

Item and Method of Inspection	Reject If
1. Hydraulic Brakes	Truck ✓ Trailer ✓ Bus ✓
a) metal line and fittings Additional Inspection Procedure(s): Inspect lines and fittings for leaks while brakes are fully applied with heavy force on the brake pedal, (i.e.: panic stop). Operate engine if necessary to maintain power-assist. NOTE: All connections between brake system components must be proper flared type. NOTE: Surface rust and corrosion is normal on metal lines and fittings, and is not cause for rejection. b) flexible line/hose Additional Inspection Procedure(s): Inspect flexible hoses while brakes are applied with heavy force on the brake pedal, (i.e.: panic stop). Operate engine if necessary to maintain power-assist. c) master cylinder d) pressure differential switch	a) heavy rust, corrosion or scaling, is present on any metal line or fitting that reduces or increases the thickness, or compromises the structural integrity of the material – level 1 leak of brake fluid – chafing, cracked, flattened or restricting section – insecure mounting causing line to shift out of its normal position – repaired by welding or soldering – repaired using material or method does not meet OEM standard b) bulged or swells under pressure, flattened, twisted, restricting section or insecure mounting – outer composite material is cracked or chafed exposing an inner layer as shown in hose and tube condition chart in introduction – deficient product is used that does not meet OEM standard c) damaged or insecure mounting – fluid is contaminated – level 1 leak of brake fluid – fluid level is below indicated minimum level, or if not indicated, more than 13 mm from top – filler cap is damaged, loose or missing, vent holes are plugged, or gasket is missing or swollen d) switch or electrical connection is damaged, insecure or loose. – level 1 leak of brake fluid – inoperative

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Item and Method of Inspection	Reject If
e) variable or proportioning system Additional Inspection Procedure(s): Check links for mechanical defects. Test when there is evidence of a problem. Refer to manufacturer service instructions and confirm that the valve is functioning properly.	e) link is damaged, missing, or seized – inoperative – level 1 leak of brake fluid
f) auxiliary or work brake (line-lock device) NOTE: Line-lock devices block brake fluid from returning to the master cylinder as a means of holding a vehicle stationary. Improperly installed they can interfere with normal service brake operation.	f) any device is installed that interferes with normal service brake operation
g) breakaway brakes (over 1,400 kg must be equipped)	g) inoperative or missing – fails to remain fully applied for 15 minutes
	<u>OUT OF SERVICE</u> i) A brake hose or line swells under pressure. ii) Level 2 leak in any part of the brake system. iii) Brake pedal moves downward when brakes are held applied. iv) A brake hose is broken, crimped, restricted, or cracked exposing any inner layer. v) Master cylinder fluid level is below indicated minimum level or less than $\frac{1}{4}$ full. vi) Brake fluid is contaminated in a way that prevents normal brake operation. vii) Breakaway inoperative/missing.
2. Brake Pedal/Actuator Truck ✓ Trailer Bus ✓ 	
a) pedal	a) broken, cracked, loose, missing or abnormally worn – welded or repaired in a way that does not meet OEM standard
b) mount	b) cracked, deteriorated, insecure or weakened by corrosion
c) anti-slip feature	c) ineffective, loose or missing

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Item and Method of Inspection	Reject If
	<u>OUT OF SERVICE</u>
	i) Pedal is missing.
3. Vacuum Assist (Boost) System on Truck or Bus	Truck ✓ Trailer Bus ✓
a) line, hose and clamp b) check valve c) tank d) operation Additional Inspection Procedure(s): Test system operation as described below. Stage 1 – Start engine, build to full vacuum, shut engine off, make two (2) full brake applications. Stage 2 – With engine off, press brake pedal several more times to eliminate remaining vacuum. Apply a light force on brake pedal and then start engine. e) warning device f) vacuum pump Additional Inspection Procedure(s): Confirm proper operation of the vacuum pump to manufacturer specifications. When no specification is available, check with engine running at 1,200 rpm using vehicle gauge, or connect external gauge.	a) broken, chafed, collapsed, cracked, leaking, loose or missing – insecure mounting, incorrect type, or positioned within 50 mm of any exhaust system component and not protected by a heat shield b) incorrectly installed or inoperative, leaking or missing c) damaged, structurally deteriorated from corrosion, insecure or loose, leaking or missing d) during stage 1 – vacuum reserve is insufficient to assist two full brake applications – during stage 2 – downward movement of brake pedal is not felt when engine is started e) not equipped with an audible or visual signal in the event of failure of air pressure or braking effectiveness f) vacuum pump does not operate within manufacturer specifications, or when no specification is available, is unable to achieve and maintain 4.5 kPa of vacuum NOTE: High altitude can reduce achievable vacuum level.

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	<u>OUT OF SERVICE</u> i) A brake hose or line swells under pressure. ii) Level 2 leak in any part of the brake system. iii) Applied pedal travel exceeds 80% of total pedal travel iv) Power assist unit is inoperative. v) A check valve is inoperative or missing. vi) The brake pedal does not move downward when the engine is started with the brakes applied.
4. Hydraulic Assist (Boost) System on Truck or Bus	
a) engine-driven pump, reservoir and belt Additional Inspection Procedure(s): Check with engine stopped and with engine running. Inspect drive belt according to Section 1. Power Train, Item 10. Engine or Accessory Drive Belt. b) line and hose Additional Inspection Procedure(s): Check with engine stopped and with engine running. c) operation Additional Inspection Procedure(s): Confirm proper operation of the hydraulic assist (boost) system according to manufacturer service instructions. When no manufacturer service instructions are available, check as described below. Test Method 1 – For a system with electrically-driven back-up pump. Operate brakes with engine running and engine stopped with ignition off. Observe system operation and status of indicator lamps. Test Method 2 – For a system with gas-accumulator back-up. Stop engine and deplete pressure reserve. Then apply a moderate force on brake pedal and start engine.	Truck ✓ Trailer Bus ✓ a) level 2 leak of hydraulic boost fluid – fluid level is below indicated minimum level, or if not indicated, more than 25 mm from top – filler cap is damaged, loose or missing b) level 2 leak of hydraulic boost fluid – broken, chafed, collapsed, cracked, loose or missing – insecure mounting or incorrect type c) hydraulic assist (boost) is not available or system malfunctions – system does not operate as described in manufacturer service instructions – warning or indicator lamp is activated, showing a system malfunction – during Test Method 1 – system does not operate as described in manufacturer service instructions or electric driven pump fails to operate as intended – during Test Method 2 – on a system with gas-accumulator back-up – pedal fails to sink down and then push back up again

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Item and Method of Inspection	Reject If
	<u>OUT OF SERVICE</u> i) A brake hose or line swells under pressure. ii) Level 2 leak in any part of the brake system. iii) Applied pedal travel exceeds 80% of total pedal travel. iv) Power assist unit is inoperative. v) A check valve is inoperative or missing. vi) The brake pedal does not move downward when the engine is started with the brakes applied.
5. Air Assist (Boost) System on Truck or Bus	Truck ✓ Trailer Bus ✓
a) operation Additional Inspection Procedure(s): Confirm proper operation of the air assist (boost) system according to manufacturer service instructions. When no manufacturer service instructions are available, check as follows: Stop engine and deplete pressure reserve. Then apply moderate force on the brake pedal and start the engine.	a) system does not operate as described in manufacturer service instructions – downward movement of brake pedal is not felt when engine is started
	<u>OUT OF SERVICE</u> i) A brake hose or line swells under pressure. ii) Level 2 leak in any part of the brake system. iii) Applied pedal travel exceeds 80% of total pedal travel. iv) Power assist unit is inoperative. v) A check valve is inoperative or missing. vi) The brake pedal does not move downward when the engine is started with the brakes applied.

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6. Air-Over-Hydraulic Brake System	Truck ✓ Trailer ✓ Bus ✓
NOTE: An Air-Over-Hydraulic Brake System is a brake system that uses compressed air to transmit force from the driver control to a hydraulic brake fluid system that actuates the service brakes. The brake pedal is connected to an air valve that delivers air pressure to hydraulic pressure converters. NOTE: The air system of an air-over-hydraulic brake system must comply with CMVSS 121. a) operation Additional Inspection Procedure(s): Inspect system operation according to manufacturer service instructions. When no manufacturer service instructions are available, inspect the air supply system for compliance with the items 1 – 6 in Section 3A Air Brakes. Inspect the hydraulic system components for compliance with all relevant items listed in this Section.	a) system does not operate as described in manufacturer service instructions – a vehicle manufactured after 1975 does not have a dual-circuit air system and two independent air-to- hydraulic pressure converters – any system defect or malfunction is detected
	<u>OUT OF SERVICE</u> i) A brake hose or line swells under pressure. ii) Level 2 leak in any part of the brake system. iii) Applied pedal travel exceeds 80% of total pedal travel. iv) Power assist unit is inoperative. v) A check valve is inoperative or missing. vi) The brake pedal does not move downward when the engine is started with the brakes applied.
7. Surge Brake Controller on Trailer	Truck Trailer ✓ Bus
a) controller operation Additional Inspection Procedure(s): Check the operation of the surge brake controller according to the manufacturer service instructions. Actuate the controller using suitable means and confirm brake operation at each wheel. Test operation of any backing mechanism	a) controller is damaged or defective – controller is seized, or fails to operate brakes when actuated manually – backing/towing function fails to operate as intended

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Item and Method of Inspection	Reject If
b) brake fluid reservoir c) break-away device Additional Inspection Procedure(s): When a break-away device is present, it must be inspected according to the service instructions provided by the manufacturer and it must be functional.	b) insecure mounting or loose – level 1 leak of brake fluid – brake fluid level is below “Full” mark or less than 75% of capacity when reservoir is not marked – reservoir filler cap damaged, loose or missing c) missing from a trailer required to have a break-away device – damaged, improperly installed or inoperative
	<u>OUT OF SERVICE</u> i) Brakes are inoperative or fail to operate as intended. ii) Required break-away device is improperly installed, inoperative or missing.
8. Vacuum System on Trailer Truck Trailer ✓ Bus 	
Additional Inspection Procedure(s): When inspecting a trailer that uses vacuum to actuate or boost braking, inspect the system according to the service instructions provided by the manufacturer a) condition and operation	a) damaged or fails to operate as intended
	<u>OUT OF SERVICE</u> i) Brakes are inoperative or fail to operate as intended.
9. Air-Boosted Trailer Brake System Truck Trailer ✓ Bus 	
Additional Inspection Procedure(s): When inspecting a trailer that uses an air-boosted brake system, inspect the system according to the service instructions provided by the manufacturer a) condition and operation	a) damaged or fails to operate as intended

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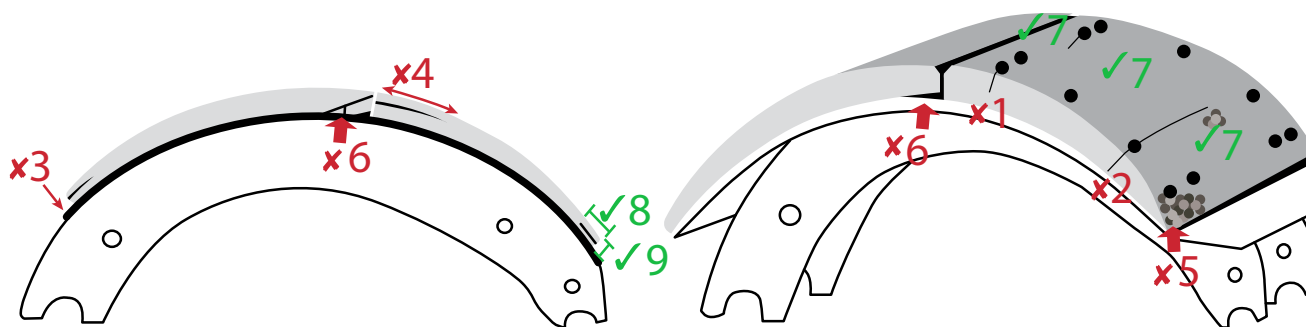
Item and Method of Inspection	Reject If
	<u>OUT OF SERVICE</u> i) Brakes are inoperative or fail to operate as intended.
10. Electric Brake System on Trailer	Truck Trailer ✓ Bus
Additional Inspection Procedure(s): Wheels and drums must be disassembled on all electric brake systems. NOTE: Inspect the wheel-end (drum or disc) brake system components, on a trailer with electric brakes, according to the relevant requirements for drum or disc brake system as outlined in this section below. a) wheel magnet and actuator Additional Inspection Procedure(s): When the manufacturer of the brake system provides a test procedure for confirming the operation of the electromagnet used to actuate the brake, the test procedure must be conducted as part of the inspection. b) wiring c) break-away device Additional Inspection Procedure(s): When a break-away device is present, it must be inspected according to the service instructions provided by the manufacturer and it must be functional. d) battery and controller Additional Inspection Procedure(s): Test the battery and controller according to the service instructions provided by the manufacturer.	a) any part is broken, damaged, loose, or missing – magnet is inoperative or seized b) shorted, insulation is cracked or peeled – improperly spliced or connected – not secured at least every 1,800 mm c) missing from a trailer required to have a break-away device – damaged or inoperative d) damaged or fails to operate as intended

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Item and Method of Inspection	Reject If
	<u>OUT OF SERVICE</u> i) Brakes are inoperative or fail to operate as intended. ii) Required break-away device is inoperative or missing.
11. Brake system indicator lamps	Truck ✓ Trailer Bus ✓
a) operation Additional Inspection Procedure(s): Confirm the location and labeling of brake indicator lamps according to manufacturer service instructions. Check operation of brake indicator lamps according to manufacturer service instructions. When no manufacturer service instructions are available, begin with engine stopped, then turn ignition on. Lamps must turn on when ignition is first turned on. Lamps may go out after 2-3 seconds or may stay on until the engine is started. NOTE: Some indicator lamps may stay on, after a repair or system malfunction, until vehicle speed reaches 8-16 km/h.	a) missing, not red or amber in colour – does not operate according to manufacturer service instructions – indicates a brake system malfunction or defect
	<u>OUT OF SERVICE</u> i) Any brake indicator is inoperative or fails to operate as intended. ii) An active brake failure is indicated.
12. Drum Brake System Components	Truck ✓ Trailer ✓ Bus ✓
NOTE: Drums must be removed. a) brake operation	a) a required brake is missing – a brake is inoperative

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Item and Method of Inspection	Reject If
b) brake shoe lining condition (service brakes) NOTE: Cracks in the surface of the lining, surface erosion and minor spalling of the contact face of the lining are normal. Also inspect lining for damage caused by “rust-jacking.” This includes lining material cracking, lifting or separating from backing metal, due to rust build-up.	b) a crack extending partially through, or completely through the lining from the friction surface to the metal backing, passing from any rivet hole to the edge – a crack in the edge of the lining that is wider than 1 mm or longer than 38 mm – a piece of the lining is broken off exposing a rivet – lining is distorted or separating from shoe, (e.g. an object 1 mm thick can be inserted more than 10 mm between the lining and the backing metal) – lining is contaminated by brake fluid, oil or grease (Also see Section 9 Item 5 for wheel seal leaks) – lining protrudes outside of drum more than 3 mm – lining or any lining fastener is loose – shim is used between lining and shoe – shoe or lining is installed incorrectly (such as primary and secondary shoes reversed)



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c) brake shoe lining thickness i) bonded lining ii) riveted lining	Examples of Brake Shoe Lining Pass and Reject Conditions: Reject condition 1 – a partial crack in the lining, extending from a rivet hole to the edge Reject condition 2 – a crack completely through the lining, extending from a rivet hole to the edge Reject condition 3 – a crack in the edge of the lining wider than 1 mm Reject condition 4 – a crack in the edge of the lining longer than 38 mm Reject condition 5 – a piece of the lining is broken off exposing a rivet Reject condition 6 – lining is distorted or separating from shoe Pass condition 7 – minor crack or spalling of the lining material Pass condition 8 – crack in edge of lining shorter than 38 mm Pass condition 9 – crack in edge of lining less than 1 mm wide i) worn to 1.6 mm (1/16 in.) or less at centre of shoe – worn to minimum as indicated by component manufacturer over 1.6 mm ii) worn to 3.2 mm (1/8 in.) or less at centre of shoe – worn to 1.6 mm (1/16 in.) or less above rivet when wheels and drum removed – worn to minimum as indicated by component manufacturer over 1.6 mm

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Item and Method of Inspection	Reject If
Additional Inspection Procedure(s): Lining thickness must be measured at each inspection and the measurement must be recorded on the inspection report. For the purposes of recording lining thickness on the inspection report, lining thickness measurements are taken at the edge of the lining, near the centre of the brake shoe. The measurement must be taken of the thinner brake shoe lining, when there is a difference in thickness. d) brake drum condition NOTE: Heat checks and some surface cracks on the friction surface are normal. A heat check has a width less than 0.5 mm and a depth less than 0.5 mm. A surface crack is at least 0.5 mm wide and 0.5 mm deep. Any surface crack, groove or worn area that is deeper than the drum wear limit is a structural weakness. e) brake drum diameter (wear) Additional Inspection Procedure(s): Brake drum diameter must be measured unless an exemption applies, and the measurement must be recorded on the inspection report. f) self-adjuster mechanism	d) surface crack longer than 75% of the width of the friction surface – surface crack within 25 mm of the open edge – surface crack, groove or worn area that is a structural weakness – external crack – friction surface is abnormally worn, or is hardened and blackened due to overheating (“martensite”) – friction surface is contaminated by grease or oil (Also see Section 9 Item 5 for wheel seal leaks.) e) measured drum diameter exceeds limit indicated on the brake drum, OEM standard or industry standard, or if limit is not available: – for nominal drum size of 350 mm (14 in.) or less: 2.3 mm more than original drum diameter – for nominal drum size greater than 350 mm (14 in.): 3.0 mm more than original drum diameter 2.3 mm = 0.09 in. 3.0 mm = 0.12 in. f) abnormally worn, incorrect thread direction, inoperative – missing or seized

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Item and Method of Inspection	Reject If
g) anchor pin and return spring h) backing plate i) axle and spindle j) wheel cylinder k) wheel seal	g) abnormally worn, bent, broken, loose or missing – spring stretched h) bent, damaged or loose – shoe contact area is grooved or worn in a manner that restricts free movement of shoes i) cracked j) damaged, inoperative or seized, loose or insecure mounting – level 2 leak of brake fluid – dust seal is cracked, damaged, deteriorated, missing, or split k) level 2 leak of bearing lubricant
	<u>OUT OF SERVICE</u> i) Any part is binding, broken, missing, seized, or mounted incorrectly. ii) A brake drum is in a condition where an imminent failure appears likely. iii) Level 2 leak of brake fluid at wheel cylinder. iv) A brake is inoperative. v) Brake lining thickness is less than 1.6 mm. vi) A piece of the lining is broken off exposing a rivet or bolt. vii) A crack in the edge of the lining wider than 1 mm. viii) A crack in the edge of the lining longer than 38 mm. ix) Broken or missing return spring, anchor pin, or spider. x) Brake lining or brake drum friction surface is contaminated by brake fluid, grease or oil. NOTE: Also see section 9, item 5 for wheel seal leaks.

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Item and Method of Inspection	Reject If
13. Disc brake System components	Truck ✓ Trailer ✓ Bus ✓
a) brake operation b) disc (rotor) condition NOTE: Heat checks and some surface cracks on the friction surface are normal. A heat check has a width less than 0.5 mm and a depth less than 1 mm. A surface crack is at least 0.5 mm wide and 1 mm deep. NOTE: Lateral run-out and parallelism only need to be checked only where there is evidence of a problem.	a) a required brake is missing – a brake is inoperative b) section is broken off or missing – crack extends from the friction surface through to the cooling vent – any surface crack is longer than 75% of the radial width, within the friction surface – any surface crack extends to an outer edge – groove or pitted area in rotor that reduces rotor thickness below minimum allowable value – contact pattern of the pad on solid rotor material (i.e.: not rusted) is less than 75% of the radial width, around the entire rotor, on one side – lateral run-out or out-of-parallelism exceeds 0.3 mm – friction surface of the rotor is contaminated by brake fluid, grease or oil (Also see section 9 item 5 for wheel seal leaks) 0.3 mm = 0.01 in. – disc not vented properly – hot spots are present that cannot be removed by machining

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Item and Method of Inspection	Reject If
c) disc (rotor) thickness Additional Inspection Procedure(s): Disc (rotor) thickness must be measured. Measurements must be recorded on inspection report. d) caliper e) anchor plate f) pad condition	c) – two grooves worn beyond maximum 2.3 mm (3/32 in.) – lateral run out exceeds 0.128 mm (0.005 in.) on discs 380 mm (15 in.) in diameter or less – lateral run out exceeds 0.128 mm on discs 380 mm (15 in.) in diameter or less – lateral run out exceeds 0.25 mm (0.01 in.) on discs greater than 380 mm (15 in.) – lateral run out exceeds 0.25 mm on discs greater than 380 mm (15 in.) – original thickness decreased by any combination of wear and machining below manufacturer's minimum thickness indicated on rotor d) any part is binding, broken, missing, seized or mounted incorrectly or inferior attaching bolt is used – slide pin/slider or pad slider is binding, damaged, seized, mounted incorrectly, or not equivalent to OEM standard – caliper movement within the anchor plate exceeds manufacturer specification, guide is welded or repaired in a way that does not meet OEM standard – level 2 leak of brake fluid – pad retainer is bent, damaged, insecure or missing – boot or bellows is cracked or deteriorated, damaged, or missing e) loose or bolt is missing f) broken, cracked, damaged, or abnormally worn – friction material is contaminated by brake fluid, oil or grease (Also see section 9 item 5 for wheel seal leaks) – friction material loose on pad, pad is missing, or pad is installed incorrectly

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Item and Method of Inspection	Reject If
g) pad (friction material) thickness Additional Inspection Procedure(s): Pad (friction material) thickness of both inboard and outboard pad must be measured and measurement of the thinnest pad must be recorded on the inspection report. NOTE: Pad (friction material) thickness can be determined by measuring the friction material itself or by measuring the combined thickness of the friction material and pad backing plate, then deducting the thickness of the backing plate. Record the thickness of the friction material only. h) clearance between pads and rotor (caliper adjustment)	g) pad (measured friction material) thickness is less than manufacturer specification, or industry standard, or if limit is not available – worn to 1.6 mm (1/16 in.) above rivet when wheels and disc removed – worn to 1.6 mm (1/16 in.) or less at the thinnest point on bonded pads – worn to 3.2 mm (1/8 in.) or less at the thinnest point on riveted linings – worn to minimum as indicated by component manufacturer over 1.6 mm – worn to 3.2 mm (1/8 in.) at thinnest point on riveted pads – worn to 1.6 mm (1/16 in.) or less above rivet on riveted lining when caliper removed h) does not meet manufacturer's specifications

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Item and Method of Inspection	Reject If
	<u>OUT OF SERVICE</u> i) Any part is binding, broken, missing, seized or mounted incorrectly. ii) A rotor (disc) friction surface shows metal to metal contact with brake pad or severe rusting. iii) A rotor (disc) has a crack that extends to the hub or through to the vented section. iv) Any brake component is in a condition where an imminent failure appears likely. v) A brake is inoperative. vi) Friction material of the pad or friction surface of the rotor is contaminated by brake fluid, grease or oil. vii) Any disc is cracked to the hub or failure appears imminent. viii) Any brake component is in a condition which would indicate failure is imminent. ix) Any brake is inoperative. x) Any brake pad is worn to 1.6 mm (1/16 in.) or less above rivet or shoe (worn to minimum as indicated by component manufacturer over 1.6 mm). xi) Worn to 3.2 mm (1/8 in.) or less at the thinnest point on riveted linings. xii) Any level 2 fluid leak.

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14. Mechanical Parking Brake	Truck ✓ Trailer Bus ✓
a) operation Additional Inspection Procedure(s): Refer to manufacturer service instructions for test procedure. When such instruction is not available, test as described below. With a manual transmission – Apply the parking brakes and place the transmission in the second or third lowest gear. Engage the clutch slowly without applying the throttle. Vehicle may rock and shake, but it should not roll, and engine may stall. With an automatic transmission – Apply the parking brake and place the transmission in forward gear. Raise engine speed to no more than 800 rpm. Vehicle may shift due to torquing of the suspension, but it should not roll forward or backward. NOTE: Some vehicles with automatic transmissions use an interlock that prevents a vehicle from being placed into gear when the parking brake is applied. Inspect such a vehicle according to the test method provided by the manufacturer. b) indicator lamp c) control d) cable and/or linkage e) adjustment f) friction material Additional Inspection Procedure(s): Inspecting the condition of the parking brake friction material is necessary in cases when shoes are visually accessible, or the brake is disassembled.	a) parking brake does not hold as required b) parking brake indicator lamp does not activate when control is placed in the applied position c) binds, broken or missing – inoperative or fails to lock d) broken, frayed, improperly secured, missing, seized or equalizer is missing e) any part of the system is improperly adjusted f) thickness is less than 3.2 mm (1/8 in.) on riveted lining or less than 1.6 mm (1/16 in.) on bonded lining – worn to minimum as indicated by component manufacturer over 1.6 mm – contaminate

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	<u>OUT OF SERVICE</u> i) Brake is inoperative or fails to operate as intended. ii) Vehicle rolls forward or backward with little or no resistance when parking brake is applied.
15. Spring-Applied Hydraulic-Released (SAHR) Parking Brake	Truck ✓ Trailer Bus ✓
NOTE: A spring-applied hydraulic-released (SAHR) Parking Brake System uses a mechanical spring to apply the parking brake. Pressurized hydraulic fluid is used to compress the spring and release the parking brake. a) operation Refer to manufacturer service instructions for test procedure. When such instruction is not available, test as described below. A manual transmission – Apply the parking brakes and place the transmission in the second or third lowest gear. Engage the clutch slowly without applying the throttle. Vehicle may rock and shake, but it should not roll, and engine may stall. An automatic transmission – Apply the parking brake and place the transmission in forward gear. Raise engine speed to no more than 800 rpm. Vehicle may shift due to torqueing of the suspension, but it should not roll forward or backward. NOTE: Some vehicles with automatic transmissions use an interlock that prevents a vehicle from being placed into gear when the parking brake is applied. Inspect such a vehicle according to the test method provided by the manufacturer. b) indicator lamp c) line and hose Additional Inspection Procedure(s): Check with engine stopped and with engine running.	a) parking brake does not hold as required b) parking brake indicator lamp does not activate when control is placed in the applied position c) level 2 leak of hydraulic fluid – broken, chafed, collapsed, cracked, leaking, loose or missing – insecure mounting or incorrect type

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Item and Method of Inspection	Reject If
d) release canister e) friction material Additional Inspection Procedure(s): Inspecting the condition of the parking brake friction material is necessary in cases when shoes are visually accessible, or the brake is disassembled.	d) damaged, inoperative, insecure, or loose – level 2 leak of hydraulic fluid e) thickness is less than 3.2 mm (1/8 in.) on riveted lining or less than 1.6 mm (1/16 in.) on bonded lining – worn to minimum as indicated by component manufacturer over 1.6 mm – contaminated
	<u>OUT OF SERVICE</u> i) Brake is inoperative or fails to operate as intended. ii) Vehicle rolls forward or backward with little or no resistance when parking brake is applied.
16. Anti-Lock Brake System (ABS) on a Truck or Bus Truck ✓ Trailer Bus ✓	
NOTE: Every truck or bus manufactured on or after April 1, 2000, with a GVW above 4,536 kg must be equipped with ABS. <u>Every vehicle equipped with ABS that was not mandatory for the vehicle when it was manufactured must have ABS in good working order.</u> a) indicator lamp Additional Inspection Procedure(s): Cycle the ignition off and on while monitoring the ABS indicator lamp. b) ABS decal – cautionary pass c) electronic control unit (ECU) d) wiring Additional Inspection Procedure(s): Visually inspect accessible portions of the wiring. Inspect all repairs and damaged areas.	a) inoperative or missing – fails to turn on during bulb-check cycle when ignition is turned on – indicates the presence of an active malfunction by staying on after the bulb-check cycle – any visual evidence that the system has been tampered with or defeated b) DO NOT REJECT – pass with caution and advise owner if ABS decal is missing c) insecure mounting, missing or connector corroded d) insecure mounting, missing, or connector corroded – conductor is exposed due to damage, improper repair or other condition of wire – connection or repair does not meet OEM standard

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e) ABS modulating valve f) wheel speed sensor NOTE: Different configurations of sensors and modulators are permitted by CMVSS. Be sure to confirm the OEM configuration of the ABS before rejecting a vehicle due to missing wheel speed sensors.	e) missing, insecure mounting to ECU, level 1 leak of brake fluid or abnormal corrosion f) inoperative, insecure mounting, missing, connectors corroded
	<u>OUT OF SERVICE</u> i) Any malfunction of the ABS system that prevents normal brake operation.
17. Stability Control System Truck ✓ Trailer Bus ✓	
a) indicator lamp/system status Additional Inspection Procedure(s): Check for indication of any fault or malfunction by cycling the ignition off and on while monitoring the indicator lamp.	a) lamp fails to illuminate during bulb-check or lamp remains illuminated – fault or malfunction is indicated – any visual evidence that the system has been tampered with or defeated

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