

Section 1.3, vehicle integrity.

Wheels and lug nuts. We have always noted that a vehicle has a missing lug nut or broken stud on the RO. On a 4 lug wheel we strongly recommend repair, but do not withhold certification. Will this take that judgment call away? If we consider the consumer, they are usually not bucks up. Taking this judgment call away may alienate more people. As a note, on trailers and heavier vehicles we make all lugs nuts and studs to be in order for certification. Not sure how to give judgment without opening floodgates, but that is your job.

sec 1.4 a. adding brake warning light and ABS, ESC to a brake inspection makes a lot of sense.

Of course making the gvwr to be 14001 makes a lot of sense.

Sec 1.4 b. Master cylinder and power brake assembly. Para 4, to check the pushrod end of the master cylinder would require some dismantling. Not a good idea, in my opinion.

Para 5, misspelling. "it is not excessively worn or loose"

Sec 1.4 d. Parking brake check. "Very light acceleration" is in the eyes and foot of the beholder. If you want it to fail, you will make it fail. I would recommend a procedure that makes the test much less open for tech caused failures. Perhaps parking brake to hold on a slight slope like a driveway entrance and some pushing by hand?

Sec 1.4 f (1) To check caliper slides for operation in most cases would require at least partial dismantling.

Sec 1.4 f (4) misspelling "including and crank (crack)"

Sec 1.4 g (1) Dust boots almost universally need to be folded back to see liquid leaks. Accumulated munja aside, you still must "disturb" the boot.

In air brake chapter, page 19. Shall parking brake test be done with trailer(s) attached?

Sec 1.9. Does the inspection preclude having another person pull wheels, do the inspection as it were and report to the inspector?

Class C. Ah, the motorcycle. There are no classes to teach motorcycle brakes to a general auto or truck tech. This makes it very difficult for motorcycle owners to find someone to certify their vehicle. I believe this only leads to "cert shopping". Some inspectors will take a chance and sign a cert. Most won't.

Why not have this as a sub-category, and recruit motorcycle dealerships to do these inspections? Heck, I don't have a single employee in either of my shops that are licensed to ride a motorcycle. Or promote some motorcycle (brakes) training at the Community Colleges.

Sec 2.4 3rd paragraph, last sentence. "A licensed (license) will only"

Sec 2.6, 3.2 and 3.4 should have the dollar amounts deleted from all areas.