Part 396 Inspection, Repair and Maintenance

Part 396 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.

Record Keeping Requirements

Motor carriers must maintain the following information for every vehicle that 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 push out 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. A copy must be retained for 12 months from the date of inspection.

Inspection and Maintenance Record

Make		Year	Model	VIN No	
No. of Tires	Sizes	Co.	Unit No		
If Leased. Name of I	essor				

Example of what repair may consist of is lights and reflectors, wheels and tires, running gear and undercarriage, brake system, hoses, tubing, body, etc.

X - O.K., A - Adjustment Made; R - Repairs Made; RP - Replacement Made

Date (MM/DD/YYYY)	Mileage	Lube	Oil	Repair Type	Location	Invoice#	Cost
				-51-			

Nature and Due Date of Inspections/Maintenance Operations to Be Performed

Date	Next Inspection And Maintenance Operation

Equipment, Inspection and Use Pre-Trip Inspection Report

No commercial motor vehicle shall be driven unless the driver is satisfied that the following parts and accessories are in good working order, nor shall any driver fail to use or make use of such parts and accessories when and as needed §392.7:

- Service brakes (including trailer brake connections)
- Parking (hand) brake
- Steering mechanism
- Lighting devices and reflectors
- Tires
- Horn
- Windshield wiper or wipers
- Rear-vision mirror or mirrors
- Coupling devices

Post-Trip Inspection Report

Commercial motor vehicle drivers must complete a driver vehicle inspection (Post-trip) for each vehicle driven at the end of each driving day when they have either found or been made aware of a vehicle and/or deficiency. 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 discovered, completion of the report is not required. 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. The report does not have to be carried on the vehicle.

EXCEPTIONS: The Post-Trip Inspection Report shall not apply to a private motor carrier of passengers (nonbusiness), a driveaway-towaway operation, or any motor carrier operating only one commercial motor vehicle.

Driver's Vehicle Inspection Report

		Beginning Mileage	
Tractor	Date	Ending Mileage	
√ Check Any Defects N	oted Below		
Parking (Hand) Brak	<u>xe</u>	Wheels And Rims	
Steering Mechanism	 l	Emergency Equipment	
Lights And Reflecto	ırs	Engine	
Tires		Transmission	
Horn		Clutch	
Windshield Wipers		Exhaust	
Rear View Mirrors		Brakes	
Coupling Devices		Cooling And Oil Pressure	
Explain In Detail Any Detail	efects Checked (Tractor Only	<i>i</i>)	
If No Defects – Write "No	me"		
Explain In Detail Any Ti	railer Defects		
Trailer No.		Trailer No.	
		Driver's Signature	D. (
I have inspected the abo defects known to me.	ove unit and reported all	Driver's Signature	Date
		Next Trip Driver's Signature	Date
	vious report and needed		
	s on this tractor have been		
made.		Repairman's Signature	Date
I have made all needed reported on this unit.	repairs of the defects		

Driver's Vehicle Inspection Report

DRIVER		TOTAL HOURS	
TIME OUT TIME RETURNED		DATE	
TRACTOR BEGINNING MILEA			
	√ CHECK ANY DEFECTS	S NOTED BELOW	
PARKING (H.	AND) BRAKE	WHEELS AND RIMS	
STEERING M	ECHANISM	EMERGENCY EQUIPMENT	
LIGHTS AND	REFLECTORS	ENGINE	
TIRES		TRANSMISSION	
HORN		CLUTCH	
WINDSHIELI	O WIPERS	EXHAUST	
REAR VIEW	MIRRORS	BRAKES	
COUPLING D	DEVICES	COOLING AND OIL PRESSURE	
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STEERING MECHANISM	EMERGENCY EQUIPMENT					
LIGHTS AND REFLECTORS	ENGINE	ENGINE				
TIRES	TRANSMISSION	TRANSMISSION				
HORN	CLUTCH					
WINDSHIELD WIPERS	EXHAUST					
REAR VIEW MIRRORS	BRAKES					
COUPLING DEVICES	COOLING AND OIL PRESSURE					
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IF NO DEFECTS	EXPLAIN IN DETAIL A	NY TRAILER DEFECTS	
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Periodic Inspection

Every commercial vehicle, including each segment of a combination vehicle, requires a periodic inspection and 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 motor carrier must retain the original or a copy of the periodic inspection report for 14 months from the report date.

Equivalent to Periodic Inspection

The motor carrier may meet periodic inspection requirements through:

- Self-inspection by qualified employee or
- Third party inspection by qualified individual

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.

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.

Annual Vehicle Inspection Report

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

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(4) Two hoses improperly joined (such as a A vehicle does not pass an inspection if it has ne of the following defects or deficiencies splice made by sliding the hose ends over a piece of tubing and clamping the hose to the tube) a. Service Brakes.
 (1) Absence of braking action on any axle required to have brakes upon application of the service brakes (such as missing brakes or brake (5) Air hose cracked, broken or crimped.
e. Brake Tubing
(1) Any audible leak. (2) Tubing cracked, damaged by heat, broken or shoe(s) failing to move upon application of a wedge. S cam, cam, or disc brake). crimped (2) Missing or broken mechanical components including: shoes, lining pads, springs, anchor pins, spiders, cam rollers, push rods, and air chamber mounting bolts. f. Low Pressure Warning Device missing f. Low Pressure Warning Device missing, inoperative, or does not operate at 55 psi and below, or 12 the governor cut out pressure, whichever is less. g. Tractor Protection Valve. Inoperable or missing tractor protection valve(s) on power (3) Loose brake components including air chambers, spiders, and cam shaft support unit (4) Audible air leak at brake chamber (Example Air Compressor (4) Addite an reak at orace chamber (Example ruptured diaphragm, loose chamber clamp, etc.)
 (5) Readjustment limits. The maximum stroke a Compressor drive belts in condition of impending or probable failure. (2) Loose compressor mounting bolts.(3) Cracked, broken or loose pulley. which brakes should be readjusted is given below. Any brake 14, or more past the below. Any brack 14, or more past the readjustment limit or any two bracks less than 14, beyond the readjustment limit shall be cause for rejection. Stroke shall be measured with engine off and reservoir pressure of 80 to 90 psi with bracks fully applied. BOLT TYPE BRAKE CHAMBER DATA (4) Cracked or broken mounting brackets, (4) Cracked or broken mounting brackets, braces or adapters.
 i. Electric Brakes.
 (1) Absence of braking action on any wheel required to have brakes.
 (2) Missing or inoperable breakaway braking device. Effective Outside Maximum i. Hydraulic Brakes. (Including Power Assist diameter troke Over Hydraulic and Engine Drive Hydraulic . in.) nt which Booster). (1) Master cylinder less than 14 full. (2) No pedal reserve with engine running except hould be eadjuste 5 15/10 1 3/8 sist unit fails to operate (3) Power assist unit fails to operate.
(4) Scenju or swelling brake hose(s) under application of pressure.
(5) Missing or inoperative check valve.
(6) Has any visually observed leaking hydraulic finuid in the brake system.
(7) Has hydraulic hose(s) abraded (chafed) themath, and ensure to feibrin land. 9 3/16 8 1/1 5 3/1 1 3/8 through outer cover to fabric laver. (8) Fluid lines or connections leaking restricted, crimped, cracked or broken.
 (9) Brake failure or low fluid warning light on onloce incompetities. 9 7/8 ROTOCHAMBER DATA and/or inoperative. k. Vacuum Systems. Any vacuum system iameter roke which (in.) which (1) Has insufficient vacuum reserve to permit hould be ne full brake application after engine is shut adjusted -ff orr. (2) Has vacuum hose(s) or line(s) restricted, abraded (chafed) through outer cover to cord ply, crimped, cracked, broken or has collapse of vacuum hose(s) when vacuum is applied. 4.9/324 13/16 5 13/32 Vacuum nose(s) when vacuum is applied. (3) Lacks an operative low vacuum warning device as required. 2. Coupling Devices. a. Fifth Wheels. (1) Mounting to frame. (2) Amother the second 5 15/16 5 13/32 7 1/16 7 5/8 (a) Any fasteners missing or ineffective. 8 7/8 (b) Any movement between mounting mponents. components. (c) Any mounting angle iron cracked or broken. (2) Mounting plates and pivot brackets. (a) Any fasteners missing or ineffective. (b) Any welds or parent metal cracked. (c) More than 38 inch horizontal movement CLAMP TYPE BRAKE CHAMBER DATA)utsid faximun iameter roke t which should be between pivot bracket pin and bracket. (d) Pivot bracket pin missing or not secured. eadjuste (3) Slider $4\frac{1}{2}$ 11/4 a) Any latching fasteners missing or 1 3/8 ineffective. (b) Any fore or aft stop missing or not securely 5 11/16 1 3/8attached. 6 3/8 (c) Movement more than 38 inch between slider (d) Any slider component cracked in parent metal or weld. 6 25/32 13/4 7 7/32 13/41 8 3/32 (4) Lower coupler. (a) Horizontal movement between the upper and lower fifth wheel halves exceeds 12 incl design). (b) Operating handle not in closed or locked (c) Kingpin not properly engaged.
 (d) Separation between upper and lower coupler allowing light to show through from side to side. (e) Cracks in the fifth wheel plate, Exceptions: (c) cracks in the first wheel parts Exceptions. Cracks in fifth wheel approach ramps and casting shrinkage cracks in the ribs of the body of a cast fifth wheel. (f) Locking mechanism parts missing, broken, or deformed to the extent the kingpin is not securely held. b. Pintle Hooks b. Pintle Hooks.
 (1) Mounting to frame.
 (a) Any missing or ineffective fasteners (a fastener is not considered missing if there is an empty hole in the device but no corresponding hole in the frame or vise versa).
 (b) Mounting and for any fasteners for an effective fasteners. (b) Mounting surface cracks extending from (b) Mounting surface cracks extending from point of attachment (e.g., cracks in the frame at mounting bolt holes).
(c) Losse mounting.
(d) Frame crossmember providing pintle hook attachment cracked. (2) Integrity.(a) Cracks anywhere in pintle hook assembly. (b) Any welded repairs to the pintle hook.
(c) Any part of the horn section reduced by more than 20%. (d) Latch insecure. c. Drawbar/Towbar Eye. (1) Mounting. (a) Any cracks in attachment welds. (2) Integrity.(a) Any cracks. (b) Any part of the eye reduced by more than d. Drawbar/Towbar Tongue. Slider (power or manual).
 (a) Ineffective latching mechanism. (a) interceive atching mechanism.
 (b) Missing or ineffective stop.
 (c) Movement of more than 14 inch between slider and housing. (3) Any audible leaks.

(d) Any leaking, air or hydraulic cylinders, hoses, or chambers (other than slight oil weeping normal with hydraulic seals) (2) Integrity.
(a) Any cracks.
(b) Movement of 14 inch between subframe and the subframe of attachment. drawbar at point of attachment. e. Safety Devices. (1) Safety devices missing (2) Unattached or incapable of secure (a) Worn to the extent of a measurable reduction in link cross section. (b) Improper repairs including welding, wire, small bolts, rope and tape.
 (4) Cabla (4) Cable. (4) Cable.
(a) Kinked or broken cable strands
(b) Improper clamps or clamping.
f. Saddle Mounts.
(1) Method of attachment. (a) Any missing or ineffective fasteners.
(b) Loose mountings.
(c) Any cracks or breaks in a stress or load (c) Any cracks or orears in a suress or road bearing member.
(d) Horizontal movement between upper and lower saddle mount halves exceeds 14 inch. lower saddle mount halves exceeds 14 inch. 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: Gasoline powered -- excess of 6 inches (1) classific powered -- ccccss of o marks forward of the rearmost part of the bus.
 (2) Other than gasoline powered -- in excess of 15 inches forward of the rearmost part of the (3) Other than gasoline powered -- forward of a door or window designed to be opened. (Exception: emergency exits). (Exception: emergency exits).
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. A fuel system with a visible leak at any point. a. A fuel system with a visible leak at any point.
 b. A fuel tank filler cap missing.
 c. A fuel tank not securely attached to the motor vehicle by reason of loose, broken or missing mounting bolts or brackets (some fuel tanks use springs or rubber bushings to permit movement). 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 -- Any b. Protection Against Shifting Cargo --Any vehicle without a front end structure or equivalent device as required. 7. Steering Mechanism. a. Steering Wheel Free Play (on vehicles equipped with power steering the engine must be a seried as a steering wheel Steer Steering the engine must be a seried as a steering with power steering the engine must be a seried as a steering wheel Steer Steering the seried as a steering st be running) STEERING WHEEL FREE PLAY (on vehicles equipped with po engine must be running). ver steering the steering whee liameter eering syster eering 23/4 Steering Column seness of U bolt(s) o (1) Any absence or lo positioning part(s). (2) Worn, faulty or obviously repair welded universal joint(s). (3) Steering wheel not properly secured.
 c. Front Axle Beam and All Steering Components Other Than Steering Column. Any crack(s). Any obvious welded repair(s). (2) Any obvious weak repairs).
 (3) Any mounting bolt(s) loose or missing.
 (2) Any crack(s) in gear box or mounting brackets. e. Pitman Arm. Any looseness of the pitman arm on the steering gear output shaft. f. Power Steering. Auxiliary power assist cvlinder loose Ball and Socket Joints Any movement under steering load of a stud (2) Any motion, other than rotational, between any linkage member and it's attachment point of more than 1/4 inch. h. Tie Rods and Drag Links. Loose clamp(s) or clamp bolt(s) on tie rods or drag links. (2) Any looseness in any threaded joint i. Nuts. Nut(s) loose or missing on tie rods pitman arm, drag link, steering arm or tie rod ırm. ann. J. Steering System. Any modification or other condition that interferes with free movement of any steering component. S. Concernation Suspension. 8. Suspension. a. Any U bol(s), spring hanger(s), or other axle positioning part(s) cracked, breken, loose or missing resulting in shifting of an axle from its normal position. (After a turn, lateral axle displacement is normal with some suspensions. Forward or rearward operation in a straight line will cause the axle to return to alignment). b. Sprine Assembly. b. Spring Assembly.(1) Any leaves in a leaf spring assembly broken or missing.

(2) Any broken main leaf in a leaf spring sembly. (Includes assembly with more than (3) Coil spring broken.
(4) Rubber spring missing.
(5) One or more leaves displaced in a manner that could result in contact with a tire, rim, brake drum or frame. (6) Broken torsion bar spring in a torsion bar (7) Deflated air suspension, i.e., system failure, leak, etc. c. Torque, Radius or Tracking Components. Any part of a torque, radius or tracking component assembly or any part used for attaching the same to the vehicle frame or axle that is cracked, loose, broken or missing. (Does not apply to loose bushings in torque or track not apply to loc rods.) 9. Frame a. Frame Members. (1) Any cracked, broken, loose, or sagging frame member. (2) Any loose or missing fasteners including fasteners attaching functional component suc as engine, transmission, steering gear, suspension, body parts, and fifth wheel. b. Tire and Wheel Clearance. Any condition b. Tre and Wheel Clearance. Any condition, including loading, that causes the body or frame to be in contact with a tire or any part of the wheel assemblies c. (1) Adjustable Axle Assemblies (Sliding Subframes). Adjustable axle assembly with believening incidence and the assembly with locking pins missing or not engaged. 10 Tires 10. lires. a. Any tire on any steering axle of a power unit. (1) With less than 432 inch tread when measured at any point on a major tread groove. (2) Has body ply or belt material exposed through the tread or sidewall. (2) Hose out tread or sidewall. (3) Has any tread or sidewall separation (4) Has a cut where the ply or belt material is eđ exposed.
(5) Labeled "Not for Highway Use" or displaying other marking which would exclude use on steering axle.
(6) A tube type radial tire without radial tube stem markings. These markings include a red band around the tube stem, the word "radial" embossed in metal stems, or the word "radial" molded in rubber stems. (7) Mixing bias and radial tires on the same (8) Tire flap protrudes through valve slot in rim and touches stem. and touches stem. (9) Regrooved tire except motor vehicles used solely in urban or suburban service (see exception in §393.75(c). (10) Boot, blowout patch or other ply repair. (11) Weight earried exceeds tire load limit. This includes overloaded tire resulting from low air exceptions of the set of the exception of the set of the (12) The is hard of has houceable (e.g., can be heard or felt) leak.
 (13) Any bus equipped with recapped or retreaded tire(s).
 (14) So mounted or inflated that it comes in contact with any part of the vehicle. b. All tires other than those found on the (1) Weight carried exceeds tire load limit. This includes overloaded tire resulting from low air pressure. (2) Tire is flat or has noticeable (e.g., can be (2) If re is hat or has noticeable (e.g., can heard or fiel) leak.
(3) Has body ply or belt material exposed through the tread or sidewall.
(4) Has any tread or sidewall separation.
(5) Has a cut where ply or belt material is in the product of the plane of the plane. exposed. (6) So mounted or inflated that it comes in contact with any part of the vehicle. (This includes a tire that contacts its mate.) (7) Is marked "Not for highway use" or otherwise marked and having like meaning. (8) With less than 232 inch tread when 11. Wheels and Rims. improperly seated, sprung or mismatched ring(s). b. Wheels and Rims. Cracked or broken or has elongated bolt holes. c. Fasteners (both spoke and disc wheels). Any loose, missing, broken, cracked, stripped or otherwise ineffective fasteners. d Welds disc to rim.
(2) Any crack in welds attaching tubeless demountable rim to adapter. (3) Any welded repair on aluminum wheel(s) on (3) Any welded repair on aluminum wheel(s) is a steering axle.
(4) Any welded repair other than disc to rim attachment on steel disc wheel(s) mounted on the steering axle.
1.2. Windshield Glazing.
(Not including a 2 inch border at the top, a 1 such damaged area; (4) labels, stickers, decalcomania, etc. (see §393.60 for exceptions). 13. Windshield Wipers. Any power unit that has an inoperative wiper, or missing or damaged parts that render it ineffective

Vehicle Critical Safety Inspection Items and Out Venicle Critical Safety Inspection Items and Ou Of Service Criteria) The vehicle portion of the FHWA's North American Uniform Driver Vehicle Inspection Procedure (NAID VIP) requirements, CVSA's North American Commercial Vehicle Critical Secture Inspecting Inspect on Oct OC Services

Safety Inspection Items and Out Of Service Criteria and Appendix G of subchapter B are similar documents and follow the same similar documents and follow the same inspection procedures. The same items are required to be inspected by each document. FHWA's and CVSA's out of service criteria are intended to be used in random roadside inspections to identify critical vehicle inspection items and provide criteria for placing a items and provide criteria for placing a vehicle(s) out of service. A vehicle(s) is placed out of service only when by reason of its mechanical condition or loading it is determined to be so imminently hazardous as to likely cause an accident or breakdown, or when such condition(s) would likely contribute to loss of control of the vehicle(s) by the driver. A certain amount of flexibility is given to the inspecting official whether to place the vehicle out of service at the inspection site or if it would be less hazardous to allow the vehicle to proceed to a repair facility for repair. The distance to the repair facility must not exceed 25 miles. The repair facility must not exceed 25 miles. The roadside type of inspection, however, does not necessarily mean that a vehicle has to be defect free in order to continue in service. In contrast, the Appendix G inspection procedure requires that all items required to be insecuted in insecure dividual terms that and the nspected are in proper adjustment, are not defective and function properly prior to the vehicle being placed in service. Differences Between the Out Of Service Criteria & FHWA's Annual Inspection

any defective brakes, any air leaks, etc. The out of service criteria allows 20% defective brakes

The out of service criteria allows up to 20% missing or ineffective fasteners on frame

5. Exhaust System. Appendix G follows Section 393.83 verbatim. The CVSA out of service criteria allows vehicles to exhaust forward of the dimensions given in Section 393.83 as long as the exhaust does not leak or exhaust under the chassis. *Evel Swite* or exhaust under the chassis. . Fuel System Same for Appendix G and the out of service

criteria.

criteria. 5. Lighting Devices. Appendix G requires all lighting devices required by section 393 to be operative at all times. The out of service criteria only requires one stop light and functioning turn signals on the correct which of the other which which which the correct which of the other which which which the correct which of the other which which which the correct which of the other which which which which the correct which of the other which which which which which the correct which we can be a set of the other which whic the rear most vehicle of a combination vehicle the rear most vehicle of a combination vehicle to be operative at all times. In addition one operative head lamp and tail lamp are required during the hours of darkness. 6. Safe Loading. Same for both Appendix G and the out of combine article.

service criteria.

. Steering Mechanism. 8. Steering Internation. Steering lash requirements of Appendix G follows the new requirements of **§393.209**. 8. Suspension. Appendix G follows the new requirements of

Appendix G follows the new requirements o §393.207 which does not allow any broken leaves in a leaf spring assembly. The out of service criteria allows up to 25% broken or missing leaves before being placed out of service 9. Frame

The out of service criteria allows a certain latitude in frame cracks before placing a vehicle out of service. Appendix G follows the new requirements of §393.201 which does not allow frame cracks 10 Tires

Appendix G follows the requirements of §393.75 which requires a tire tread depth of 432 inch on power unit steering axless and 232 inch on all other axles. The out of service criteria only requires 232 inch tire tread depth on power unit steering axless and 132 inch on all other

axies. 11. Wheel and Rims.

The out of service criteria allows a certain amount latitude for wheel and rim cracks and amount latitude for wheel and rm cracks and missing or defective fasteners. Appendix G meets the requirements of the new §393.205 which does not allow defective wheels and rims non effective nuts and bolts. 12. Windshield Glazing. The out of service criteria places in a restricted merica condition on which the thet ne a carde or

service condition any vehicle that has a crack or discoloration in the windshield area lying within discoloration in the windshield area lying within the sweep of the wiper on the drivers side and does not address the remaining area of the windshield. Appendix G addresses requirements for the whole windshield as specified in §393.60 13. Windshield Wipers: Appendix G requires windshield wipers to be

operative at all times. The out of service criteria only requires that the windshield wiper on the driver's side to be inspected during inclement weather

116

(7) Missing brake on any axle required to have

axle of:

(a) Air chamber sizes

1 Brake System

[vpe

rea

30

16

20

30

36

50

ffectiv

sq. in.)

24 24

24

sq. in.)

a. in.)

Service Brakes

(b) Slack adjuster length.

(b) Parking Brake System. No brakes on the vehicle or combination are applied upon actuation of the parking brake control, including driveline hand controlled parking brakes. c. Brake Drum or Rotors. (1) With any external crack or cracks that open (1) with any external cracks or cracks that open upon brake application (do not confuse short hairline heat check cracks with flexural cracks).
 (2) Any portion of the drum or rotor missing or in danger of falling away. d. Brake Hose.
 (1) Hose with any damage extending through

(1) Hose with any damage extending through the outer reinforcement ply. (Rubber impregnated fabric cover is not a reinforcement ply). (Thermoplastic nylon may have braid reinforcement or color difference between cover and inner tube. Exposure of second color is much for attributer.

scribe mark on the lining shall not exceed 116 inch

shoe; (b) Saturated with oil, grease, or brake fluid; or (c) Non steering axles: Lining with a thickness less than 14 inch at the shoe center for air drum brakes, 116 inch or less at the shoe center for hydraulic and electric drum brakes, and less than 18 inch for air disc brakes. (d) Steering axles: Lining with a thickness less

than 14 inch at the shoe center for drum brakes, less than 18 inch for air disc brakes and 116 inch or less for hydraulic disc and electri

(8) Mismatch across any power unit steering

cause for rejection. (2) Bulge or swelling when air pressure is

(b) Any missing or ineffective fasteners

pressure. (12) Tire is flat or has noticeable (e.g., can be

measured at any point on a major tread groove.

a. Lock or Side Ring. Bent. broken. cracked.

Any cracks in welds attaching disc wheel

inch border at each side and the area below the inch border at each side and the area below the topmost portion of the steering wheel.) Any crack, discoloration or vision reducing matter except: (1) coloring or initing applied at time of manufacture; (2) any crack not over 14 inch wide, if not intersected by any other crack; (3) any damaged area not more than 34 inch in diameter, if not closer than 3 inches to any other

Comparison of Appendix G. and the new North American Uniform Driver Vehicle Inspection Procedure (North American Commercial

I. Brake System. The Appendix G criteria rejects vehicles with

on non steering axles and a certain latitude on air leaks before placing a vehicle out of service. 2. Coupling Devices. Appendix G rejects vehicles with any fifth heel mounting fastener missing or ineffective

missing or ineffective fasteners on frame mountings and pivot bracket mountings and 25% on sliderlatching fasteners. The out of service criteria also allows some latitude on cracked welds. 3. Exhaust System.

Periodic Inspector Qualification Certification

I,______, hereby certify that I am knowledgeable in the requirements for performing an annual vehicle inspection and I can identify defective components in compliance with the regulations of the U.S. Department of Transportation for annual vehicle inspections contained in 49 CFR Part 396 Appendix G. I hereby agree to comply with all such regulations governing annual vehicle inspections.

A qualified inspector must meet one or more of the following requirements. Please check those applicable.

 _Successfully completed a state or federal sponsored training program, which qualifies me to perform a commercial vehicle safety inspection.
 One year of training and/or experience in truck manufacturer of similar commercially sponsored training designed to train in truck operation and maintenance.
 _One year experience as a mechanic or inspector in a motor carrier maintenance program.
 One year experience as a mechanic or inspector in truck maintenance at a commercial garage, fleet leasing company, or similar facility.
 _One year experience as a commercial vehicle inspector for a state, provincial or federal government.

Signature of Mechanic/Inspector

I, ______, hereby certify that ______has met the requirements for a qualified inspector to perform the annual vehicle inspection in compliance with the regulations of the U.S. Department of Transportation for qualified inspectors contained in 49 CFR Section 396.19.

Dated this _____day of _____, 20_____.

Signature of Owner/Supervisor

Brake Inspector Qualification Certification

I, ______, hereby certify that I am knowledgeable and understand the requirements for performing the brake service or inspection task and I can identify the defective components in compliance with the regulations of the U.S. Department of Transportation for brake service or inspection tasks contained in 49 CFR Part 396 Appendix G. I hereby agree to comply with all such regulations governing the annual brake service and inspection tasks.

A qualified inspector must meet one or more of the following requirements. Please check those applicable.

	_Has successfully completed an apprenticeship program sponsored by a State, Canadian
	province, Federal Agency or a labor union.
	_Has successfully completed a training program approved by a state, federal agency.
	_Has a certificate from a State or Canadian province qualifying me to perform the assigned
	brake service or inspection task.
	_Has brake related training or experience or a combination totaling at least one year.
Such train	ing may consist of:
	_Participation in a training program sponsored by a brake or vehicle manufacturer or similar com

- mercial training program designed to train students in brake maintenance or inspection similar to the assigned brake service or inspection tasks.
- Experience performing brake maintenance or inspection similar to the assigned brake service or inspection task in a motor carrier maintenance program.
- Experience performing brake maintenance or inspection similar to the assigned brake service or inspection task at a commercial garage, fleet leasing company or similar facility.
 - _____Has passed the air brake knowledge and skills test for a Commercial Driver's License.

Signature of Brake Inspector

I,______, hereby certify that______ has met the requirements for a qualified inspector to perform the brake service or inspection task in compliance with the regulations of the U.S. Department of Transportation for qualified inspectors contained in 49 CFR Section 396.25

Dated this ______ day of ______, 20____.

Signature of Owner/Supervisor

Applicability of the Federal Motor Carrier Safety Regulations to Commercial Operators of Small Passenger-Carrying Vehicles

What requirements are applicable to operators of small passenger-carrying commercial motor vehicles?

Interstate passenger carriers are subject to the Safety Regulations if the vehicle is:

- Designed or used to transport 9 or more passengers (including the driver), for compensation;
- Designed or used to transport 16 or more passengers (including the driver) and is not used to transport passengers for compensation.
- Designed or used to transport any number of passengers in a vehicle with a GVWR or GCWR greater than 10,000 lbs.
- Designed or used to transport any number of passengers and a placardable amount of hazardous materials.
- Exceptions:

390.3(f)(6) The operation of commercial motor vehicles designed or used to transport between 9 and 15 passengers (including the driver) not for direct compensation, provided the vehicle does not otherwise meet the definition of a commercial motor vehicle except for the texting provisions of 391.15(3) and 392.80, and except that motor carriers operating such vehicles are required to comply with 390.15, 390.19 and 390.21(a) and (b)(2).

Passenger carriers with a designed seating capacity of 15 or less are exempt form Part 382 – Controlled Substances and Alcohol Use and Testing, and Part 383 - Commercial Driver's License Standards.

For Missouri intrastate commerce, a **passenger commercial motor vehicle** is defined as a vehicle having a gross vehicle weight rating or gross combination weight rating in excess of 10,000 pounds, or a designed seating capacity of 9 or more passengers (including the driver) for compensation, or transporting placardable amounts of hazardous material. Motor carriers and drivers of commercial vehicles with a passenger capacity of 9 to 15 passengers are subject to the federal safety regulations. The extent to which these regulations apply depends on the type of operation the carrier is engaged in. The following are typical operational types:

- Interstate Operation across state lines.
- Intrastate Point to point operations within the state boundaries of Missouri.
- For hire for direct compensation Passenger service such as for-hire limo operations, taxi operations, etc. The passenger pays a fee to ride in the vehicle.
- For hire not for direct compensation The transportation fee is included in the cost of a package deal. For example, a group sponsors a trip to a sporting event and the associated costs include tickets to the event, transportation to and from the event, and other amenities of the trip.
- Private motor carrier of passengers business This type of transportation service is not available to the public at large and an example would be a bus used by a band to travel to a performance.
 - Private motor carrier of passengers non-business – This type of transportation service is not available to the public at large. Examples include buses used to transport Scout groups, church members, etc.

The following information is included to assist carriers using these types of vehicles in the above operation types determine when the federal safety regulations apply and when they may not.

Controlled Substance and Alcohol Testing Part 382 of Title 49, Code of Federal Regulations

The requirement for controlled substance and alcohol testing is directly related to the requirement for commercial driver's licensing. If the driver is not required to have a commercial driver's license to operate the vehicle, the driver is not subject to the controlled substance and alcohol testing requirements.