

Recent Changes to Annual Vehicle Inspection Criteria

Effective July 22, 2016, the annual (periodic) commercial motor vehicle inspection standards in Appendix G were amended. Motor carriers and other entities must now include the following criteria in their annual vehicle inspections. As required under 49 CFR Sec. 396.21, the components listed below and included as part of an inspection must be listed on the form (but not the sticker/decal) used to document the inspection.

New Criteria

A commercial vehicle will FAIL its annual inspection if any of the following criteria are present:

Antilock Brake System^{1,2,3} —

- (1) Missing ABS malfunction indicator components (i.e., bulb, wiring, etc.).
- (2) ABS malfunction indicator that does not illuminate when power is first applied to the ABS controller (ECU) during initial power-up.
- (3) ABS malfunction indicator that stays 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 to tow.
- (6) Other missing or inoperative ABS components.

Automatic Brake Adjusters —

- (1) Failure to maintain a brake within the brake stroke limit specified by the vehicle manufacturer.
- (2) Any automatic brake adjuster that has been replaced with a manual adjuster.
- (3) Damaged, loose, or missing components.
- (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 immediate attention.

Tires — Installation of speed-restricted tires unless specifically designated by motor carrier.

Motorcoach Seats — Any passenger seat that is not securely fastened to the vehicle structure.

¹ 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 be fully functional.

² Air-braked vehicles: Items (1)-(6) are applicable to tractors with air brakes built on or after March 1, 1997, and all other vehicles with air brakes built on or after March 1, 1998.

³ Hydraulic-braked vehicles: Items (1)-(3) are applicable to vehicles over 10,000 lbs. GVWR with hydraulic brakes built on or after September 1, 1999. Item (6) is applicable to vehicles over 10,000 lbs. with hydraulic brakes built on or after March 1, 1999.