Item and Method of Inspection	Reject If
1. Leaf Suspension	
Raise vehicle, use pry bar where applicable and using the frame as a pivot, attempt to pry spring attachments and check for movement. Manually inspect:	
a) springs	a) leaf missing, leaf broken, misaligned, or welded, cracked, sagged so as to lower the vehicle more than 38 mm (1 1/2 in.) from manufacturer's specified height – shifted so as to be less than 13 mm (1/2 in.) from any rotating part – does not operate as intended
b) composite springs	b broken, splintered, separating, delaminating, not same type on both sides of vehicle – fuzzing is not cause for rejection)
c) shackles	c) missing, loose, broken, cracked, worn in excess of OEM specifications 3 mm (1/8 in.) at the shackle bolt hole – shackles extended
d) hangers	d) missing, loose, broken, cracked, worn in excess of 3 mm (1/8 in.) at the hanger bolt hole
e) U-bolts	e) loose, welded, cracked, broken, missing, inferior substitute
f) centre bolts	f) missing, welded, broken, loose, misaligned
g) bushings or pivot	g) missing, loose, worn in excess of OEM specification 3 mm (1/8 in.)
h) stabilizer bar/links (front or rear) (if OEM equipped)	h) missing, disconnected, broken, loose, welded, damaged, bushings worn excessively, bushing brackets missing or loose, bushing bracket bolts loose or missing
i) bump pad	i) missing, loose, split, badly deteriorated
j) road clearance (applies to motor vehicles with a GVWR of less than 4,500 kg)	j) any vehicle part extends down below the lowest part of the wheel rim
k) suspension lift / raised vehicle (height measurements must be recorded for headlights, front bumper, tire size and overall vehicle height)	k) vehicle modification or components not safe for use on highway
l) lift blocks	l) if installed on front axle (other than OEM)

All inspection procedures are visual unless additional inspection procedures are indicated or where applied force is necessary to verify tightness and/or component security.

Item and Method of Inspection	Reject If
	OUT OF SERVICE **i) Any component allows the axle to shift from its normal position.** **ii) Any attaching or tracking component is missing, loose, cracked and/or broken.** **iii) Main leaf/safety leaf or one-quarter of the leaves in one assembly are broken and/or missing.** **iv) Any leaf is shifted so to contact any rotating part.**
2. Coil Spring Suspension	
a) springs	a) missing, broken, welded, improperly seated in the spring saddle or sagged so as to lower vehicle more than 38 mm (1 1/2 in.) from manufacturer's specified height. Does not operate as intended
b) control arms	b) bent, loose, cracked, welded, bushings loose
c) torque arms (rear)	c) missing, loose, bent, cracked, welded, bushings loose
d) axial strut (applicable units)	d) missing, loose, bent, cracked, welded, bushings loose
e) radius arm (applicable units)	e) missing, loose, bent, cracked, welded, bushings loose
f) stabilizer bar/links (front and rear)	f) missing, bent, loose, disconnected, broken, welded, damaged, bushing brackets and bolts missing or loose
g) bump pad /rebound rubbers	g) missing, loose, split, badly deteriorated
h) spacer	h) spacer used between coils
i) road clearance (applies to motor vehicles with a GVWR of less than 4,500 kg)	i) any vehicle part extends down below the lowest part of the wheel rim
NOTE: Spacers allowed under/on top of coil spring.	**OUT OF SERVICE** **i) Any spring is broken.** **ii) Any attaching and/or tracking component is missing, loose, cracked and/or broken.**

All inspection procedures are visual unless additional inspection procedures are indicated or where applied force is necessary to verify tightness and/or component security.

Item and Method of Inspection	Reject If
3. Torsion Bar Suspension	
a) torsion bar	a) missing, broken, cracked, welded, sagged so as to lower the vehicle more than 38 mm (1 1/2 in.) from manufacturer's specified height
b) mounting brackets	b) missing, broken, loose, cracked, welded
c) control arms	c) bent, loose, cracked, broken, welded, bushings loose
d) torque arms (applicable units) (rear)	d) missing, bent, loose, broken, cracked, welded, bushings loose
e) stabilizer bar(s)/links (applicable units)	e) missing, bent, loose, disconnected, broken, welded, damaged, bushing brackets and bolts missing or loose
f) axial strut (applicable units)	f) missing, loose, broken, bent, cracked, welded, bushings loose
g) bump pad	g) missing, loose, split, badly deteriorated
h) road clearance (modified vehicles)	h) any vehicle part extends down below the lowest part of the wheel rim
	OUT OF SERVICE **i) Any torsion bar is cracked and/or broken.** **ii) Any attaching and/or tracking component is missing, loose, cracked and/or broken.**
4. MacPherson Strut	
a) coil spring	a) missing, welded, improperly seated in spring saddle, sagged so as to lower the vehicle more than 38 mm (1 1/2 in.) from manufacturer's specified height. Does not operate as intended.
b) control arm	b) bent, loose, cracked, welded, bushings loose
c) mounting tower	c) misaligned or modified, corrosion holes present, any area corroded to such a depth as to show evidence of metal fatigue, section repairs other than metal and sections welded in other than by an approved method, – attaching bolts are missing, loose, inferior type, bent and/or misaligned – rusted through so that the strut could come detached

All inspection procedures are visual unless additional inspection procedures are indicated or where applied force is necessary to verify tightness and/or component security.

Item and Method of Inspection	Reject If
d) stabilizer bar/links	d) missing, bent, disconnected, broken, loose, welded, damaged, bushings loose
e) upper strut bearing	e) loose, binding, worn, incorrectly positioned – bushings, brackets and bolts missing or loose
f) bump pad	f) missing, loose, split, badly deteriorated
g) road clearance (applies to motor vehicles with a GVWR of less than 4,500 kg)	g) any part extends down below the lowest part of the wheel rim
	OUT OF SERVICE **i) Any spring is broken.** **ii) Any attaching or tracking component is missing, loose, cracked and/or broken.**
5. Multi-Link Independent Rear Suspension	
a) springs	a) missing, welded, improperly seated in saddle, sagged so as to lower the vehicle more than 38 mm (1 1/2 in.) from manufacture's specified height
b) ball joints	b) exceeds OEM tolerances, loose in knuckle or control arm
c) suspension members	c) missing, bent, disconnected, broken, loose, welded, damaged
d) stabilizer bar/links	d) missing, bent, broken, loose, disconnected, welded, damaged, bushing brackets and bolts missing or loose
e) bushings	e) loose, missing, deteriorated
	OUT OF SERVICE **i) Any spring is broken.** **ii) Any attaching or tracking component is missing, loose, cracked, and/or broken.**

All inspection procedures are visual unless additional inspection procedures are indicated or where applied force is necessary to verify tightness and/or component security.

Item and Method of Inspection	Reject If
6. Independent Rear Suspension	
Manually inspect:	
a) coil spring	a) missing, welded, improperly seated in spring saddle, sagged so as to lower the vehicle more than 38 mm (1 1/2 in.) from manufacturer's specified height
b) ball joints	b) exceed OEM tolerances, loose in knuckle or control arm
c) control arm	c) bent, loose, cracked, welded, bushings loose
d) knuckles	d) bent, welded, distorted
e) pivot bolts	e) missing, bent, welded, nuts missing or loose, threads stripped
f) anchor bolts	f) missing, bent, welded, nuts missing or loose, threads stripped
g) stabilizer bar/link	g) missing, bent, disconnected, loose, broken, welded, damaged, bushings loose, bushing brackets and bolts missing or loose
h) rear axle carrier (if equipped)	h) any attaching or tracking component is missing, bent, disconnected, loose, welded or damaged
	OUT OF SERVICE **i) Any spring is broken.** **ii) Any attaching or tracking component is missing, loose, cracked and or/broken.**
7. Computer Controlled Air Suspension System	
WARNING: Control switch must be in "OFF" position if vehicle is being hoisted or raised. Manually inspect:	
a) air Springs	a) missing, cut, inoperative, loose, leaking, patched, spring rubber cracked to first braid, vehicle leans to one side, any air spring is deflated
b) lines	b) missing, crushed, cracked, disabled, leaking, restricted, insecurely mounted
c) spring mounting	c) brackets or bolts loose or missing, bolt threads stripped, spring loose in mount
d) compressor	d) missing, insecurely mounted, inoperative
e) compressor relay (If OEM)	e) missing, inoperative

All inspection procedures are visual unless additional inspection procedures are indicated or where applied force is necessary to verify tightness and/or component security.

Item and Method of Inspection	Reject If
f) control module	f) missing, inoperative
g) height sensors	g) missing, loose, inoperative, improperly located
h) switch	h) missing, inoperative, disconnected
i) warning lamp	i) inoperative during test cycle
	OUT OF SERVICE **i) Any air spring is deflated.**
8. Shock Absorbers/Strut Shock Absorber	
By bouncing the vehicle manually and then raising vehicle:	
a) condition	a) vehicle oscillates more than 2 cycles, shaft bent or welded, shaft surface corroded, shaft attaching threads stripped – does not operate to OEM specifications as intended – defective
b) mountings	b) missing, cracked, broken, loose, not attached
c) bushings	c) loose, missing, deteriorated
d) attachments	d) cracked, loose, broken, missing, bolts missing or stripped
e) oil leakage	e) leaking (seepage is not cause for rejection)
f) positioning	f) shock not located at each wheel position
g) type (hydraulic cylinder)	g) hydraulic cylinder not manufacturer-certified for on-highway use.
	OUT OF SERVICE **i) Any shock absorber not attached on coil spring or air suspension.**

All inspection procedures are visual unless additional inspection procedures are indicated or where applied force is necessary to verify tightness and/or component security.