regulations are an essential component of ignition interlock programs to ensure the integrity of the program and protect the State from liability. States should develop program rules and regulations that clarify important administrative and technical features, procedures and practices associated with the ignition interlock program and that designate responsibility for its various operations. Adequate resources are essential to ensure that administrative rules and regulations are properly implemented. The ignition interlock program authority in the State should:

Establish administrative rules and regulations in cooperation with stakeholders and other agencies involved in the delivery and use of ignition interlocks governing the State ignition interlock program.

Ensure that there is access to ignition interlock devices and services to all residents of the State including those in rural areas.

Establish objective criteria that incorporate multiple measures to be used to determine a DWI offender's financial status and ability to pay the fees associated with the use of an ignition interlock device.

Create strategies to ensure the program is self-sustaining and does not rely on State funds in the long-term. Costs, where possible, should be supported by fees collected from DWI offenders, ignition interlock vendors, and other non-State sources who conduct business in the State.

Establish procedures to ensure program participants receive a restricted driving license as early as possible and that the license clearly indicates the driver is restricted to driving only vehicles with ignition interlocks.

Establish procedures for monitoring of offenders. They may include procedures to ensure that the vehicle with the installed ignition interlock is being driven (e.g., tracking vehicle mileage and number of attempted starts) and requirements for reporting to a service center for device maintenance, inspection of the device and/or download of data to be forwarded to the program authority for review.

Define program violations (e.g., high-BAC tests, missed retests) and/or specify events (unauthorized removal) each reporting entity must report. Specify the form and format of the report, identify to whom the reports should be sent and establish a time frame for reporting

Violations of the ignition interlock program may include:

- failure to install an ignition interlock device;
- tampering with the device;
- circumventing the device;
- failure to bring the ignition interlock in for required service;
- failure to take or pass a re-test;
- failing a breath test;
- use of emergency override feature without justification; and
- unauthorized removal.

Establish the States response to reported violations. Response might include extending the time an interlock is required, more frequent visits to a service center or others.

Specify the options settings to be utilized in the ignition interlock devices installed in the State. Clearly define the parameters for these options settings. Examples include: alcohol set point values (both at startup and re-tests), re-test time intervals, free restart time, and others.

Determine how ignition interlock devices should respond to violation(s).

Apply appropriate consequences and graduated sanctions when offenders do not comply with program requirements. Sanctions may include: increased monitoring such as having a camera installed, more frequent service center

visits, or an extension of time required to drive a vehicle with an ignition interlock.

Use positive reinforcements when offenders do demonstrate compliance. Reinforcements may include a letter of acknowledgement noting the offender's success in the ignition interlock program.

Use performance-based exit requirements which require offenders to remain in the program with the ignition interlock device installed until they are able to complete a specified amount of time without a violation.

Ignition Interlock Devices

There are many models of ignition interlocks that are available for use in State programs. To ensure the use of accurate and reliable devices and to minimize the presence of false positive alcohol readings, States should:

Establish a process to approve ignition interlock devices for use in the State.

Require all ignition interlock devices in use in the State meet or exceed the current National Highway Traffic Safety Administration Model Specifications for Breath Alcohol Ignition Interlock Devices (Model Specifications).

Require ignition interlock manufacturers to provide written verification that the ignition interlock device model for which certification is being sought complies with all applicable State standards, including written documentation, current within 5 years, from either a certified testing laboratory or NHTSA's testing lab that the ignition interlock model for which certification is sought meets or exceeds the current NHTSA model specifications.

Create procedures to track and evaluate the use of new technological features of ignition interlock devices (e.g., camera, real-time reporting, global positioning systems) to determine their acceptability for use in the State.

Require that any proposed modifications to approved/certified ignition interlock devices are reported to the State in writing. The modified ignition interlock devices should be tested if the modification could affect the devices performance and approved by the State before they are made available for use.

Vendors and Service Providers

Ignition interlock vendors and service providers play a key role in the success of a State ignition interlock program. To ensure that ignition interlock vendors provide program users with a high quality program, States should:

Create a vendor oversight plan that specifies a State agency that has the authority and resources to implement the plan including approval, monitoring, de-certification, site inspections and quality assurance, and training of ignition interlock vendors.

Establish a process through which vendor violations of administrative rules or regulations are tracked, reported, monitored and handled as appropriate.

Create clear and specific operational definitions such as violation and lock-out related to the ignition interlock program for all vendors to use.

Establish and enforce standards for annual licensing and operation of ignition interlock providers operating in each State. These should include:

- provision of coverage,
- installation technician training,
- installation technician criminal history and driver license checks,
- collection, retention, use and release of collected data,
- training of interlock user,
- vendor administered oversight system,
- compliance inspection program (annual and unannounced),
- Quality Assurance Plan submitted by the manufacturer outlining the device calibration process, procedures, equipment and standards, and
- sanctions and/or remediation protocol for non-compliance by manufacturers, vendors, service centers or technicians.

Ignition Interlock Data

Data collected by ignition interlock devices can provide valuable information to all agencies involved in the State program ranging from those assigned to monitoring offenders to those responsible for evaluating the program. Working with other agencies involved in the ignition interlock program, the program administrator should:

Evaluate your State's open records laws and clearly establish data ownership. Identify and specify data that must be collected and reported, the

reporting format, and terminology to be used. Ensure redundant data storage and establish a time frame for data retention.

Define the roles and responsibilities of all agencies involved in the ignition interlock program that use or store data produced from the devices.

Link the ignition interlock data system to other State data systems such as arrest, driver license agencies, court, probation, and treatment systems, to allow the seamless tracking of offenders ordered to use ignition interlocks.

Create a data management plan to handle privacy concerns.

Require that manufacturers provide training and login credentials to designated State officials to access their online database and/or reporting system.

Establish procedures to provide driver's license agents, probation officers and treatment professionals with data on ignition interlock use that will assist them in monitoring an offender's performance.

Specify procedures for ignition interlock vendors to notify the State if changes in data collection software may affect linkage to State data systems.

Analyze data to evaluate and improve program implementation and delivery.

Driver Licensing

Driver licensing authorities play a crucial role in the delivery of ignition interlock programs. DWI offenders required to install an ignition interlock whether through an administrative or judicial program are restricted to only drive vehicles with an ignition interlock installed. States should consider the following actions related to driver licensing and interlocks:

Record ignition interlock restrictions on the driving record and track the progress of the DWI offender.

Clearly mark the ignition interlock restriction on the driver's license so it is easily recognized.

Establish procedures to notify offenders of their need to obtain a restricted driver's license, and the process to apply for such a license. Upon completion States should also notify offenders that they are eligible to obtain an unrestricted license and the process to do so.

Communicate with courts, offenders, and the ignition interlock provider, as appropriate, in relation to any extensions to the ignition interlock period to ensure all parties are aware of revised program completion dates.

Establish reciprocity with other States to ensure that DWI offenders are able to complete the requirements of the ignition interlock program regardless of their State of residence.

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