

## **FAQ – Air brake inspection for revised commercial inspection report.**

**Q.** Why was the brake inspection procedures changed?

**A.** *The criteria in the inspection manual have not changed. The inspection information required on the inspection report has been modified. No new standards have been applied.*

**Q.** Do I need to measure the brake drum or can I use the cam shaft rotation?

**A.** *Cam shaft rotation is only one indicator of the condition of the brake. Inspectors are required to ensure all brake components and brake functions meet the standards. The application of an inspection decal (certificate of approval) is the authorized inspectors assurance that the entire vehicle meets minimum standards as outlined in the vehicle inspection manual and that the vehicle is safe for operation on the highway.*

**Q.** Do I need to remove wheels to inspect brakes?

**A.** *It is the inspector's duty to ensure that all components meet standards. It is up to the inspector on how to conduct his / her inspection process to ensure all standards are met.*

**Q.** Are the drum and pad / shoe measurements mandatory?

**A.** *This field is mandatory and requires the input of a number. The inspector may state the reasons for the number indicated in the comments section.*

**Q.** What are the air brake chamber types listed in the drop down menu?

**A.** *Clamp – most commonly found chamber type on commercial vehicles. Identified by a ring clamp around the circumference securing the cap to the body of the chamber. Inspectors must identify size and stroke (standard, long or extra long).*



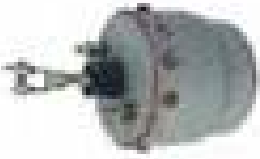
Bolt – uncommon brake chamber. Identified by a series of bolts securing the cap to the body of the chamber.



DD3 – (Double Diaphragm, 3 function) – typically found on MCI highway coaches. Identified by three air fittings.



Roto-Chamber – uncommon brake type. Identified by a series of fasteners around the outer circumference of the chamber.



Disc – there are two common types:

- 1) Attaches directly to the brake calliper – no push rod visible and no push rod measurements are required.
- 2) A standard type air brake chamber actuates the callipers via a push rod – push rod is visible and measurements are required.

Internal (not visible) push rod



Disc brake components – external push rod type



Wedge – typically found on steering axle drum brakes. Identified by absence of push rod. Brake is actuated by an internal wedge mechanism.