

## 2016 Vehicle Inspection Manual (VIM) Amendments

Current Inspection Criteria		Amendment	
Table of Contents		Table of Contents	
Truck/Trailer and Bus		Truck, Trailer and Bus	
Truck, Trailer and Bus – Section 3A – Air Brakes <ul style="list-style-type: none"> <li>Item 16 - Drum Brake System Components (p. 222)</li> </ul>		Truck, Trailer and Bus – Section 3A – Air Brakes <ul style="list-style-type: none"> <li>Item 16 - Drum Brake System Components (p. 222)</li> </ul>	
Item and Method of Inspection		Item and Method of Inspection	
<p>NOTE: Drums must be removed.</p> <p>a) brake operation</p>		<p>NOTE: Drums must be removed <b>only when the camshaft rotation travel is 100 degrees or more.</b></p> <p>a) brake operation</p>	
Light Vehicle - Section 8 – Body <ul style="list-style-type: none"> <li>Item 2 - Body (p. 146)</li> </ul>		Light Vehicle - Section 8 – Body <ul style="list-style-type: none"> <li>Item 2 - Body (p. 146)</li> </ul>	
Item and Method of Inspection	Reject If	Item and Method of Inspection	Reject If
c) fenders, quarter panels and mudflaps <b>NOTE: All vehicles including modified collectors, Vintage, Ubilt, replicar, replikit and speciality vehicles require fenders/quarter panels.</b>	c) so damaged or corroded that factory installed lamps cannot be secured as per factory installation method, missing section torn or corroded away so road spray is not controlled, not full-tread width of tire, fitted so that it could cause interference with steering mechanism or cause rubbing of tires when	c) fenders, quarter panels and mudflaps <b>NOTE: <u>The following vehicles do not require fenders and/or mudguards to receive a pass with caution:</u></b> <ol style="list-style-type: none"> <li><b><u>Manufactured vehicles in 1940 or earlier ;</u></b></li> <li><b><u>Vehicles manufactured or designed to resemble 1940 or earlier vehicles; or</u></b></li> <li><b><u>Vehicles described in Motor Vehicle Act Regulation 7.01 (4).</u></b></li> </ol>	c) so damaged or corroded that factory installed lamps cannot be secured as per factory installation method, missing section torn or corroded away so road spray is not controlled, not full-tread width of tire, fitted so that it could cause

	suspension bottomed and steering moved stop to stop, includes rear wheels	<b>All <u>other</u> vehicles including modified collectors, vintage, ubilt, repicar, replikit and speciality vehicles require fenders/quarter panels.</b>	interference with steering mechanism or cause rubbing of tires when suspension bottomed and steering moved stop to stop, includes rear wheels				
Not currently in the 2016 Vehicle Inspection Manual	<b>Truck, Trailer and Bus - Section 8 – Body</b> <ul style="list-style-type: none"> <li><b>Item 5 - Cargo Body (p. 294)</b></li> </ul> <table border="1" data-bbox="820 598 1437 1648"> <thead> <tr> <th data-bbox="820 598 1120 672">Item and Method of Inspection</th> <th data-bbox="1120 598 1437 672">Reject If</th> </tr> </thead> <tbody> <tr> <td data-bbox="820 672 1120 1648">           k) bunk and stake equipment   <u>i) bunks</u>   <u>ii) bunk posts, stakes and extensions</u>   <u>iii) cup and saucer</u>   <u>iv) stake cables</u>   <u>v) bolster</u>   <u>vi) bunk air lock</u> </td> <td data-bbox="1120 672 1437 1648"> <u>i) broken, cracked, mounted insecurely, loose bolts, bunk lash exceeds 5mm. or OEM specifications</u>   <u>ii) broken, cracked, insecure, loose bolts, angle exceeds 90°</u>   <u>iii) cracked, broken, worn beyond OEM</u>   <u>iv) less than 21 mm (7/8 in.), worn, frayed, pinched, anchor insecure, stake trip lever retainer missing, trip stake return spring missing or broken</u>   <u>v) loose, cracked, bolts loose, missing</u>   <u>vi) air leak, not functioning as per OEM</u> </td> </tr> </tbody> </table>			Item and Method of Inspection	Reject If	k) bunk and stake equipment  <u>i) bunks</u>  <u>ii) bunk posts, stakes and extensions</u>  <u>iii) cup and saucer</u>  <u>iv) stake cables</u>  <u>v) bolster</u>  <u>vi) bunk air lock</u>	<u>i) broken, cracked, mounted insecurely, loose bolts, bunk lash exceeds 5mm. or OEM specifications</u>  <u>ii) broken, cracked, insecure, loose bolts, angle exceeds 90°</u>  <u>iii) cracked, broken, worn beyond OEM</u>  <u>iv) less than 21 mm (7/8 in.), worn, frayed, pinched, anchor insecure, stake trip lever retainer missing, trip stake return spring missing or broken</u>  <u>v) loose, cracked, bolts loose, missing</u>  <u>vi) air leak, not functioning as per OEM</u>
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<b>Truck, Trailer and Bus - Section 8 – Body</b> <ul style="list-style-type: none"> <li><b>Item 22 – Passenger Seat (p. 309)</b></li> </ul> 22. Passenger Seat     *   x   *	<b>Truck, Trailer and Bus - Section 8 – Body</b> <ul style="list-style-type: none"> <li><b>Item 22 – Passenger Seat (p. 310)</b></li> </ul> 22. Passenger Seat     *   x   x						
<b>Truck, Trailer and Bus - Section 3A – Air</b>	<b>Truck, Trailer and Bus - Section 3A – Air</b>						

Brakes		Brakes	
<ul style="list-style-type: none"> <li>Item 5 – Air Tank Check Valves (p. 213)</li> </ul>		<ul style="list-style-type: none"> <li>Item 5 – Air Tank Check Valves (p. 213)</li> </ul>	
Item and Method of Inspection	Reject If	Item and Method of Inspection	Reject If
<p>Additional Inspection Procedure(s): Test as outlined below, the operation of air tank check valves on each vehicle using a supply (wet) tank and primary/ secondary tank arrangement. Inspect a vehicle using an integral-type air dryer (and having no supply {wet} tank) according to manufacturer service instructions. NOTE: A “CMVSS/ FMVSS ‘121’system” is one with a dual circuit brake system generally manufactured after 1976. A vehicle with single circuit brake system is to be inspected according to manufacturer service instructions. Additional Inspection Procedure(s): For a vehicle with a “CMVSS/ FMVSS ‘121’system”. This inspection is to ensure proper function of the check valves which isolate the circuits and provide service and emergency braking in the case of a failure in one of the circuits. Inspect for proper operation as follows:</p> <p><b>Step 1</b> – Begin with air system at normal operating pressure.</p>		<p>Additional Inspection Procedure(s): Test as outlined below, the operation of air tank check valves on each vehicle using a supply (wet) tank and primary/ secondary tank arrangement. Inspect a vehicle using an integral-type air dryer (and having no supply {wet} tank) according to manufacturer service instructions. NOTE: A “CMVSS/ FMVSS ‘121’system” is one with a dual circuit brake system generally manufactured after 1976. A vehicle with single circuit brake system is to be inspected according to manufacturer service instructions. Additional Inspection Procedure(s): For a vehicle with a “CMVSS/ FMVSS ‘121’system”. This inspection is to ensure proper function of the check valves which isolate the circuits and provide service and emergency braking in the case of a failure in one of the circuits. Inspect for proper operation as follows:</p> <p><b>Step 1</b> – Begin with air system at normal operating pressure.</p>	

<p>Open the drain valve on the supply (wet) tank.</p> <p>a) one-way check valve (between supply (wet) tank and service tanks)</p> <p><b>Step 2</b> – Open the drain valve on either the primary or secondary service tank.</p> <p>b) two-way check valve (between service tanks and brake system control valves)</p> <p><b>Step 3</b> – Close all drain valves and increase air system to normal operating pressure. Open the drain valve on the remaining service tank (primary or secondary) that was not drained in Step 2.</p> <p>c) two-way check valve (between service tanks and brake system control valves)</p>	<p>a) air pressure drops in either the primary or secondary air</p> <p>b) air pressure drops in either the primary or secondary air tanks</p> <p>c) air pressure drops in either the primary or secondary air tanks</p>	<p><b>Completely</b> open the drain valve on the supply (wet) tank.</p> <p>a) one-way check valve (between supply (wet) tank and service tanks)</p> <p><b>Step 2</b> – <b>Completely</b> open the drain valve on either the primary or secondary service tank.</p> <p>b) two-way check valve (between service tanks and brake system control valves)</p> <p><b>Step 3</b> – Close all drain valves and increase air system to normal operating pressure. <b>Completely</b> open the drain valve on the remaining service tank (primary or secondary) that was not drained in Step 2.</p> <p>c) two-way check valve (between service tanks and brake system control valves)</p>	<p>a) air pressure drops in either the primary or secondary air</p> <p>b) air pressure drops in either the primary or secondary air tanks</p> <p>c) air pressure drops in either the primary or secondary air tanks</p>
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<p><b>Truck, Trailer and Bus - Section 4 – Steering</b></p> <ul style="list-style-type: none"> <li><b>Item 1 – Steering Control and Linkage (p. 237)</b></li> </ul>		<p><b>Truck, Trailer and Bus - Section 4 – Steering</b></p> <ul style="list-style-type: none"> <li><b>Item 1 – Steering Control and Linkage (p. 237)</b></li> </ul>	
<p><b>Item and Method of Inspection</b></p>	<p><b>Reject If</b></p>	<p><b>Item and Method of Inspection</b></p>	<p><b>Reject If</b></p>
<p>Additional Inspection Procedure(s): Check the steering components listed below using tools and</p>		<p>Additional Inspection Procedure(s): Check the steering components listed below using tools and</p>	

<p>methods according to manufacturer service instructions.</p> <p>a) steering box or rack and pinion unit</p> <p>b) bellow, clamp and boot</p>	<p>a) loose or insecure mounting, mounting bolt loose or missing</p> <p>– housing broken, cracked, or level 2 leak of oil or fluid</p> <p>b) insecure, missing, split or torn</p> <p>– clamp missing</p>	<p>methods according to manufacturer service instructions.</p> <p>a) steering box or rack and pinion unit</p> <p>b) bellow, clamp and boot</p>	<p>a) loose or insecure mounting, mounting bolt loose or missing</p> <p>– housing broken, cracked, or level 2 leak of oil or fluid</p> <p>b) insecure, missing, split or torn</p> <p>- <u>bulging, swollen or discoloured due to oil leak from internal end seal</u></p> <p>– clamp missing</p>
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<p><b>Light Vehicle - Section 4 – Steering</b></p> <ul style="list-style-type: none"> <li>• <b>Item 4 – Rack and Pinion Steering (p. 123)</b></li> </ul>		<p><b>Light Vehicle - Section 4 – Steering</b></p> <ul style="list-style-type: none"> <li>• <b>Item 4 – Rack and Pinion Steering (p. 123)</b></li> </ul>	
Item and Method of Inspection	Reject If	Item and Method of Inspection	Reject If
<p>With vehicle on a level floor and with engine shut down, rock the steering wheel left and then right and observe movement in steering components. If movement is observed, grasp the tie rod and attempt to move it in the direction of the ball stud.</p> <p>a) tie rods</p> <p>b) tie rod ends/inner socket assembly</p>	<p>a) bent, welded</p> <p>b) wear is evident, does not meet OEM specifications, worn, bent, welded, injected, nuts or shank threads stripped, nuts loose or</p>	<p>With vehicle on a level floor and with engine shut down, rock the steering wheel left and then right and observe movement in steering components. If movement is observed, grasp the tie rod and attempt to move it in the direction of the ball stud.</p> <p>a) tie rods</p> <p>b) tie rod ends/inner socket assembly</p>	<p>a) bent, welded</p> <p>b) wear is evident, does not meet OEM specifications, worn, bent, welded, injected, nuts or shank threads stripped, nuts loose or</p>

<p>c) bellows seal</p> <p>d) clamps</p> <p>e) mounting bolts</p> <p>f) mounting brackets</p> <p>g) alignment (move body up &amp; down)</p> <p>h) mounting bushings</p> <p>i) housing</p>	<p>missing, locking device for nut missing, inferior locking device used</p> <p>c) leaking, split open, missing</p> <p>d) missing, bent, welded, insecurely mounted</p> <p>e) threads stripped, missing, loose</p> <p>f) cracked, loose</p> <p>g) steering wheel moves</p> <p>h) any movement noted</p> <p>i) leaking, cracked, broken</p>	<p>c) bellow, <u>clamp and boot</u></p> <p>d) clamps</p> <p>e) mounting bolts</p> <p>f) mounting brackets</p> <p>g) alignment (move body up &amp; down)</p> <p>h) mounting bushings</p> <p>i) housing</p>	<p>missing, locking device for nut missing, inferior locking device used</p> <p>c) leaking, split open, missing</p> <p><u>- bulging, swollen or discoloured due to oil leak from internal end seal</u></p> <p>d) missing, bent, welded, insecurely mounted</p> <p>e) threads stripped, missing, loose</p> <p>f) cracked, loose</p> <p>g) steering wheel moves</p> <p>h) any movement noted</p> <p>i) leaking, cracked, broken</p>						
<p><b>Light Vehicle - Section 2 – Suspension</b></p> <ul style="list-style-type: none"> <li>Items: 1 - Leaf Suspension, 2 - Coil Spring Suspension, 3 - Torsion Bar Suspension, 4 - MacPherson Strut and 5 - Multi-Link Independent Rear Suspension (p. 107 to 110)</li> </ul>	<p><b>Light Vehicle - Section 2 – Suspension</b></p> <ul style="list-style-type: none"> <li>Items: 1 - Leaf Suspension, 2 - Coil Spring Suspension, 3 - Torsion Bar Suspension, 4 - MacPherson Strut and 5 - Multi-Link Independent Rear Suspension (p. 107 to 110)</li> </ul>								
<table border="1"> <thead> <tr> <th data-bbox="164 1476 480 1545">Item and Method of Inspection</th> <th data-bbox="480 1476 797 1545">Reject If</th> </tr> </thead> <tbody> <tr> <td data-bbox="164 1545 480 1749">stabilizer bar</td> <td data-bbox="480 1545 797 1749">missing, bent, loose, disconnected, broken, welded, damaged, bushing brackets and bolts missing or loose</td> </tr> </tbody> </table>	Item and Method of Inspection	Reject If	stabilizer bar	missing, bent, loose, disconnected, broken, welded, damaged, bushing brackets and bolts missing or loose	<table border="1"> <thead> <tr> <th data-bbox="797 1476 1130 1545">Item and Method of Inspection</th> <th data-bbox="1130 1476 1450 1545">Reject If</th> </tr> </thead> <tbody> <tr> <td data-bbox="797 1545 1130 1749">stabilizer bar/<u>links</u></td> <td data-bbox="1130 1545 1450 1749">missing, bent, loose, disconnected, broken, welded, damaged, bushing brackets and bolts missing or loose</td> </tr> </tbody> </table>	Item and Method of Inspection	Reject If	stabilizer bar/ <u>links</u>	missing, bent, loose, disconnected, broken, welded, damaged, bushing brackets and bolts missing or loose
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<p><b>Truck, Trailer and Bus - Section 1 - Power Train</b></p> <ul style="list-style-type: none"> <li>Item 4 – Drive Shaft (p. 173)</li> </ul>	<p><b>Truck, Trailer and Bus - Section 1 - Power Train</b></p> <ul style="list-style-type: none"> <li>Item 4 – Drive Shaft (p. 173)</li> </ul>								

Item and Method of Inspection	Reject If	Item and Method of Inspection	Reject If
<p>g) hanger bracket and hardware, and metal guard or catch</p> <p><b>REQUIRED ON ALL SCHOOL BUSES.</b></p> <p>– required on buses over 3.8 m (150 in.) wheel base with engine mounted at front</p> <p>or</p> <p>– equipped with a two piece shaft</p>	<p>g) cracked, loose, missing</p> <p>– mounted in a manner that fails to prevent drive shaft from falling to ground</p> <p>– on a bus, metal floor guard is missing or fails to protect occupant compartment</p>	<p>g) hanger bracket and hardware, and metal guard or catch</p> <p><b>REQUIRED ON ALL SCHOOL BUSES.</b></p> <p>– required on buses over 3.8 m (150 in.) wheel base with engine mounted at front</p> <p>or</p> <p>– equipped with a <u>multi piece shaft</u></p> <p><b><u>NOTE: Buses equipped with a multi piece driveshaft must have a guard on each section.</u></b></p>	<p>g) cracked, loose, missing</p> <p>– mounted in a manner that fails to prevent drive shaft from falling to ground</p> <p>– on a bus, metal floor guard is missing or fails to protect occupant compartment</p>