

INVOICE

Date: 08/13/2018

USD 468

2002 INTERNATIONAL -

Lic # :

Odometer In : 130414

Unit # : 02-47

VIN # : 4DRBRABM2 ZA947974

Part Description / Number	Qty	Sale	Ext	Labor Description	Ext
				BRAKE SYSTEM- A. SERVICE BRAKES- OK B. PARKING BRAKES- OK C. BRAKE DRUMS AND ROTORS- OK D. BRAKE HOSE- OK E. BRAKE TUBING- OK F. LOW PRESSURE WARNING DEVICE - OK G. TRACTOR PROTECTION VALVE- OK H. AIR COMPRESSOR - OK I. ELECTRIC BRAKES- OK J. HYDRAULIC BRAKES- OK K. VACUUM SYSTEMS- OK COUPLING DEVICES: A. FIFTH WHEELS - OK B. PINTLE HOOKS- OK C. DRAWBAR/TOWBAR EYE- OK D. DRAWBAR/TOWBAR TONGUE- OK E. SAFETY DEVICES - OK F. SADDLE MOUNTS- OK EXHAUST SYSTEM: A. EXHAUST SYSTEM LEAKING FORWARD OF OR DIRECTLY BELOW THE DRIVER/SLEEPER COMPARTMENT- OK B. BUS EXHAUST SYSTEM LEAKING OR DISCHARGING IN VIOLATION OF STANDARD- OK C. EXHAUST SYSTEM LIKELY TO BURN, CHAR, OR DAMAGE THE ELECTRICAL WIRING, FUEL SUPPLY, OR ANY COMBUSTIBLE PART OF THE MOTOR.- OK FUEL SYSTEM: A. VISIBLE LEAK- OK B. FUEL TANK FILLER CAP MISSING- OK C. FUEL TANK SECURELY ATTACHED- OK LIGHTING DEVICES: A. ALL LIGHTING DEVICES AND REFLECTORS REQUIRED BY PART 393 SHALL BE OPERABLE- OK SAFE LOADING: A. PARTS OF VEHICLE OR CONDITION OF LOADING SUCH THAT SPARE TIRE OR ANY PART OF THE LOAD OR DUNNAGE CAN FALL ONTO THE ROADWAY. - OK B. PROTECTION AGAINST SHIFTING CARGO - OK C. CONTAINER SECUREMENT DEVICES ON INTERDOMAL EQUIPMENT- OK STEERING MECHANISM: A. STEERING WHEEL FREE PLAY - OK B. STEERING COLUMN - OK C. FRONT AXLE BEAM AND ALL STEERING COMPONENTS OTHER THAN STEERING COLUMN.- OK D. STEERING GEAR BOX - OK E. PITMAN ARM - OK F. POWER STEERING - OK G. BALL AND SOCKET JOINTS- OK H. TIE RODS AND DRAG LINKS - OK I. NUTS- OK J. STEERING SYSTEM- OK	

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Part Description / Number	Qty	Sale	Ext	Labor Description	Ext
				SUSPENSION: A. ANY UBOLTS SPRING HANGERS OR OTHER AXLE POSITIONING PARTS CRACKED, BROKEN, LOOSE, OR MISSING RESULTING IN SHIFTING OF AN AXLE FROM ITS NORMAL POSITION- OK B. SPRING ASSEMBLY - OK C. TORQUE, RADIUS OR TRACKING COMPONENTS- OK FRAME: A. FRAME MEMBERS- OK B. TIRE AND WHEEL CLEARANCE- OK C. ADJUSTABLE AXLE ASSEMBLIES (SLIDING SUBFRAMES)- OK TIRES: A. TIRES ON ANY STEERING AXLE OF A POWER UNIT- OK B. ALL OTHER TIRES- OK WHEELS AND RIMS: A. LOCK OR SIDE RING - OK B. WHEELS AND RIMS - OK C. FASTENERS-OK D. WELDS- OK WINDSHIELD GLAZING: A. REQUIREMENTS AND EXCEPTIONS AS STATED PERTAINING TO ANY CRACK, DISCOLORATION OR VISION REDUCING MATTER- OK WINDSHIELD WIPERS: A. ANY POWER UNIT THAT HAS AN INOPERATIVE WIPER OR MISSING OR DAMAGED PARTS THAT RENDER IT INEFFECTIVE.- OK ANNUAL VEHICLE INSPECTION REPORT *ALTERNATOR IS BAD AND WONT CHARGE BATTERIES. THE REST OF THE VEHICLE LOOKED GOOD.	n/c
Org. Estimate	0.00	Revisions	0.00	Current Estimate	0.00

Labor:	0.00
Parts:	0.00
SubTotal:	0.00
Tax:	0.00
Total:	0.00
Bal Due:	\$0.00

[Payments -]

Vehicle Received: 8/13/2018

Customer Num

I hereby authorize the above repair work to be done along with the necessary material and hereby grant you and/or your employees permission to operate the car or truck herein described on street, highways or elsewhere for the purpose to testing and/or inspection. An express mechanic's lien is hereby acknowledged on above car or truck to secure the amount of repairs thereto. Warranty on parts and labor is one years or 12,000 miles whichever comes first. Warranty work has to be performed in our shop & cannot exceed the original cost of repair.

Signature _____ Date _____

Visit us on the web :

Our Email Address:

ANNUAL VEHICLE INSPECTION REPORT

VEHICLE HISTORY RECORD

REPORT
NUMBER

FLEET UNIT NUMBER

DATE August 3, 2014

MOTOR CARRIER OPERATOR

USD 4648 Healy

5006 N Dodge Rd

CITY, STATE, ZIP CODE

Healy KS 67450

VEHICLE TYPE ☐ TRACTOR ☐ TRAILER ☐ TRUCK ☒ BUS
☐ (OTHER)

THIS INSPECTOR MEETS THE QUALIFICATION REQUIREMENTS IN SECTION 396.19.

☒ YESVEHICLE IDENTIFICATION (☒ AND COMPLETE) ☐ LIC. PLATE NO. ☒ VIN ☐ OTHER

4DRB RABMZZA947974

INSPECTION AGENCY/LOCATION (OPTIONAL)

VEHICLE COMPONENTS INSPECTED

OK	NEEDS REPAIR	REPAIRED DATE	ITEM	OK	NEEDS REPAIR	REPAIRED DATE	ITEM	OK	NEEDS REPAIR	REPAIRED DATE	ITEM
			1. BRAKE SYSTEM				6. SAFE LOADING				10. TIRES
			a. Service Brakes				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.				a. Tires on any steering axle of a power unit.
			b. Parking Brake System				b. Protection against shifting cargo.				b. All other tires.
			c. Brake Drums or Rotors				c. Container securement devices on intermodal equipment.				11. WHEELS AND RIMS
			d. Brake Hose								a. Lock or Side Ring
			e. Brake Tubing								b. Wheels and Rims
			f. Low Pressure Warning Device								c. Fasteners
			g. Tractor Protection Valve								d. Welds
			h. Air Compressor								12. WINDSHIELD GLAZING
			i. Electric Brakes								Requirements and exceptions as stated pertaining to any crack, discoloration or vision reducing matter (reference 393.60 for exceptions).
			j. Hydraulic Brakes								13. WINDSHIELD WIPERS
			k. Vacuum Systems								Any power unit that has an inoperative wiper, or missing or damaged parts that render it ineffective.
			2. COUPLING DEVICES				7. STEERING MECHANISM				14. OTHER
			a. Fifth Wheels				a. Steering Wheel Free Play				List any other condition(s) which may prevent safe operation of this vehicle.
			b. Pintle Hooks				b. Steering Column				AltaAator is
			c. Drawbar/Towbar Eye				c. Front Axle Beam and All Steering Components Other Than Steering Column				Bad & want
			d. Drawbar/Towbar Tongue				d. Steering Gear Box				Charge Battery
			e. Safety Devices				e. Pitman Arm				
			f. Saddle-Mounts				f. Power Steering				
			3. EXHAUST SYSTEM				g. Ball and Socket Joints				
			a. Exhaust system leaking forward of or directly below the driver/sleeper compartment.				h. Tie Rods and Drag Links				
			b. Bus exhaust system leaking or discharging in violation of standard.				i. Nuts				
			c. Exhaust system likely to burn, char, or damage the electrical wiring, fuel supply, or any combustible part of the motor vehicle.				j. Steering System				
			4. FUEL SYSTEM				8. SUSPENSION				
			a. Visible leak.				a. Any U-bolt(s), spring hanger(s), or other axle positioning part(s) cracked, broken, loose or missing resulting in shifting of an axle from its normal position.				
			b. Fuel tank filler cap missing.				b. Spring Assembly				
			c. Fuel tank securely attached.				c. Torque, Radius or Tracking Components				
			5. LIGHTING DEVICES				9. FRAME				
			All lighting devices and reflectors required by Part 393 shall be operable.				a. Frame Members				
							b. Tire and Wheel Clearance				
							c. Adjustable Axle Assemblies (Sliding Subframes)				

INSTRUCTIONS: MARK COLUMN ENTRIES TO VERIFY INSPECTION: ☒ OK, ☒ NEEDS REPAIR, ☒ NA IF ITEMS DO NOT APPLY, REPAIRED DATE

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

VEHICLE COPY

3128
(Rev. 11/12)

Part 396, Appendix G to Subchapter B – Minimum Periodic Inspection Standards

A vehicle does not pass an inspection if it has one of the following defects or deficiencies:

- 1. **Brake System.**
 - 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 shoe(s) falling to move upon application of a weight, S-cam, cam, or disc brake).
 - (2) Missing or broken mechanical components including: shoes, lining, pads, springs, anchor pins, spiders, cam rollers, push-rods, and air chamber mounting bolts.
 - (3) Loose brake components including air chambers, spiders, and cam shaft support brackets.
 - (4) Audible air leak at brake chamber (Example:ruptured diaphragm, loose chamber clamp, etc.).
 - (5) Readjustment limits. (a) The maximum pushed stroke must not be greater than the values given in the tables below and at §993.47(e). Any brake stroke exceeding the readjustment limit will be rejected. Stroke must be measured with engine off and reservoir pressure of 80 to 90 psi with brakes fully applied.

CLAMP-TYPE BRAKE CHAMBERS			
Type	Outside diameter	Brake readjustment limit, standard chamber	Brake readjustment limit, long stroke chamber
6	4 1/2 in. (114 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)
10	5 1/2 in. (140 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)
12	5 7/8 in. (149 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)
16	6 1/2 in. (165 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)
20	6 7/8 in. (172 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)
24	7 1/2 in. (190 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)
30	8 1/2 in. (216 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)
36	9 1/2 in. (241 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)

For Type 24 chambers with a 3-inch (76 mm) steel stroke.

BENDIX DD-3 BRAKE CHAMBERS			
Type	Outside diameter	Brake readjustment limit	Brake readjustment limit
30	8 1/2 in. (216 mm)	2 1/2 in. (63.5 mm)	2 1/2 in. (63.5 mm)

BOLT-TYPE BRAKE CHAMBERS			
Type	Outside diameter	Brake readjustment limit	Brake readjustment limit
A	6 1/2 in. (165 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)
B	6 7/8 in. (172 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)
C	6 1/2 in. (165 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)
D	6 7/8 in. (172 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)
E	6 1/2 in. (165 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)
F	6 7/8 in. (172 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)
G	6 1/2 in. (165 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)

ROTOCHAMBER-TYPE BRAKE CHAMBERS			
Type	Outside diameter	Brake readjustment limit	Brake readjustment limit
9	4 1/2 in. (114 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)
12	4 7/8 in. (122 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)
16	5 1/2 in. (139 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)
20	5 7/8 in. (149 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)
24	6 1/2 in. (165 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)
30	7 1/2 in. (190 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)
36	8 1/2 in. (216 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)
50	9 1/2 in. (241 mm)	1 1/2 in. (38.1 mm)	1 1/2 in. (38.1 mm)

- (b) For actuator types not listed in these tables, the pushed stroke must not be greater than 80 percent of the rated stroke marked on the actuator by the actuator manufacturer, or greater than the readjustment limit marked on the actuator by the actuator manufacturer.

- (6) Brake linings or pads:
 - (a) Lining or pad is not firmly attached to the shoe;
 - (b) Saturated with oil, grease, or brake fluid; or

- (c) Non-steering axles: Lining with a thickness less than 1/8 inch at the shoe center for drum brakes, 3/8 inch or less at the shoe center for hydraulic and electric drum brakes, and less than 1/8 inch for air disc brakes.
- (d) Steering axles: Lining with a thickness less than 3/8 inch at the shoe center for drum brakes, less than 1/2 inch for air disc brakes and 1/4 inch or less for hydraulic disc and electric brakes.

- (7) Missing brake on any axle required to have brakes.
- (8) Mismatch across any power unit steering axle or:
 - (a) Air chamber sizes.
 - (b) Slack adjuster length.

- Wedge Brake Data**—Movement of the scribe mark on the lining shall not exceed 1/8 inch.
- b. **Parking Brake System.** No brakes on the vehicle or combination are applied upon actuation of the parking brake control, including divalvine hand controlled parking brakes.

- c. **Brake Drums or Rotors.**
 - (1) With any external crack 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 the outer reinforcement ply. (Rubber impregnated fabric cover is acceptable nylon reinforcement ply.) (Tire covers and other items have braided reinforcement tubes. Exposure of second cover is cause for rejection.)
 - (2) Bulge or swelling when air pressure is applied.
 - (3) Any audible leaks.
 - (4) Two hoses improperly joined (such as a splice made by sliding the hose ends over a piece of tubing and clamping the hose to the tube).
 - (5) Air hose cracked, broken or crimped.

- e. **Brake Tubing.**
 - (1) Any audible leak.
 - (2) Tubing cracked, damaged by heat, broken or crimped.
- f. **Low Pressure Warning Device missing,** inoperative, or does not operate at 55 psi and below, or 1/2 the governor cut-out pressure, whichever is less.
- g. **Tractor Protection Valve.** Inoperative or missing tractor protection valve(s) on power unit.
- h. **Air Compressor.**
 - (1) Compressor drive belts in condition impending or probable failure.
 - (2) Loose compressor mounting bolts.
 - (3) Cracked, broken or loose pulley.
 - (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 brake(s) under braking device.
- j. **Hydraulic Brakes. (Including Power Assist Over Hydraulic and Engine Drive Hydraulic Boosters).**
 - (1) Master cylinder less than 1/2 full.
 - (2) No pedal reserve with engine running except by pumping pedal.
 - (3) Power assist unit fails to operate.
 - (4) Seeping or swelling brake hose(s) under application of pressure.
 - (5) Missing or inoperative check valve.
 - (6) Has any visually observed leaking hydraulic fluid in the brake system.
 - (7) Has hydraulic hose(s) abraded (chafed) through outer cover-to-fabric layer.
 - (8) Fluid lines or connections leaking, restricted, crimped, cracked or broken.
 - (9) Brake failure or low fluid warning light on and/or inoperative.
- k. **Vacuum Systems.** Any vacuum system which:
 - (1) Has insufficient vacuum reserve to permit one full brake application after engine is shut off.
 - (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.
 - (3) Lacks an operative low-vacuum warning device as required.

- 2. **Coupling Devices.**
 - a. **Fifth Wheels.**
 - (1) Mounting to frame.
 - (a) Any fasteners missing or ineffective.
 - (b) Any movement between mounting components.
 - (a) 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 1/8 inch horizontal movement between pivot bracket pin and bracket.
 - (d) Pivot bracket pin missing or not secured.
 - (3) Sliders.
 - (a) Any latching fasteners missing or ineffective.
 - (b) Any fore or aft stop missing or not securely attached.
 - (c) Movement more than 1/8 inch between slider bracket and frame base.
 - (d) Any slider component cracked in parent metal or weld.

- (4) Lower coupler.
 - (a) Horizontal movement between the upper and lower fifth wheel halves exceeds 1/8 inch.
 - (b) Operating handle not in closed or locked position.
- (5) Kingpin.
 - (a) Separation between upper and lower coupler allowing light to show through from side to side.
 - (b) Cracks in the fifth wheel plate.
 - 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.**
 - (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 vice versa).
 - (b) Mounting surface cracks extending from point of attachment (e.g., cracks in the frame at mounting bolt holes).
 - (c) Loose mounting.
 - (d) Frame cross member 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%.

- c. **Drawbar/Towbar Eye.**
 - (1) Mounting.
 - (a) Any cracks in attachment welds.
 - (b) Any missing or ineffective fasteners.
 - (2) Integrity.
 - (a) Any cracks.
 - (b) Any part of the eye reduced by more than 20%.

- d. **Drawbar/Towbar Tongue.**
 - (1) Slider (power or manual).
 - (a) Ineffective latching mechanism.
 - (b) Missing or ineffective stop.
 - (c) Movement of more than 1/8 inch between slider and housing.
 - (d) Any leaning, air or hydraulic cylinders, or

- (1) Any leaves in a leaf spring assembly broken or missing.
- (2) Any broken main leaf in a leaf spring assembly. Includes assembly with more than one main spring.
- (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 other rotating component.
- (6) Broken bottom bar spring in a torsion bar suspension.
- (7) Deformed 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 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 such as engine, transmission, steering gear, suspension, body parts, and fifth wheel.
 - b. **Tire and Wheel Clearance.** Any condition, including loading, that causes the body of 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 locking pins missing or not engaged.
 - 10. **Tires.**
 - a. Any tire on any steering axle of a power unit.

- (1) With less than 1/8 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.
- (3) Has any tread or sidewall separation.
- (4) Has a cut where the ply or belt material is exposed.
- (5) Labeled "Not for Highway Use" or displaying other marking which would exclude use on steering axle.
- (12) Tire is flat or has noticeable (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 steering axle of a power unit:
 - (1) Weight carried exceeds tire load limit.
 - (2) Weight carried exceeds tire load limit.
 - (3) This includes overloaded tire resulting from low air pressure.
 - (4) With less than 1/8 inch tread when measured at any point on a major tread groove.

- 11. **Wheels and Rims.**
 - a. **Lock or Side Flng.** Bent, broken, cracked, improperly seated, sprung or mismatched (mgls).
 - 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.**
 - (1) Any cracks in welds attaching disc wheel disc to rim.
 - (2) Any crack in welds attaching tubeless demountable rim to adapter.
 - (3) Any welded repair on aluminum wheel(s) on a steering axle.
 - (4) Any welded repair other than disc to rim attachment on steel disc wheel(s) mounted on the steering axle.

- 12. **Windshield Glazing.** (Not including a 2 inch border at the top, a 1 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 tinting applied at time of manufacture; (2) any crack not over 1/8 inch wide, if not intersected by any other crack; (3) any damaged area not more than 1/8 inch in diameter, if not closer than 3 inches to any other such damaged area; (4) labels, stickers, decalcomania, etc. (see §93.60 for exceptions).
- 13. **Windshield Wipers.** Any power unit that has an inoperative wiper, or missing or damaged parts that render it ineffective.

- Comparison of Appendix G, and the new

- North American Uniform Driver-Vehicle Inspection Procedure (North American Commercial Vehicle Critical Safety Inspection Items and Out-Of-Service Criteria)
- The vehicle portion of the FMCSA's National Uniform Driver-Vehicle Inspection Procedure (NAUD-VIP) requirements, CVSA's North American Commercial Vehicle Critical Safety Inspection Items and Out-Of-Service Criteria and Appendix G of subchapter B are similar documents and follow the same inspection procedures. The same items are required to be inspected by each document. FMCSA's and CVSA's out-of-service criteria are intended to be used in random roadside inspections to identify critical vehicle placement 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 to likely cause an accident to be involved, or when such condition(s) would be likely to result in loss of control of the vehicle(s) by the driver. A certain amount of flexibility is given to the inspecting official whether it gives the vehicle out-of-service at the inspection or allows the vehicle to proceed to a repair facility for repair. The data to 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 inspected 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 & FMCSA's Annual Inspection 1. **Brake System.**
 - The Appendix G criteria rejects vehicles with any defective brakes, any air leaks, etc. The out-of-service criteria allows 20%, defective brakes 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 wheel mounting fastener missing or ineffective. The out-of-service criteria allows up to 20% missing or ineffective fasteners on frame mountings and pivot bracket mountings and 25% on slider latching fasteners. The out-of-service criteria also allows some latitude on cracked welds.

- 3. **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.
- 4. **Fuel System**
 - Same for Appendix G and the out-of-service 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 signal on the four most visible vehicles.
- 6. **Out-Of-Service Criteria**
 - Appendix G allows a vehicle to be placed out of service if it has a broken or missing steering axle or unit steering axle and 1/8 inch tread depth on power unit steering axles and 1/8 inch on all other axles.

- 7. **Steering Mechanism**
 - Steering lash requirements of Appendix G follows the new requirements of § 393.209.
 - 8. **Suspension**
 - Appendix G follows the new requirements of § 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 any frame cracks.

- 10. **Tires**
 - Appendix G follows the requirements of 393.75 which requires a tire tread depth of 1/8 inch on power unit steering axles and 1/8 inch on all other axles. The out-of-service criteria only requires 1/8 inch tire tread depth on power unit steering axles and 1/8 inch on all other axles.
- 11. **Wheel and Rims**
 - The out-of-service criteria allows a certain amount latitude for wheel and rim 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 service condition any vehicle that has a crack or 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.

- BACK 3128 (Rev. 11/12)