## ANNUAL VEHICLE INSPECTION REPORT

015 KW

VEHICLE HISTORY RECORD					
REPORT NUMBER	FLEET UNIT NUMBER				
502136	132				
DATE 7-26-2	4				

MOTOR CARRIER OPERATOR	INSPECTOR'S NAME (PRINT OR TYPE)
Smith tremier transport	Justin Johnson
ADDRESS	THIS INSPECTOR MEETS THE QUALIFICATION REQUIREMENTS IN SECTION 396.19.
221 Pringlake Vr.	YES
CITY, STATE, ZIP CODE	VEHICLE IDENTIFICATION (▶ AND COMPLETE) ☐ LIC. PLATE NO. ☐ VIN ☐ OTHER
Newton KS 67119	F) 464631
VEHICLE TYPE ☐ TRACTOR ☐ TRAILER ☐ TRUCK ☐ BUS	INSPECTION AGENCY/LOCATION (OPTIONAL)
(OTHER)	

□ (OTHER)							
VEHICLE COMPONENTS INSPECTED							
OK REPAIR DATE ITEM	OK NEEDS REPAIR	REPAIRED DATE	ITEM	OK	NEEDS REPAIR	REPAIRED DATE	ITEM
1. BRAKE SYSTEM			6. SAFE LOADING				12. WINDSHIELD GLAZING
a. Service Brakes			a. Vehicle parts, load,				No cracks, discoloration,
b. Parking Brake System	/		dunnage, spare tire, etc.,	1			obstacles, etc. (see 393.60 for
c. Brake Drums or Rotors	/ -		secured.				exceptions).
d. Brake Hose	1		b. Front End Structure				13. WINDSHIELD WIPERS
e. Brake Tubing	1		c. Intermodal Container	1	B11. 98		No missing, damaged, or
f. Low Pressure Warning			Securement Devices				inoperable wipers.
Device			7. STEERING MECHANISM			Service .	14. MOTORCOACH SEATS
g. Tractor Protection Valve	/		a. Steering Wheel Free Play	1			Seats securely fastened to the
h. Air Compressor			b. Steering Column				vehicle structure.
i. Electric Brakes	,		c. Front Axle Beam/All				15. REAR IMPACT GUARD
j. Hydraulic Brakes	/		Other Steering Components	,			In place, securely attached,
k. Vacuum Systems	/		d. Steering Gear Box	/			proper size, proper placement
I. Antilock Brake System	1		e. Pitman Arm		10000	NO SEC	(see 393.86). 16. OTHER
m. Automatic Brake Adjusters			f. Power Steering				List any other condition(s)
2. COUPLING DEVICES	1		g. Ball and Socket Joints		1>	0	which may prevent safe
a. Fifth Wheels	//		h. Tie Rods and Drag Links	1	/ /	1/	operation of this vehicle.
b. Pintle Hooks			i. Nuts	- alto	4	V	
c. Drawbar/Towbar Eye	1		j. Steering System	-		la consideration	Service Control Service Control Service Control Contro
d. Drawbar/Towbar Tongue	Parallel Control		8. SUSPENSION		100		
e. Safety Devices	/		a. Axle Positioning Parts				
f. Saddle-Mounts	7		b. Spring Assembly		2000		and the same of th
3. EXHAUST SYSTEM			c. Torque, Radius or Tracking				and the post of the second
a. No leaks forward of/			Components				
directly below the driver/		1.78.00	9. FRAME			ing table	
sleeper compartment.			a. Frame Members		170.00		
b. Bus: No leaking/ discharging in violation of			b. Tire and Wheel Clearance			STATE OF	
standard.				100			and the second s
c. Unlikely to burn, char,	1	1	c. Adjustable Axle Assemblies (Sliding				Many President Control of the Control
or damage the electrical	14		Subframes)				
wiring, fuel supply, or any			10. TIRES				
combustible part of vehicle.	/		a. Steer-Axle Tires				
4. FUEL SYSTEM	1		b. All Other Tires		2 32	her party	Maria Company
a. No visible leak.	1//	7	c. Speed-Restricted Tires	- A			
b. Fuel Tank Filler Cap	The Last	HAR	11. WHEELS AND RIMS		1	and and	
c. Fuel tank securely attached.	1	0	a. Lock or Side Ring		otréga		
5. LIGHTING DEVICES	1		b. Wheels and Rims	LIGHT.			
All required lights/reflectors	/		c. Fasteners				
operable.	/		d. Welds				
INSTRUCTIONS: MARK COLUMN ENTRIES TO VERIFY	INSPECT	ION: _	OK, X NEEDS REPAIR, NA	1	FITE	MS 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.

- A vehicle does not pass an inspection if it has one of the following defects or deficiencies: 1 Brake System
- 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) failing to move upon application of a wedge, S-cam, cam, or
- (2) missing or broken miscreament components including: shoes, lining, pads, springs, anchor pins, spiders, cam rollers, push-rods, and air chamber mounting bolts.
- (4) Audible air leak at brake chamber ple-ruptured diaphragm, loose chamber
- (5) Headjustment limits. (a) The maximum pushrod stroke must not be greater than the values given in the tables below and at §393.47(e). Any brake stroke exceeding the readjustment limit will be rejected. Stroke must be measured with engine off and reservoir

Туре	Outside diameter	Brake readjustment limit: standard stroke chamber	Brake readjustment limit: long stroke chamber
6	4% in. (114 mm)	1% in. (31.8 mm).	
9	51 in (133 mm)	1% in. (34.9 mm).	
12	511/a in. (145 mm)	1% in: (34.9 mm)	1% in. (44.5 mm).
16	6% in. (162 mm)	1% in (44.5 mm)	2 in. (50.8 mm).
20	6°% in. (172 mm)	1% in. (44.5 mm)	2 in (50.8 mm). 25 in (63.5 mm).
24	75 in. (184 mm)	1% in: (44.5 mm)	2 in. (50.8 mm). 2)5 in. (63.5 mm). <sup>2</sup>
30	81% in. (206 mm)	2 in. (50.8 mm)	25 in. (63.5 nm).
36	9 in. (229 mm)	24 in (63.5 mm).	

BENDIX DD-3 BRAKE CHAMBERS

Type Outside diameter		Brake readjustment limit		
30	8¼ in. (206 mm)	2% in. (57.2 mm)		
	BOLT-TYPE BRAKE	CHAMBERS		

Type	Outside diameter	Brake readjustment limit		
В	9% in. (234 mm)	1% in. (34,9 mm), 1% in. (44.5 mm),		
D		1% in. (44.5 mm). 1% in. (31.8 mm). 1% in. (34.9 mm).		
F	11 st. (279 mm)	214 in. (57,2 mm).		
POTOCUMBED-Type REAVE CHAMPEDS				

Type	Outside diameter	Brake readjustment limit
9	4% in. (109 mm)	1% in. (38.1 mm).
12	41% in. (122 mm)	115 in. (38.1 mm).
16	5*56 in. (138 mm)	2 in. (50.8 mm):
20	5% in. (151 mm)	2 in. (50.8 mm).
24	6 -in (163 mm)	2 in. (50.8 mm).
30	75% in. (180 mm)	2% in. (57.2 mm).
	7% in (194 mm)	
50	8% in. (226 mm)	3 in. (76.2 mm).

- (b) For actuator types not listed in these than 80 percent of the rated stroke marked on the actuator by the actuator manufacturer, or greater than the readjustment limit marked on
- (a) Lining or pad is not firmly attached to
- (c) Non-steering axles; Lining with a thickness less than ½ inch at the shoe center for air drum brakes, ½ is inch or less at the shoe center for hydraulic and electric drum brakes nd less than ½ inch for air disc brakes.

  (d) Steering axles: Lining with a thickness
- less than 1/4 inch at the shoe center for drum brakes, less than 1/8 inch for air disc brakes
- (7) Missing brake on any axle required to have brakes.
  (8) Mismatch across any power unit steering
- (a) Air chamber sizes
- Wedge Brake Data.—Movement of the scribe mark on the lining shall not exceed 1/1s inch.
- 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 Drums or Rotors.
- open upon brake application (do not confuse short hairline heat check cracks with flexural
- (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 not a reinforcement and inner tube. Exposure of second color is cause for rejection.)
  (2) Bulge or swelling when air pressure is

- (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

## Part 396, Appendix A - Minimum Periodic Inspection Standards

- (5) Air hose cracked, broken or crimped.
- e. Brake Tubing.
  (1) Any audible leak.
  (2) Tubing cracked, damaged by heat, broken or crimped.
- Pressure Warning Device m inoperative, or does not operate at 55 psi and below, or ½ the governor cut-out pressure,
- g. Tractor Protection Valve. Inoperable or unit. h. Air Compressor.
- impending or probable failure.
- (3) Cracked, broken or loose pulley (4) Cracked or broken mounting brackets
- Decine brakes.
   Absence of braking action on any wheel quired to have brakes.
- required to have brakes:
  (2) Missing or inoperable breakaway braking
- j. Hydraulic Brakes. (Including Power Assist Over Hydraulic and Engine Drive Hydraulic
- (1) Master cylinder less than 1/4 full.
- (2) No pedal reserve with engine running except by pumping pedal.

  (3) Power assist unit fails to opera
- (4) Seeping or swelling brake hose(s) under aplication 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 (chaled) 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
- (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 (3) Lacks an operative low-vacuum warning
- device as required.

  I Antilock Brake System 123
- (1) Missing ABS malfunction indicator components (i.e., bulb, wiring, etc.).
- (2) ABS malfunction indicator that does no inate when power is first applied to the ABS roller (ECU) during initial power up.
- (3) ABS malfunction indicator that stavs illuminated while power is continuously applied to the ABS controller (ECU).
- (4) ABS malfunction indicator lamp on a trailer or dolly does not cycle when electrical power is applied (a) only to the vehicle's constant ABS power circuit, or (b) only to the
- vehicle's stop lamp circuit.
  (5) With its brakes released and its ignition switch in the normal run position, power unit does not provide continuous electrical power to the ABS on any air-braked vehicle it is equipped
- (6) Other missing or inoperative ABS components.
- . Automatic Brake Adjusters (1) Faiture to maintain a brake within the brake stroke limit specified by the vehicle
- (2) Any automatic brake adjuster that has
- been replaced with a manual adjuster (3) Damaged, loose, or missing compo
   (4) Any brake that is found to be out of
- adjustment on initial inspection must be evaluated to determine why the automatic brake adjuster is not functioning properly and the problem must be corrected in order for the vehicle to pass the inspection. It is not acceptable to manually adjust automatic brake adjusters without first correcting the underlying problem. For example, there may be other components within the braking system that are distressed or out of specification (i.e., broken welds, loose mounting hardware, cracked brake drums, worn bushings, etc.) that would require

- (1) Mounting to frame.
  (a) Any fasteners missing or ineffective (b) Any movement between mounting
- components.
  (c) Any mounting angle iron cracked or
- <sup>1</sup> Power units manufactured after March 1, 2001, have two ABS malfunction indicators, one for the power unit and one for the units that they tow. Both malfunction indicators are required to
- <sup>2</sup> Air-braked vehicles: Subsections (1)-(6) of this section are applicable to tractors with air brakes built on or after March 1, 1997, and all other vehicles with air brakes built on or alt March 1, 1998.
- 3 Hydraulic-braked vehicles: Subsections (1)-(3) of this section are applicable to vehicles over 10,000 lbs. GVWR with hydraulic brakes built on or after September 1, 1999. Subsection 10,000 lbs. with hydraulic brakes built on or after March 1, 1999.

- (2) Mounting plates and pivot brackets
- (a) Any fasteners missing or ineffecti (b) Any welds or parent metal cracket
- en pivot bracket pin and bracket.
- (d) Pivot bracket pin missing or not secured
- (a) Any latching fasteners missing or
- (b) Any fore or aft stop missing or not
- (c) Movement more than 3/s inch betw slider bracket and slider base.

- (a) Horizontal movement between the upper and lower fifth wheel halves exceeds ½ inch. (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: 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
- (1) Mounting to frame
- (a) Any missing or ineflective 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 nting bolt holes)
- (c) Loose mounting.
  (d) Frame cross member providing pintle hook attachment cracked.
- (a) Cracks anywhere in pintle hook asser (b) Any welded repairs to the pintle hook
- (c) Any part of the horn section reduced by
- (d) Latch insecure

- Drawbar I owbar Eye.
   Mounting.
   (a) Any cracks in attachment welds.
   (b) Any missing or ineffective fasteners. (b) Any part of the eye reduced by more
- than 20%. d. Drawbar/Towbar Tongue
- (1) Slider (power or manual).
  (a) Ineffective latching mechanical
- (b) Missing or ineffective stop.
  (c) Movement of more than <sup>1</sup>/<sub>4</sub> inch between
- slider and housing.
  (d) Any leaking, air or hydraulic cylinders hoses, or chambers (other than slight oil veeping normal with hydraulic seals)
- (b) Movement of 1/4 inch between subframe
- and drawbar at point of attachment e. Safety Devices.
- (1) Safety devices missing
- (2) Unattached or incapable of secure
- (3) Chains and hooks.
  (a) Worn to the extent of a measurable
- reduction in link cross section.
  (b) Improper repairs including welding, wire small bolts, rope and tape
- (a) Kinked or broken cable strands.
- (b) Improper clamps or clamping.

  1. 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 bearing member.
- (d) Horizontal movement between upper and wer saddle-mount halves exceeds 1/4 inch.
- a. Any exhaust system determined to be leaking at a point forward of or directly below
- b. A bus exhaust system leaking or discharging to the atmosphere:
- Gasoline powered-excess of 6 inches forward of the rearmost part of the bus.
- (2) Other than gasoline powered-in excess of 15 inches forward of the rearmost part of
- (3) Other than gasoline powered-forward of a door or window designed to be opened (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. a. A fuel system with a visible leak at any
- b. A fuel tank filler cap missing.
   c. A fuel tank not securely attached to the missing mounting bolts or brackets (some fuel tanks use springs or rubber bushings to permit
- 5. Lighting Devices. All lighting devices

- 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 vehicle without a front-end structure or equivalent device as required.
- c. Container securement devices on termodal equipment—All devices used to including rails or support frames, tiedown bolsters, locking pins, clevises, clamps, and
- 7. Steering Mechanism. a. Steering Wheel Free Play (on vehicles supped with power steering the engine must

	Steering wheel diameter	steering system	steering system
16" 18" 20"		2" 2 %" 2 %" 2 %"	4 %* 4 %* 5 %* 5 %*

- (1) Any absence or looseness of U-bolt(s) or
- ositioning part(s).

  (2) Worn, faulty or obviously repair welded
- (3) Steering wheel not properly secured. c. Front Axle Beam and All Steering Components Other Than Steering Colymn.
- (1) Any crack(s).
- (2) Any obvious welded repair(s). d. Steering Gear Box.
- (1) Any mounting bolt(s) loose or missing. (2) Any crack(s) in gear box or mounting
- e. Pitman Arm. Any looseness of the pitman arm on the steering gear output shaft.

  1. Power Steering. Auxiliary power assist
- g. Ball and Socket Joints
- (2) Any motion, other than rotational,
- attachment point of more than 1/4 inch. h. Tie Rods and Drag Links.
- (1) Loose clamp(s) or clamp bolt(s) on tie rods or drag links. oseness in any threaded joint.
- i. Nuts. Nut(s) loose or missing on tie rods, pitman arm, drag link, steering arm or tie rod j. Steering System. Any modification or other andition that interferes with free movement of
- any steering component.

  8. Suspension
- a. Any U-bolt(s), spring hanger(s), or other a Any 0-bod(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. (After a turn, lateral axle displacement is normal with some suspensions. Forward or rearward operation in a straight line
- b. Spring Assembly.
  (1) Any leaves in a leaf spring assembly
- roken 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;
- m, brake drum or frame.

  (6) Broken torsion bar spring in a torsion bar
- (7) Deflated air suspension, i.e., system
- failure leak etc tailure, 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
- (a) Any loose of missing hasteners including flasteners attaching functional component such as engine, transmission, steering gear, suspension, body parts, and fifth wheel. b. Tire and Wheel Clearance. Any cordition, including loading, that causes the body or fram to be in contact with a tire or any part of the
- neel assemblies. c. (1) Adjustable Axle Assemblies (Sliding Subtrames). Adjustable axle assembly with locking pins missing or not engaged.
- a. Any tire on any steering axle of a power (1) With less than 4/32 inch tread when
- easured at any point on a major tread groo (2) Has body ply or belt material exposed rough the tread or sidewall.
  (3) Has any tread or sidewall separation (4) Has a cut where the ply or belt material
- 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"
- - (8) Tire flap protrudes through valve slot in
  - (9) Regrooved tire except motor vehicles used solely in urban or suburban service (see
- This includes overloaded tire resulting from low
- (12) Tire is flat or has noticeable (e.g., can be
- 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.
  This includes overloaded tire resulting from low
- (2) Tire is flat or has noticeable (e.g., can be
- (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
- (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 easured at any point on a major tread groove
- c. Installation of speed-restricted tires unless specifically designated by motor carrier.

  11. Wheels and Rims.
- a. Lock or Side Ring. Bent, broken, cracked, improperly seated, sprung or mismatched
- b. Wheels and rims. Cracked or broken or
- c. Fasteners (both spoke and disc wheels).

  Any loose, missing, broken, cracked, stripped or otherwise ineffective fasteners
- (1) Any cracks in welds attaching disc wheel (2) Any crack in welds attaching tubeless
- demountable rim to adapter.
  (3) Any welded repair on aluminum wheel(s)
- (4) Any welded repair other than disc to rim tachment 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 ½ inch wide, if not intersected
- than 3 inches to any other such damaged area; (4) labels, stickers, decalcomania, etc. (see §393.60 for exceptions). 13. Windshield Wipers. Any power unit

by any other crack; (3) any damaged area not more than 3/4 inch in diameter, if not closer

- Windshield Wipers. Any power unit that has an inoperative wiper, or missing of damaged parts that render it ineffective.
   Motorcoach Seats a. Any passenger seat that is not securely fastened to the vehicle structure.

- tastened to the vehicle structure.

  b. [Reserved]
  15. Rear Impact Guard
  a. Traillers and semittailers with a GVWR of
  4.536 kg (10.001 lbs.) or more, manufactured
  on or after January 26, 1938 (see exceptions in
  Sec. 393.86(a)(1))
  1. Missing guard.
  2. Guard is not securely attached to trailer,
  including broken or missing fasteners, any
  welds or parent metal cracked, or other damage
  that compromises secure attachment of the
- quard. 3. Guard horizontal member does not extend to within 100 mm (4 inches) of each, or extends beyond either, side extremity of the vehi-
- 4. Guard horizontal member is more than 560 mm (22 inches) above the ground.
  5. Guard horizontal member is more than 305 mm (12 inches) forward of the rear extremity. 6. Guard horizontal member does not have
- Guard nonzontal member does not have a cross sectional vertical height of at least 100 mm (4 inches) across its entire width.
   b. Commercial motor vehicles manufactured after December 31, 1952 (except trailers and semitratiers manufactured on or after January 26, 1998) (see exceptions in Sec. 393.86(b)(1) and Sec. 393.86(b)(3)).
- 1. Missing guard.
- 2. Guard is not securely attached to trailer by bolts, welding, or other comparable means.

  3. Guard horizontal member is more than 762
- 4. Guard horizontal member does not extend to within 457 mm (18 inches) of each side
- extremity of the vehicle.
  5. Guard horizontal member is more than 610 mm (24 inches) forward of the rear extremity
  - BACK 3128 (Rev. 1/22)

(10) Boot, blowout patch or other ply repair (11) Weight carried exceeds tire load limit.