Item and Method of Inspection	Reject If
1. Hitch Assembly, Structure and Attaching Components	**Truck | ✓ | Trailer | ✓ | Bus | ✓ |**
NOTE: This applies to all types of hitching systems and coupling devices. Some rust and corrosion on the outer surface of exposed metal parts is normal. When an excessive amount of rust or corrosion is present and has visibly reduced the thickness of the material, structural deterioration is possible. Additional Inspection Procedure(s): Inspect using suitable tools.	
a) hitch assembly, receiver, drawbar or draw beam, slider, supporting structure and attachment to vehicle chassis	a) part is bent, broken or cracked – weld is broken or cracked – welded or repaired in a way that does not meet OEM standard – fastener is ineffective, loose or missing – any part of hitch assembly is worn beyond manufacturer specifications, abnormally deteriorated or perforated by corrosion – hinged drawbar bushing is worn beyond manufacturer specifications – air leak, or level 2 leak from hydraulic components on any slider system – any slider system has a missing or ineffective stop
	OUT OF SERVICE (when in use) **i) Any crack, break or damage in the stress or loading area of the coupling device or structure.** **ii) Any component is damaged or worn to the degree that it is no longer effective.** **iii) Welded or repaired in a way that does not meet OEM standard and an imminent failure appears likely.** **iv) Air leak, or level 2 leak from hydraulic components on any slider system.** **v) Any slider system has a missing or ineffective stop.**

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Item and Method of Inspection	Reject If
2. Secondary Attachment (Safety Chain or Cable)	**Truck | ✓ | Trailer | ✓ | Bus | ✓ |**
a) safety chains, cables and attachments	a) bent, broken, cracked, missing, improper hook-up, abnormally worn, or worn beyond manufacturer specifications, chain welded other than OEM – any part is ineffective, insecure, loose, or missing – improper length
b) cable clamps	b) insufficient quantity, incorrectly installed, loose
c) hooks	c) cracked, missing, part broken
d) safety catches	d) operate ineffectively, missing
	OUT OF SERVICE **i) Any component is damaged or worn to the degree that it is no longer effective.**
3. Pintle Hook, Pin Hitch, or Coupler Hitch	**Truck | ✓ | Trailer | ✓ | Bus | ✓ |**
a) condition and operation Additional Inspection Procedure(s): Test the operation of the pintle hook and latch	a) cracked, or fails to close or latch normally
b) mounting	b) fastener or any structural part is cracked, ineffective, loose or missing – a fastener is less than SAE grade 8 or ISO class 10.9
c) cast or forged part	c) cracked, or has been repaired by welding – material is worn more than 5 mm from original dimension
d) air chamber cushion (no-slack or snubber) Additional Inspection Procedure(s): Apply air pressure to air chamber and inspect according to hitch manufacturer service instructions and specifications.	d) damaged or leaking air chamber – leak at air line or fitting – pressure protection valve is not installed in air supply toprevent depletion of air from the brake system

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Item and Method of Inspection	Reject If
e) lunette (or drawbar eye) on trailer	e) cracked, or is worn more than 5 mm from original dimension
	<u>OUT OF SERVICE (when in use)</u> **i) Wear on hitch or lunette (eye) exceeds 10 mm.** **ii) Any component is broken, cracked, or missing.** **iii) Bent, damaged, improperly repaired, loose, or worn to the degree that it is no longer effective.** **iv) Improper type or inadequate capacity.** **v) Missing or ineffective fastener.** **vi) Insecure latch.**
4. Ball type Hitch	**Truck | ✓ | Trailer | ✓ | Bus | ✓ |**
a) ball, neck and stem	a) bent, cracked or loose – ball is worn more than 3.0 mm from original dimension – welded, or repaired in a way that does not meet OEM standard 3.0 mm = 0.12 in.
b) ball deck area	b) part is bent, broken or cracked – weld is broken or cracked – welded or repaired in a way that does not meet OEM standard
c) ball coupler	c) bent, cracked or loose – abnormally deteriorated or perforated by corrosion
d) latch Additional Inspection Procedure(s): Test the operation of the latch.	d) bent, broken or cracked – inoperative or fails to adjust properly – weld is broken or cracked

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Item and Method of Inspection	Reject If
	OUT OF SERVICE (when in use) **i) Wear on ball exceeds 3.0 mm.** **ii) Any component is broken, cracked, or missing.** **iii) Bent, damaged, improperly repaired, loose, or worn to the degree that it is no longer effective.** **iv) Improper type or inadequate capacity.** **v) Missing or ineffective fastener.** **vi) Insecure latch.**
5. Roll-Coupling Hitch	**Truck | ✓ | Trailer | ✓ | Bus | ✓ |**
a) condition	a) part is bent, broken or cracked – weld is broken or cracked – welded or repaired in a way that does not meet OEM standard – fastener is ineffective, loose or missing – any fastener is smaller than specified by the – manufacturer or less than SAE grade 8 or ISO class 10.9 – any load bearing structural part of the hitch assembly is deteriorated or perforated by corrosion
b) operation Additional Inspection Procedure(s): Test the operation of the coupling and controls according to the manufacturer service instructions.	b) fails to operate in the intended manner
	OUT OF SERVICE (when in use) **i) Fails to operate in the intended manner.** **ii) Any component is broken, cracked, or missing.** **iii) Bent, damaged, improperly repaired, or loose.** **iv) Improper type or inadequate capacity.** **v) Missing or ineffective fastener.**

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Item and Method of Inspection	Reject If
6. Automated Coupling Device	**Truck | ✓ | Trailer | ✓ | Bus | ✓ |**
a) condition Additional Inspection Procedure(s): Test the operation of the coupler according to the manufacturer service instructions.	a) inoperative – welded or repaired in a way that does not meet manufacturer standard
	OUT OF SERVICE (when in use) **i) Fails to operate in the intended manner.** **ii) Any component is broken, cracked, or missing.** **iii) Bent, damaged, improperly repaired, loose, or worn to the degree that it is no longer effective.** **iv) Improper type or inadequate capacity.** **v) Missing or ineffective fastener.**
7. Fifth Wheel Coupler	**Truck | ✓ | Trailer | ✓ |** Bus | |
a) upper coupler (pick up plate) on trailer Additional Inspection Procedure(s): Check the condition and flatness of the upper coupler plate using a tool specifically intended for that purpose or an equivalent measuring device.	a) cracked, loose, warped or worn so that the area in contact with the lower fifth wheel is less than 75% of the surface of the lower coupler – bent upward or downward more than specified by manufacturer – lubricant is contaminated with an abrasive material – upper coupler's attachment or a structural member is corroded, damaged or in a condition that the plate or king pin is weakened – mounting bolt or rivet is broken, corroded, loose or missing (also refer to Section 8, Body, item 6. Frame, Rails and Mounts) – bulge is present in attaching and mating surface due to corrosion – rivet is dimpled due to corrosion – rivet area bulged due to corrosion

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Item and Method of Inspection	Reject If
b) kingpin on trailer (or on towing vehicle) Additional Inspection Procedure(s): Check the wear and condition of the kingpin using a gauge specifically intended for that purpose or an equivalent measuring device. **NOTE: In some jurisdictions remanufacturing of kingpins is permitted when the remanufacturing is done using a process certified by a professional engineer. In such a case the kingpin must be permanently marked to identify the remanufacturer and marked to indicate the date the process was completed.**	b) bent, broken, cracked, deformed or loose – worn more than 3.0 mm – repaired by welding – length is incorrect to properly fit into fifth wheel jaws **NOTE: A fifth wheel intended for use with a material installed on the lower coupler, instead of applying grease, requires a longer king pin length. A king pin intended for use with a material installed on the lower coupler, instead of applying grease, does not properly couple with a standard fifth wheel.**
c) lower coupler (fifth wheel) top plate	c) any part is broken, cracked, damaged, distorted, missing or welded, or repaired in a way that does not meet manufacturer standard – surface is worn beyond manufacturer specified limit – wear in pivot pin is beyond manufacturer specified limit – lubricant is abnormally contaminated, (e.g. sand, gravel) – not properly lubricated (unless equipped with manufacturer-supplied no-lube top plate coupling surface)
d) latching mechanism Additional Inspection Procedure(s): Test the operation of the latch, and wear in the fifth wheel assembly, using a test device specifically designed for that purpose or a suitable equivalent.	d) broken, cracked or inoperative – stiffness or seizing of the latch mechanism is felt – free-play, slack or wear is beyond manufacturer – specified limit – improperly adjusted – modified or improperly repaired – release handle is bent, modified or has anything attached to it
e) lower coupler pivot ('fifth wheel saddle') Additional Inspection Procedure(s): Check for wear in the fifth wheel pivot area according to manufacturer service instructions.	e) wear exceeds manufacturer specification

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Item and Method of Inspection	Reject If
f) slider assembly and locking mechanism	f) any part is bent, broken, cracked, damaged or inoperative – fore/aft movement of fifth wheel in slider exceeds manufacturer specification – fails to lock securely – slider stop is missing or insecure
g) air-operated control or feature	g) does not operate as intended by the manufacturer
h) upper and lower coupler attachment to frame	h) any part is broken, cracked, damaged, distorted, missing, or welded or repaired in a way that does not meet manufacturer standard – any fastener is cracked, ineffective, loose or missing – fasteners used to attach coupler assembly to frame do not meet the minimum requirements shown in the table below:

Minimum Number of Bolts per Side Based on Type & Size* of Bolt						
	ASTM A325 Type 1, 2, &3 (metric 5.8)		**SAE J429 Grade 5 (metric 8.8)**		**SAE J429 Grade 8 (metric 10.9)**	
Maximum trailer GVWR	**1/2″ (12 mm)**	**5/8″ (16 mm) or larger**	**1/2″ (12 mm)**	**5/8″ (16 mm) or larger**	**1/2″ (12 mm)**	**5/8″ (16 mm) or larger**
67,999 lbs (30,845 kgs) or less	6	4	6	4	5	4
68,000-84,999 lbs (30,846-38,556 kgs)	8	5	8	5	7	5
85,000-105,000 lbs (38,557-47,628 kgs)	10	6	10	6	8	5

* Bolt size refers to the outside diameter of the thread.

- 1/2 inch bolts have 3/4 inch heads and nuts
- 5/8 inch bolts have 15/16 inch heads and nuts
- 12 mm bolts have 19 mm heads and nuts
- 16 mm bolts have 24 mm heads and nuts

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Item and Method of Inspection	Reject If
	<u>OUT OF SERVICE (when in use)</u> **i) Adjustable fifth wheel has 25% or more of the locking pins missing vany observable movement between the fifth wheel, or upper coupler, mounting components and/or the frame.** **ii) More than 9 mm fore/aft movement of the fifth wheel in its sliding track.** **iii) Any sliding fifth wheel locking mechanism does not remain in the locked position.** **iv) Any crack, break or damage in the stress or loading area of the coupling device.** **v) Slider stop is insecure or missing.** **vi) More than 25 percent of latching fasteners on either side of slider are ineffective.** **vii) Pivot bracket pin missing or not secured.** **viii) Any parent metal cracked.** **ix) Any repair weld cracking, well defined (especially open) cracks in stress or load-bearing areas, cracks through 20% or more original welds or parent metal.** **x) Operating handle not in closed or locked position.** **xi) More than 20 percent of mounting fasteners on either side missing or ineffective.** **xii) Locking mechanism parts broken, missing, or deformed to the extent that the kingpin is not securely held.** **xiii) Kingpin is bent, broken, cracked, deformed or loose.** **xiv) Any trailer with a bolted upper coupler, which has fewer effective bolts than shown in table above.**
8. Oscillating Fifth Wheel Coupler	**Truck |✓| Trailer |✓|** Bus | |
NOTE: Inspect fifth wheel coupler parts as described above in item 6, and inspect additional oscillating items as listed below. Inspect all frame and structural elements as described above in item 1.	<u>OUT OF SERVICE (when in use)</u> Refer to Out of Service conditions in item # 7 above.

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Item and Method of Inspection	Reject If
a) oscillating components and structure Additional Inspection Procedure(s): Check for wear and defects according to manufacturer service instructions.	a) cracked, damaged, defective or inoperative – wear exceeds manufacturer specification
9. Ball-Bearing Type Turntable on Trailer	Truck | | **Trailer |✓|** Bus | |
a) condition Additional Inspection Procedure(s): Check for wear and defects according to manufacturer service instructions.	a) loose or missing bolts – cracks in weld or parent metal – wear exceeds manufacturer specification – binding ,lack of Lubrication and evidence of imminent failure
	<u>OUT OF SERVICE</u> **i) Top flange has less than 6 effective bolts.** **ii) Bottom flange has less than 6 effective bolts.** **iii) Twenty percent or more of original welds (or repaired original welds), or parent metal cracked.** **iv) Upper flange half touching lower flange half.** **v) Cracked flanges.**
10. Permanently-Attached Equipment	**Truck |✓| Trailer |✓| Bus |✓|**
Manually inspect: a) security	a) insecure, loose

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