Item and Method of Inspection	Reject If
1. Mechanical Components	
a) brake cam operating lever	a) angle between cam operating lever and actuating cable or rod exceeds 110 degrees in fully applied position; lever repositioned on shaft to compensate for wear; maximum wear indicator exceeded
b) cable and adjusters	b) cable frayed with one broken strand; cable or cables routed so as to be restricted by other components; no means for locking brake adjusters
c) clevis, pins, rods, couplings	c) any clevis pin, cotter pin, spring, rod clevis or coupling is missing, excessively worn, broken or defective
d) rotors	d) cracked, exceeds OEM limits
e) hydraulic brake systems	e) refer to Light Vehicle Section for reject criteria
f) drum brake	f) refer to Light Vehicle Section for reject criteria
g) sidecar brake (if equipped)	g) not activated by rear brake application, vehicle does not meet regulatory stopping distance
	OUT OF SERVICE **i) Brake components cannot be adjusted to provide braking. Any component leaking brake fluid.**
2. Operating Controls	
a) hand and foot levers	a) less than 1/3 travel remains as reserve with brakes normally applied, or do not return when released, or not to OEM standards
b) accessibility	b) foot brake pedal is not accessible for adequate leverage, or does not have a foot rest for use during braking
CAUTION: ANTI-LOCK BRAKING SYSTEMS REQUIRE SPECIAL TREATMENT AND SHOULD BE HANDLED AND INSPECTED ACCORDING TO THE MANUFACTURER'S RECOMMENDED PROCEDURE	

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. Hydraulic Components	
a) Brake Lines, Hoses, Master Cylinders, Wheel Cylinders and Calipers	
i) lines and hoses	i) cracked, chafing, or flattened; insecurely mounted; any repairs other than steel tubing (tubing connections must be double flared); blistered, bulged; welded; not OEM or equivalent
ii) master cylinder	ii) fluid level is below the full mark in reservoir; leaking; loose; rod adjusted incorrectly; pedal fades under a steady pressure
iii) cap	iii) missing or damaged; vent hole is plugged; gasket missing, damaged
iv) wheel cylinders **Note: Drums must be removed.**	iv) leaking, one side seized
v) calipers	v) leaking, piston seized
	OUT OF SERVICE **i) Seeping or swelling brake hose(s).** **ii) Any observed leaking hydraulic fluid in the brake system.** **iii) Hydraulic hose(s) abraded (chafed) through the outer cover to fabric layer. Fluid lines or connections leaking, restricted, crimped, cracked or broken.** **iv) Any master cylinder reservoir is less than 1/4 full.** **v) Cotter pins or locking devices missing from the bolts securing either end of the brake torque link (disc or drum, rear; drum, front).** **vi) Brake failure or low fluid warning light is on.**

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