

Inspection, Repair, and Maintenance

Every motor carrier, its officers, drivers, agents, representatives, and employees directly concerned with inspection or maintenance of commercial motor vehicles must comply and be conversant with these rules.

General requirements

Every carrier shall systematically inspect, repair, and maintain all commercial motor vehicles under its control.

Recordkeeping requirements

Motor carriers must maintain the following information for every vehicle they have controlled for 30 days or more:

- Identifying information, including company number, make, serial number, year, and tire size
- A schedule of inspections to be performed, including type and due date
- Inspection, repair, and maintenance records
- Records of tests conducted on buses with pushout windows, emergency doors, and marking lights.

These records must be retained for one year at the location where the vehicle is garaged, and maintained for six months after the vehicle leaves the carrier's control (via sale, trade-in, or scrap).

Roadside inspection reports

Any driver who receives a roadside inspection report must deliver it to the motor carrier.

Certification of roadside inspection reports

An official of the motor carrier is to examine the roadside inspection report and ensure that any violations or defects noted on the report are corrected. Within 15 days after the inspection, the carrier must sign the completed roadside inspection report to certify that all violations have been corrected, and then return it to the indicated address. A copy must be retained for 12 months from the date of inspection.

Post-trip inspection report

Every carrier must require its drivers to prepare a daily written post-trip inspection report at the end of each driving day. Every driver is responsible for preparing such a report for each vehicle driven. This report must cover *at least* the following parts and accessories:

- Service brakes (including trailer brake connections)
- Parking (hand) brake
- Steering mechanism
- Lighting devices and reflectors
- Tires
- Horn
- Windshield wipers
- Rearview mirrors
- Coupling devices
- Wheels and rims
- Emergency equipment.

The report must list any condition that the driver either found or had reported to him/her that would affect safety of operation or cause a breakdown. If no defect or deficiency is reported or found, the report should state this. The driver must sign the report in all cases. Before dispatching the vehicle again, a carrier shall ensure that a certification has been made as to any defect or deficiency, that they have been corrected, or state those deficiencies that do not require immediate correction. Carriers must keep the original post-trip inspection report and the certification of repairs for at least three months from the date of preparation.

Before starting out, the driver must be satisfied that the motor vehicle is in safe operating condition. If the last vehicle inspection report notes any deficiencies, the driver must review and sign to acknowledge that necessary repairs have been completed.

Periodic inspection

Every commercial vehicle, including each segment of a combination vehicle requires periodic inspection that must be performed at least once every 12 months. At a minimum, inspections must include all items enumerated in the Minimum Periodic Inspection Standards, Appendix G to Subchapter B. Carriers may perform required annual inspections themselves. The original or a copy of the periodic inspection report must be retained by the motor carrier for 14 months from the report date.

Documentation of inspection

Documentation (report, sticker, or decal) of the most recent periodic inspection must be kept on the vehicle.

Inspector qualification

Motor carriers must ensure that persons performing annual inspections are qualified. Inspectors must:

- understand the inspection standards of Part 393 and Appendix G
- be able to identify defective components
- have knowledge and proficiency in methods, procedures, and tools.

Inspector training or experience

Inspectors may have gained experience or training by:

- completing a State or Federal training program, or earning a State or Canadian Province qualifying certificate in commercial motor vehicle safety inspections
- a combination of other training or experience totaling at least a year.

Evidence of qualifications

Motor carriers must retain evidence of an inspector's qualifications until one year after the inspector ceases to perform inspections for the carrier.

Equivalent to periodic inspection

The motor carrier may meet periodic inspection requirements through:

- State or other jurisdiction's roadside inspection program;
- Self-inspection by qualified employee; or
- Third party inspection by qualified individual.

Brake inspector qualification

The motor carrier is responsible for ensuring that all inspections, maintenance, repairs, and service to brakes of commercial motor vehicles comply with these regulations. The carrier must ensure that the employees responsible for brake inspection, maintenance, service, or repairs meet minimum brake inspector qualifications.

Qualifications for brake inspectors

The brake inspector must:

- understand and be able to perform the brake service and inspection;
- know the methods, procedures, tools and equipment needed; and
- be qualified to perform brake service or inspection by training and/or experience.

Qualifying brake training or experience

Qualifying brake training or experience includes successful completion of:

- a State, Canadian Province, Federal agency, or union training program,
- a State-approved training program,
- training that led to attainment of a State or Canadian Province qualifying certificate to perform assigned brake service or inspection tasks, including passage of CDL air brake test in the case of a brake inspection, or
- one year of brake-related training, experience, or combination of both.

Maintaining evidence of brake inspector qualifications

Motor carriers must maintain evidence of brake inspector qualification at the principal place of business or the location where the inspector works. Evidence must be retained for the period during which the brake inspector is employed in that capacity, and for one year thereafter.

Driver's Vehicle Inspection Report

Check Any Defective Item and Give Details Under "Remarks."

DATE: _____

TRUCK/TRACTOR NO. _____

- | | | |
|---|---|--|
| <input type="checkbox"/> Air Compressor
<input type="checkbox"/> Air Lines
<input type="checkbox"/> Battery
<input type="checkbox"/> Brake Accessories
<input type="checkbox"/> Brakes
<input type="checkbox"/> Carburetor
<input type="checkbox"/> Clutch
<input type="checkbox"/> Defroster
<input type="checkbox"/> Drive Line
<input type="checkbox"/> Engine
<input type="checkbox"/> Fifth Wheel
<input type="checkbox"/> Front Axle
<input type="checkbox"/> Fuel Tanks
<input type="checkbox"/> Heater | <input type="checkbox"/> Horn
<input type="checkbox"/> Lights
Head - Stop
Tail - Dash
Turn Indicators
<input type="checkbox"/> Mirrors
<input type="checkbox"/> Muffler
<input type="checkbox"/> Oil Pressure
<input type="checkbox"/> On-Board Recorder
<input type="checkbox"/> Radiator
<input type="checkbox"/> Rear End
<input type="checkbox"/> Reflectors
<input type="checkbox"/> Safety Equipment
Fire Extinguisher
Flags-Flares-Fuses
Spare Bulbs & Fuses
Spare Seal Beam | <input type="checkbox"/> Springs
<input type="checkbox"/> Starter
<input type="checkbox"/> Steering
<input type="checkbox"/> Tachograph
<input type="checkbox"/> Tires
<input type="checkbox"/> Transmission
<input type="checkbox"/> Wheels
<input type="checkbox"/> Windows
<input type="checkbox"/> Windshield Wipers
<input type="checkbox"/> Other |
|---|---|--|

TRAILER(S) NO.(S) _____

- | | | |
|---|---|---|
| <input type="checkbox"/> Brake Connections
<input type="checkbox"/> Brakes
<input type="checkbox"/> Coupling Chains
<input type="checkbox"/> Coupling (King) Pin
<input type="checkbox"/> Doors | <input type="checkbox"/> Hitch
<input type="checkbox"/> Landing Gear
<input type="checkbox"/> Lights - All
<input type="checkbox"/> Roof
<input type="checkbox"/> Springs | <input type="checkbox"/> Tarpaulin
<input type="checkbox"/> Tires
<input type="checkbox"/> Wheels
<input type="checkbox"/> Other |
|---|---|---|

Remarks: _____

CONDITION OF THE ABOVE VEHICLE IS SATISFACTORY

DRIVER'S SIGNATURE _____

ABOVE DEFECTS CORRECTED

ABOVE DEFECTS NEED NOT BE CORRECTED FOR SAFE OPERATION OF VEHICLE

MECHANIC'S SIGNATURE _____ DATE _____

DRIVER'S SIGNATURE _____ DATE _____

Vehicle Service Due Status Report

VEHICLE IDENTIFICATION

MAKE

SERIAL NUMBER

YEAR

TIRE SIZE

COMPANY NUMBER/OTHER I.D.

OWNER, IF LEASED

DATE OF INSPECTION	TYPE OF INSPECTION	MILEAGE AT TIME OF INSPECTION	DATE NEXT INSPECTION DUE	MILEAGE TYPE OF INSPECTION DUE	INSPECTION DUE

NORTH AMERICAN STANDARD INSPECTION PROCEDURE

1. PREPARE THE VEHICLE AND DRIVER

Instruct the driver to remain at the controls, and turn the engine off. (Allow cool down time for turbocharged engines.)

Place check blocks in position beginning on the driver's side, one in front and one behind the drive axle line or between the axles, and advise the driver that the wheels have been checked.

Have the driver place the transmission in neutral and release all brakes.

Advise the driver in the use of hand signals. (Lamps and brakes)

2. CHECK DRIVER'S REQUIREMENTS

- **DRIVER LICENSE (291.11)**
Check for expiration date, birth date, status check.
- **MEDICAL CERTIFICATE (291.41)**
Check for expiration date, corrective lenses, hearing aid, signature.
- **MEDICAL WAIVER (if applicable) (291.49)**
Check for expiration date, and make sure form is completed. Note the stated physical limitations.
- **RECORD OF DUTY STATUS (295.2) (295.3)**
Updated to last change of duty status, today's date, legible handwriting, past 7 days recorded, message, driving time, on duty time, vehicle numbers, carrier name, signature.
"Remarks" section may include locations of duty status change, unusual circumstances that delay the trip, and shipping document numbers or the name of the shipper. Check for written authorization for interactive electronic recording devices, if applicable.
- **DRIVER VEHICLE INSPECTION REPORT (296.11)**
Check for I.D. number of vehicle(s) inspected, record of defects found (if any), and signature.
- **SHIPPING PAPERS/BILL OF LADING**
Check for listings of hazardous materials indicated by the first entry on "X" in the H.M. column, or a connecting code. Papers must be within arm's reach and visible.
- **SEAT BELT (292.16)**
Check for condition and usage.
- **ALCOHOL AND DRUGS (292.4) (292.5)**
Check for violations.

3. CHECK FOR PRESENCE OF HAZARDOUS MATERIALS

- **PLACARDS**
Check for the presence of placards, but use caution even if none are posted.
- **LEAKS, SPILLS, UNSECURE CARGO**
When hazardous materials are present, be especially careful with leaks, spills, or unsecured cargo.
- **MARKINGS**
Cargo tanks and portable tanks will display markings on an orange panel or placard. They indicate the I.D. number of the hazardous materials. There are exceptions to this rule.
- **LABELS**
When containers are visible, labels will identify the hazardous materials. There are exceptions to this rule.

4. INSIDE CAB

- **STEERING LASH**
Measure amount of steering lash and compare with Cui (Service Criteria).
- **STEERING COLUMN**
Check for unsecure attachment.

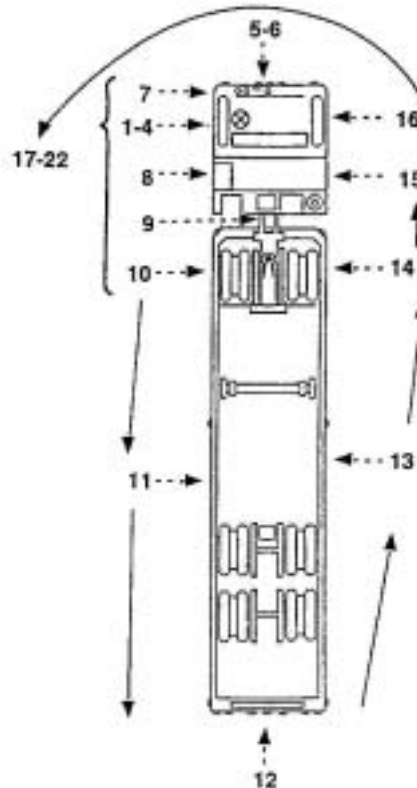
5. FRONT OF TRACTOR

- **HEAD LAMPS, TURN SIGNALS, EMERGENCY FLASHERS (293.25)**
Check for improper color and operation.
- **WINDSHIELD WIPERS (293.78)**
Check for improper operation. Two wipers are required unless one can clean the driver's field of vision.
- **WINDSHIELD (293.83)**
Check for cracks or other damage. Check for debris in wipers in field of vision.

6. STEERING AXLE

INFORM THE DRIVER THAT YOU ARE GOING UNDER THE VEHICLE, AND TO LISTEN FOR YOUR INSTRUCTIONS.

- **STEERING SYSTEM (BOTH SIDES)**
Check for loose, worn, bent, distorted or missing parts. Instruct the driver to rock the steering wheel and check key components: front axle beam, gear box, pitman arm, drag link, tie rod, tie rod ends.
- **FRONT SUSPENSION (BOTH SIDES)**
Check for indicators of misalignment, shifted, or cracked springs, loosened shackles, missing bolts, spring hangers unsecure at frame, and cracked or loose U-bolts. Also, check for unsecure axle locking parts and signs of axle misalignment.



- **FRONT BRAKES (BOTH SIDES) (293.48)**
Check for missing, nonfunctioning, loose, contaminated, or cracked parts on the brake system, such as brake drum, shoes, rotors, pads, linings, brake chamber, chamber mounting, push rods, slack adjusters. Check for "S" cam flopper. Be alert for audible air leaks around brake components and lines. With the brakes released, mark the brake chamber push rod at a point where the push rod exits the brake chamber bell. Mark the push rods on both sides at the same; at push rods will be measured in ITEM 18.
 - **FRONT AXLE**
Check for cracks, weak, and obvious misalignment.
 - **FRAME AND FRAME ASSEMBLY**
Check for cracks, or any defect that may lead to the collapse of the frame.
- ## 7. LEFT FRONT SIDE OF TRACTOR
- **LEFT FRONT WHEEL & RIM**
Check for cracks, unseated locking rings, broken or missing lugs, studs or clamps. Bent or cracked rim, "beading" nut flange, loose or damaged lug nuts and expanded stud holes.
 - **LEFT FRONT SRE (292.75)**
Check for improper inflation, serious cuts, bulges. Check tread wear and measure major tread groove depth. Marked sidewall to detect. Check for exposed fabric or cord. Radial and bias tires should not be mixed on the steering axle.
- ## 8. LEFT SADDLE TANK AREA
- **LEFT FUEL TANK(S) (293.22)**
Check for unsecure mounting, leaks or other damage. Verify that the fuel crossover line is secure. Check for unsecured caps.
 - **Check ground below tank for signs of leaking fuel.**
 - **TRACTOR FRAME (293.201)**
Check saddle rails and cross members on the tractor side behind the rails, looking for cracks, bends, or excessive distortion.

• EXHAUST SYSTEM (293.23)

Check for unsecure mounting, leaks (under the steel exhaust contacted by fuel or air lines or exhaust wires. Check for carbon deposits around seams and clamps.

9. TRAILER FRONT

- **AIR & ELECTRICAL LINES (293.26)**
Lines between tractor and trailer should be suspended and free of angles and curves. They should have sufficient slack to allow the vehicle to turn. Inspect line connections for proper seating. Listen for audible air leaks.
- **FRONT END PROTECTION (293.105)**
Check for height requirements. (Note exceptions.)

10. LEFT REAR TRACTOR AREA

- **WHEELS, RIMS & TIRES**
Inspect as described in ITEM 7.
- **Check inside air or dual for inflation and general condition. Tires should be evenly matched (same circumference) on dual wheels. Without placing yourself between the lines on landing area, check for debris between the tires.**
- **LOWER FIFTH WHEEL (293.70)**
Check for unsecure mounting to the frame or any missing or damaged parts. Check for any visible space between the upper and lower fifth wheel plates. Verify that the locking jaws are around the trunk and not the head of the kingpin. Verify that the release lever is seated properly, and that the safety latch is engaged.
- **UPPER FIFTH WHEEL**
Check for any damage to the weight bearing plate and its supports on the axle. Check kingpin condition.
- **SLIDING FIFTH WHEEL**
Check for proper engagement of locking mechanism (both fully engaged on tail). Check for worn or missing parts, making sure that the position does not allow the tractor frame rails to contact the landing gear during turns.

INFORM THE DRIVER THAT YOU ARE GOING UNDER THE VEHICLE, ENTER THE UNDERCARRIAGE IN VIEW OF THE DRIVER.

- **SUSPENSION (BOTH SIDES)**
Inspect as described in ITEM 5. Check for deflated or leaking air suspension systems.
- **BRAKES (BOTH SIDES)**
Inspect brakes as described in ITEM 6. With brakes released, mark the push rods.

11. LEFT SIDE OF TRAILER

- **FRAME AND BODY**
Check for cracks and any indication leading to collapse of the frame.
- **CARGO SECUREMENT (293.100)**
Check for improper blocking or bracing, and unsecured chains or slings. Verify end gates are secured in stow position. Check lugs or sleeves.
- **WHEELS, RIMS, & TIRES**
Inspect as described in ITEM 7.
- **SLIDING TRACOM**
Check for misalignment and position. Look for damaged, worn, or missing parts. Check locking mechanism, teeth of locking mechanism must fully mesh with those of the rail secured to the frame.

INFORM THE DRIVER THAT YOU ARE GOING UNDER THE VEHICLE, ENTER THE UNDERCARRIAGE IN VIEW OF THE DRIVER.

- **SUSPENSION (BOTH SIDES)**
Inspect as described in ITEM 5.
- **BRAKES (BOTH SIDES)**
Inspect as described in ITEM 6. With brakes released, mark push rods.

12. REAR OF TRAILER

- **TAIL, STOP & TURN LAMPS & EMERGENCY FLASHERS**
Check for improper color and operation.
- **CARGO SECUREMENT**
Inspect as described in ITEM 11. Also check tailboard security. Verify end gates are secured in stow position, and rear doors are closed. Check both sides of trailer to insure protection of cargo from shifting or falling.

13. RIGHT SIDE OF TRAILER

- CHECK ALL ITEMS AS ON LEFT SIDE.

14. RIGHT REAR TRACTOR AREA

- CHECK ALL ITEMS AS ON LEFT SIDE.

15. RIGHT SADDLE TANK AREA

- CHECK ALL ITEMS AS ON LEFT SIDE.

16. RIGHT FRONT SIDE OF TRACTOR

- CHECK ALL ITEMS AS ON LEFT SIDE.

17. BRAKE ADJUSTMENT CHECK

INFORM THE DRIVER THAT YOU ARE GOING UNDER THE VEHICLE. ENTER THE UNDERCARRIAGE IN VIEW OF THE DRIVER.

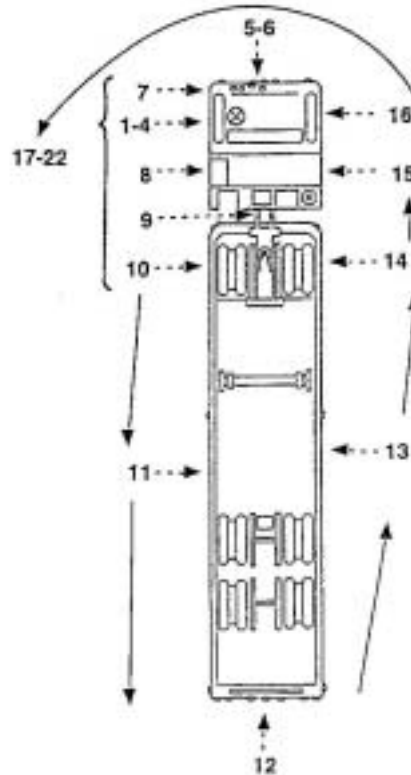
- MEASURE PUSH ROD TRAVEL (ALL BRAKES)
With the brakes set, move around the vehicle and measure the distance of push rod travel at each chamber.
Write down each push rod measurement, and compare them to the C.V.S.A. Criteria for the appropriate size and type of brake chamber.
Again, lean for leaks as you move around the vehicle.

18. FIFTH WHEEL MOVEMENT CHECK

- USE CAUTION
If conducted improperly, the method of checking for fifth wheel movement can result in serious damage to the vehicle. Use caution and evaluate the driver carefully.
- PREPARE THE VEHICLE AND DRIVER
Have the driver put the vehicle in gear, release the service brakes, and apply the trailer brakes.
Remove the wheel chocks and have the driver exit the vehicle. Carefully explain the procedure to the driver. Tell the driver to GOVTOL/lock the tractor as you watch the fifth wheel.
- CONDUCT THE PROCEDURE
As the tractor rocks, watch for movement between the mounting components and frame, pivot pin, and bracket, and the upper and lower M5 wheel halves.

19. AIR LOSS RATE

- WHEN TO CONDUCT THE TEST
If you heard an air leak at any point in the inspection, you should now check the vehicle's air loss rate.
- CONDUCT THE PROCEDURE
Have the driver run the engine at idle, then apply and hold the service brake.
Observe the air reservoir pressure gauge on the dash. Have driver pump the pressure down to 80 psi. Compressors do not activate until system pressure drops below a certain level. At about 60 psi, most compressors should be cycling.



Air pressure should be maintained or increased. A drop in pressure indicates a serious air leak in the brake system, and the vehicle should be placed out of service.

20. LOW AIR PRESSURE WARNING DEVICE

- TEST THE WARNING DEVICE
Instruct the driver to pump the air down until the low air pressure warning device activates.
Observe the gauges on the dash. The low air pressure warning must activate at a minimum of 1/2 the company set governor cut out pressure, approximately 55 psi.

21. TRACTOR PROTECTION VALVE

- This procedure will test both the tractor protection valve and the trailer emergency brakes.
- CONDUCT THE TEST
Instruct the driver to release the emergency brakes by pushing in the dash valves.
Break the supply emergency line at the hose coupler between the tractor and the trailer. When the line is disconnected, a leak of air will be noticed. At this point, the emergency brakes on the trailer should set up.
- OBSERVE THE DASH GAUGE
Air will leak from the tractor side of the line until the pressure in the tractor's system drops to the 20-45 psi range. At that point, the air loss should stop, locking the trailer air system.
A loss of air in the tractor system below the 20-45 psi range indicates a malfunctioning tractor protection valve. If the trailer brakes do not set up when the line is disconnected, there is a problem with the trailer emergency brakes.

22. COMPLETE THE INSPECTION

- COMPLETE PAPER WORK
Complete inspection forms and other paperwork, as required.
- CONCLUDE WITH THE DRIVER
Explain any violations or warnings to the driver. Take appropriate enforcement action, if necessary.
- APPLY C.V.S.A. DECAL
Apply a C.V.S.A. decal on all vehicles that qualify.

Differences in the Levels of Inspection

Inspection Items	Level I	Level II*	Level III	Level IV	Level V**
1. Drivers License	✓	✓	✓		
2. Medical examiner's certificate and waiver (if applicable)	✓	✓	✓		
3. Alcohol and drugs	✓	✓	✓		
4. Drivers log (hours-of-service and duty status)	✓	✓	✓		
5. Seatbelt system	✓	✓	✓		✓
6. Periodic inspection documentation	✓	✓	✓		✓
7. Brake system	✓	✓			✓
8. Coupling devices	✓	✓			✓
9. Exhaust system	✓	✓			✓
10. Frame	✓	✓			✓
11. Fuel system	✓	✓			✓
12. Brake, head, tail lamps, turn signals, and lamps on projecting loads	✓	✓			✓
13. Safe loading of cargo	✓	✓			✓
14. Steering mechanism	✓	✓			✓
15. Suspension	✓	✓			✓
16. Tires	✓	✓			✓
17. Wheels, rims and hubs	✓	✓			✓
18. Van and open top trailer bodies	✓	✓			✓
19. Windshield wipers	✓	✓			✓
20. Emergency exits (for buses)	✓	✓			✓
21. Hazardous materials requirements (as applicable)	✓	✓	✓		✓
22. One time special inspection of a particular item				✓	
CVSA decal issued for "Pass" inspection (no violations/defects found in items 7-20)	✓				✓

Notes:

- * Level II inspections only include those items that can be inspected without physically getting under the vehicle
- ** Level V inspections are conducted without a driver present

Inspection, Repair & Maintenance Record

VEHICLE IDENTIFICATION

_____	_____
MAKE	SERIAL NUMBER
_____	_____
YEAR	TIRE SIZE
_____	_____
COMPANY NUMBER/OTHER I.D.	OWNER, IF LEASED

DATE	OPERATION PERFORMED, INSPECTION AND/OR REPAIR

ANNUAL VEHICLE INSPECTION REPORT

VEHICLE HISTORY RECORD	
REPORT NUMBER	FLEET UNIT NUMBER
DATE	

MOTOR CARRIER OPERATOR	INSPECTOR'S NAME (PRINT OR TYPE)
ADDRESS	THIS INSPECTOR MEETS THE QUALIFICATION REQUIREMENTS IN SECTION 396.19. <input type="checkbox"/> YES
CITY, STATE, ZIP CODE	VEHICLE IDENTIFICATION (✓) AND COMPLETE <input type="checkbox"/> LIC. PLATE NO. <input type="checkbox"/> VIN <input type="checkbox"/> OTHER
VEHICLE TYPE <input type="checkbox"/> TRACTOR <input type="checkbox"/> TRAILER <input type="checkbox"/> TRUCK <input type="checkbox"/> (OTHER)	INSPECTION AGENCY/LOCATION (OPTIONAL)

VEHICLE COMPONENTS INSPECTED														
OK	NEEDS REPAIR	REPAIRED DATE	ITEM	OK	NEEDS REPAIR	REPAIRED DATE	ITEM	OK	NEEDS REPAIR	REPAIRED DATE	ITEM			
			1. BRAKE SYSTEM a. Service Brakes b. Parking Brake System c. Brake Drums or Rotors d. Brake Hose e. Brake Tubing f. Low Pressure Warning Device g. Tractor Protection Valve h. Air Compressor i. Electric Brakes j. Hydraulic Brakes k. Vacuum Systems 2. COUPLING DEVICES a. Fifth Wheels b. Pintle Hooks c. Drawbar/Towbar Eye d. Drawbar/Towbar Tongue e. Safety Devices f. Saddle-Mounts 3. EXHAUST SYSTEM a. Any exhaust system determined to be leaking at a point forward of or directly below the driver/sleeper compartment. b. A bus exhaust system leaking or discharging to the atmosphere in violation of standards (1), (2) or (3). c. No part of the exhaust system of any motor vehicle shall be so located as would be likely to result in burning, charring, or damaging the electrical wiring, the fuel supply, or any combustible part of the motor vehicle.				4. FUEL SYSTEM a. Visible leak b. Fuel tank filler cap missing c. Fuel tank securely attached 5. LIGHTING DEVICES All lighting devices and reflectors required by Section 393 shall be operable. 6. SAFE LOADING a. Part(s) of vehicle or condition of loading such that the spare tire or any part of the load or dunnage can fall onto the roadway. b. Protection against shifting cargo 7. STEERING MECHANISM a. Steering Wheel Free Play b. Steering Column c. Front Axle Beam and All Steering Components Other Than Steering Column d. Steering Gear Box e. Pitman Arm f. Power Steering g. Ball and Socket Joints h. Tie Rods and Drag Links i. Nuts j. Steering System 8. SUSPENSION a. Any U-bolt(s), spring hanger(s), or other axle positioning part(s) cracked, broken, loose or missing resulting in shifting of an axle from its normal position. b. Spring Assembly c. Torque, Radius or Tracking Components.				9. FRAME a. Frame Members b. Tire and Wheel Clearance c. Adjustable Axle Assemblies (Sliding Subframes) 10. TIRES a. Tires on any steering axle of a power unit. b. All other tires. 11. WHEELS AND RIMS a. Lock or Side Ring b. Wheels and Rims c. Fasteners d. Welds 12. WINDSHIELD GLAZING Requirements and exceptions as stated pertaining to any crack, discoloration or vision reducing matter (reference 393.60 for exceptions) 13. WINDSHIELD WIPERS Any power unit that has an inoperative wiper, or missing or damaged parts that render it ineffective. List any other condition which may prevent safe operation of this vehicle. _____ _____ _____ _____ _____ _____ _____ _____ _____ _____			

INSTRUCTIONS: MARK COLUMN ENTRIES TO VERIFY INSPECTION: X OK, X NEEDS REPAIR, NA IF ITEMS DO NOT APPLY, _____ REPAIRED DATE

CERTIFICATION: THIS VEHICLE HAS PASSED ALL THE INSPECTION ITEMS FOR THE ANNUAL VEHICLE INSPECTION REPORT IN ACCORDANCE WITH 49 CFR 396.

INSPECTOR QUALIFICATIONS

Certification — 49 CFR — Part 396.19

Motor carriers are responsible for ensuring that individual(s) performing an annual inspection under 396.19 are qualified as follows:

- Understands the inspection criteria set forth in Part 393 and Appendix G and can identify defective components
- Is knowledgeable of and has mastered the methods, procedures, tools and equipment used when performing an inspection
- Is capable of performing an inspection by reason of experience, training, or both, and qualifies in one of the following categories (check all that apply):
 - I. Successfully completed a State or Federal training program or has certificate from a State or Canadian Province which qualifies the person to perform commercial vehicle safety inspections. Specify:

or

- II. Have a combination of training or experience totaling at least one year as follows (check all that apply):
 - A. Participation in a truck manufacturer-sponsored training program or similar commercial training program designed to train students in truck operation and maintenance. Where and Date:

 - B. ____ (years) experience as a mechanic or inspector in a motor carrier maintenance program. Name and Date:

 - C. ____ (years) experience as a mechanic or inspector in truck maintenance at a commercial garage, fleet leasing company, or similar facility. Name of Facility and Dates:

 - D. ____ (years) experience as a commercial vehicle inspector for a State, Provincial, or Federal Government. Where and Dates:

I certify the above information is true and accurate to the best of my knowledge.

Employee _____
Signature of Mechanic/Inspector Date

Motor Carrier/Company _____
Signature of Employer/Supervisor Date

Evidence of Inspector Qualifications are on file at:

BRAKE INSPECTOR QUALIFICATIONS

Certification — 49 CFR — Part 396.25

“Brake Inspector” means any employee of a motor carrier who is responsible for ensuring all brake inspections, maintenance, service, or repairs to any commercial motor vehicle, subject to the motor carrier’s control, meet the applicable Federal standards.

No motor carrier shall require or permit any employee who does not meet minimum brake inspector qualifications to be responsible for the inspection, maintenance, service or repairs of any brakes on its commercial motor vehicles.

Minimum Qualifications

- Understands and can perform brake service and inspection
- Is knowledgeable of and has mastered the methods, procedures, tools and equipment necessary to perform brake service and inspection
- Is capable of performing brake service or inspection by reason of experience, training, or both, and qualifies in one of the following categories (check all that apply):

- I. Has successfully completed an apprenticeship program sponsored or approved by a State, Canadian Province, a Federal agency or labor union, or has a certificate from a State or Canadian Province which qualifies the person to perform brake service or inspections. Specify:

or

- II. Has brake-related training or experience or a combination thereof totaling at least one year as follows (check all that apply):
 - A. Participation in a brake maintenance or inspection training program sponsored by a brake or vehicle manufacturer or similar commercial training program. Where and Date:

 - B. ____ (years) experience performing brake maintenance or inspection in a motor carrier maintenance program. Name and Date:

 - C. ____ (years) experience performing brake maintenance or inspection at a commercial garage, fleet leasing company, or similar facility. Name of Facility and Dates:

I certify the above information is true and accurate to the best of my knowledge.

Employee _____
Signature of Mechanic/Inspector Date

Motor Carrier/Company _____
Signature of Employer/Supervisor Date

Evidence of Inspector Qualifications are on file at:

Bus Emergency Exits Inspection

VEHICLE IDENTIFICATION

MAKE _____ SERIAL NUMBER _____
 YEAR _____ TIRE SIZE _____
 COMPANY NUMBER/OTHER I.D. _____ OWNER, IF LEASED _____

Dates — Inspection Due Every 90 Days

OPERATION									
CHECK PUSHOUT WINDOWS									
EMERGENCY DOORS									
EMERGENCY DOOR LIGHTS									

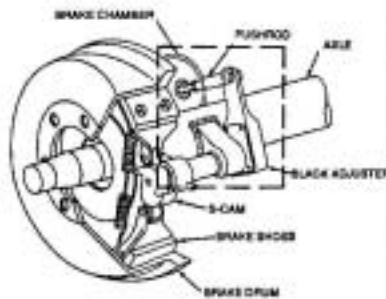
On Guard



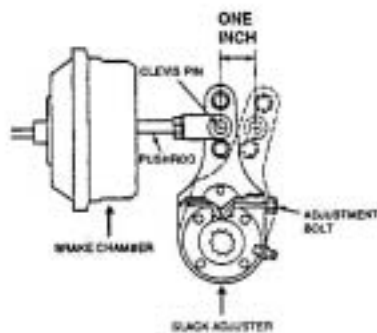
U.S. Department of Transportation

WITHIN AN INCH OF YOUR LIFE

IF BRAKE SLACK EXCEEDS ONE
INCH, YOU COULD BE DRIVING A
"KILLER TRUCK".



THIS IS THE MOST IMPORTANT
INCH OF YOUR LIFE.



BRAKES SHOULD BE CHECKED
BEFORE EACH TRIP AND MORE
FREQUENTLY IN HILLY AREAS.

TRUCKERS! Poorly adjusted brakes could cost you time and money with out-of-service violations, jeopardize your safety and that of others due to impaired stopping ability, and even cost you your life. The only way to be sure that your vehicle's brakes are properly adjusted is to physically check each wheel on a regular schedule. It is difficult for you to sense, simply from pedal feel, that your brakes are out of adjustment. Under normal braking conditions, your brakes may respond satisfactorily, but under a *hard* or *panic* stop you may find that you are unable to stop in time.

HOW TO CHECK

Before checking or making adjustments, be sure that your vehicle is parked on a level surface with the wheels blocked, spring brakes released, and the engine shut off. The following measurements are for *Type 30 air chamber brakes only*. For other types, check with your mechanic, supervisor, or manufacturer.

One person method: (1) Pull the chamber pushrod to its limit by hand or by prying with a short pry bar. (2) Measure from the clevis pin to the chamber face at both full retraction and at full extension. The difference between these measurements is the pushrod travel or slack. One-half inch is correct, and the **MAXIMUM ALLOWABLE TRAVEL IS ONE INCH** (one-person method).

Two-person method: Make the same measurements described in the one-person method, but with brakes fully applied and with brakes released. Because of the considerable stretching and bending of various parts when using the two-person method, the **MAXIMUM ALLOWABLE TRAVEL IS TWO INCHES** for Type 30 air chamber brakes.

HOW TO ADJUST

Brake adjustment, or "taking up the slack," is done by first making sure the brakes are released, then turning the adjusting bolt on the slack adjuster arm: (1) Depress the spring locking sleeve with a wrench. (2) Tighten the bolt until solid resistance is met. This indicates that the brake linings are touching the drum.

NOTE: Most adjusting bolts require a normal clockwise turn to "set up" the brakes, but some require a counter-clockwise turn. Be alert for any outward movement of the chamber pushrod and slack adjuster arm while the adjustment bolt is being turned. This movement means you are turning in the wrong direction.

(3) Restore running clearance by backing off the adjustment between one-quarter and one-half a turn. Re-check the pushrod travel. Proper adjustment leaves one-half an inch. (4) Check each brake drum or rotor for excessive heat soon after the brakes have been adjusted. An extra-hot brake drum means that you have adjusted the brakes too tightly.

For both this type and other types of brake systems, always check with the manufacturer for proper maintenance and adjustment procedures. If you are not comfortable with these procedures, ask your mechanic or supervisor.