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2000 Chevrolet Camaro

ARTICLE BEGINNING

GENERAL INFORMATION

Brake Systems - January 2000 Motorist Assurance Program
Standards For Automotive Repair

All Makes & Models

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INTRODUCTION TO MOTORIST ASSURANCE PROGRAM (MAP)

OVERVIEW OF MOTORIST ASSURANCE PROGRAM (MAP)

Automotive industry professionals and interested readers:
The Motorist Assurance Program (MAP) is the consumer outreach effort of the Automotive Maintenance and Repair Association, Inc. (AMRA). Participation in the Motorist Assurance Program is drawn from auto repair companies and independents, parts and equipment manufacturers and suppliers, vehicle manufacturers and industry associations.

Our organization's mission is to strengthen the relationship between the consumer and the auto repair industry. We encourage motorists to take greater responsibility for their vehicles-through proper, manufacturer-recommended, maintenance, and endorse participating service and repair shops (including franchisees and dealers) who adopt (1) the MAP Pledge of Assurance to their Customers and (2) the Motorist Assurance Program Standards of Service. All participating service providers have agreed to subscribe to this Pledge and to adhere to the promulgated Standards of Service demonstrating to their customers that they are serious about customer satisfaction.

These Standards of Service require an inspection of the vehicle's (problem) system and that the results be communicated to the customer according to industry standards. Since the industry did not have such standards, the Motorist Assurance Program successfully promulgated industry inspection communication standards in 1994-95 for the following systems: Exhaust, Brakes, ABS, Steering and Suspension,

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Engine Maintenance and Performance, HVAC, and Electrical Systems.

Further, revisions to all of these inspection communication standards are re-published periodically. In addition to the above, standards for Drive Train and Transmissions were promulgated and published in 1998. Participating shops utilize these Uniform Inspection & Communication Standards (UI&CS) as part of the inspection process and for communicating their findings to their customers.

The Motorist Assurance Program continues to work cooperatively and proactively with government agencies and consumer groups toward solutions that both benefit the customer and are mutually acceptable to both regulators and industry. We maintain the belief that industry must retain control over how we conduct our business, and we must be viewed as part of the solution and not part of the problem. Meetings with state and other government officials (and their representatives), concerned with auto repair and/or consumer protection, are conducted. Feedback from these sessions is brought back to the association governing body, and the program adjusted as needed.

To assure recourse for auto repair customers if they are not satisfied with a repair transaction, the Motorist Assurance Program offers mediation and arbitration through the BBB and other similar non-profit organizations. MAP conducted pilot programs in twelve states before announcing the program nationally in October 1998. During the pilots, participating repair shops demonstrated their adherence to the Pledge and Standards and agreed to follow the UI&CS in communicating the results of their inspection to their customers. Complaints and "come-backs" dropped significantly.

To put some "teeth" in the program, an accreditation requirement for shops was initiated. The requirements are stringent, and a self-policing technique has been incorporated which includes the "mystery shopping" of outlets. By year-end 1999, over 4,000 auto repair facilities had been accredited by the Motorist Assurance Program.

We welcome you to join us as we continue our outreach. With your support, both the automotive repair industry and your customers will reap the benefits. Please visit MAP at our Internet site www.motorist.org or contact us at:

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MAP UNIFORM INSPECTION GENERAL GUIDELINES

OVERVIEW OF SERVICE REQUIREMENTS AND SUGGESTIONS

It is MAP policy that all exhaust, brake, steering, suspension, wheel alignment, drive-line, engine performance and maintenance, and heating, ventilation and air conditioning, and electrical services be offered and performed under the standards and procedures specified in these sections.

Before any service is performed on a vehicle, an inspection of the appropriate system must be performed. The results of this

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inspection must be explained to the customer and documented on an inspection form. The condition of the vehicle and its components will indicate what services/part replacements may be "Required" or "Suggested". In addition, suggestions may be made to satisfy the requests expressed by the customer.

When a component is suggested or required to be repaired or replaced, the decision to repair or replace must be made in the customer's best interest, and at his or her choice given the options available.

This section lists the various parts and conditions that indicate a required or suggested service or part replacement. Although this list is extensive, it is not fully inclusive. In addition to this list, a technician may make a suggestion. However, any suggestions must be based on substantial and informed experience, or the vehicle manufacturer's recommended service interval and must be documented.

Some conditions indicate that service or part replacement is required because the part in question is no longer providing the function for which it is intended, does not meet a vehicle manufacturer's design specification or is missing.

Example:

An exhaust pipe has corroded severely and has a hole in it through which exhaust gases are leaking. Replacement of the exhaust pipe in this case is required due to functional failure.

Example:

A brake rotor has been worn to the point where it measures less than the vehicle manufacturer's discard specifications. Replacement of the rotor is required because it does not meet design specifications.

Some conditions indicate that a service or part replacement is suggested because the part is close to the end of its useful life or addresses a customer's need, convenience or request. If a customer's vehicle has one of these conditions, the procedure may be only to suggest service.

Example:

An exhaust pipe is rusted, corroded or weak, but no leaks are present. In this case, the exhaust pipe has not failed. However, there is evidence that the pipe may need replacement in the near future. Replacement of the pipe may be suggested for the customer's convenience in avoiding a future problem.

Example:

The customer desires improved ride and/or handling, but the vehicle's shocks or struts have not failed. In this case, replacement may be suggested to satisfy the customer's wishes. In this case, replacement of the shocks or struts may not be sold as a requirement.

A customer, of course, has the choice of whether or not a

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shop will service his or her vehicle. He or she may decide not to follow some of your suggestions. When a repair is required, a MAP shop must refuse partial service on that system if, in the judgment of the service provider, proceeding with the work could create or continue an unsafe condition. When a procedure states that required or suggested repair or replacement is recommended, the customer must be informed of the generally acceptable repair/replacement options whether or not performed by the shop.

When presenting suggested repairs to the customer, you must present the facts, allowing the customer to draw their own conclusions and make an informed decision about how to proceed.

The following reasons may be used for required and suggested services. These codes are shown in the "Code" column of the MAP Uniform Inspection & Communications Standards that follow:

Reasons to Require Repair or Replacement

- A - Part no longer performs intended purpose
- B - Part does not meet a design specification (regardless of performance)
- C - Part is missing

NOTE: When a repair is required, the shop must refuse partial service to the system in question, if the repair creates or continues an unsafe condition.

Reasons to Suggest Repair or Replacement

- 1 - Part is close to the end of its useful life (just above discard specifications, or weak; failure likely to occur soon, etc.)
- 2 - To address a customer need, convenience, or request (to stiffen ride, enhance performance, eliminate noise, etc.)
- 3 - To comply with maintenance recommended by the vehicle's Original Equipment Manufacturer (OEM)
- 4 - Technician's recommendation based on substantial and informed experience

NOTE: Suggested services are always optional. When presenting suggested repairs to the customer, you must present the facts, allowing the customer to draw their own conclusions and make an informed decision about how to proceed.

BRAKES

SERVICE PROCEDURES REQUIRED & SUGGESTED FOR PROPER VEHICLE OPERATION

Some states may have specifications that differ from OEM. Check your local/state regulations. Where state or local laws are stricter, they take precedence over these guidelines.

ACCELEROMETERS (G SENSOR OR LATERAL)

ACCELEROMETER INSPECTION

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*** BRAKE SYSTEM UNIFORM INSPECTION GUIDELINES ***

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Condition	Code	Procedure
Broken	A	Require replacement.
Connector loose	A ..	Require repair or replacement.
Loose	B ..	Require repair or replacement.
Missing	C	Require replacement.
Out of position	B	Require re-positioning to vehicle manufacturer's specifications.
Output signal incorrect .	B	Require replacement.

AA

ACCUMULATORS

ACCUMULATOR INSPECTION

AA

Condition	Code	Procedure
Leaking	B	Require replacement.
Missing	C	Require replacement.
Pre-charge incorrect	B	Require replacement.

AA

ANCHOR PINS

See BACKING PLATES.

ANTI-LOCK BRAKE SYSTEMS

NOTE: Anti-lock brakes are an integral part of the brake system. It is essential that the anti-lock brakes function properly when brake service is performed.

Anti-lock brake systems are commonly referred to as "ABS" and will be referred to as "ABS" throughout these guidelines. Some ABS components also function as part of a traction control system (TCS).

WARNING: When diagnosing and servicing high pressure components, observe safety procedures and equipment requirements established by the vehicle manufacturer to reduce the possibility of serious personal injury.

NOTE: Intermittent electrical conditions are often caused by a loss of ground, poor connection, or water intrusion into the wiring harness.

NOTE: Electro-magnetic interference (EMI) may be caused by incorrect installation of accessories or components. EMI can result in improper system operation.

BACKING PLATES

BACKING PLATE INSPECTION

AA

*** BRAKE SYSTEM UNIFORM INSPECTION GUIDELINES ***

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Condi ti on	Code	Procedure
Anchor pin bent	B ..	Require repair or replacement.
Anchor pin broken	A	Require replacement.
Anchor pin worn, affecting structural integrity ...	B	Require replacement.
Backing plate bent	B ..	Require repair or replacement.
Backing plate broken	A	Require replacement.
Backing plate cracked ...	B ..	Require repair or replacement.
Corroded, affecting structural integrity	A	Require replacement.
Loose	B ..	Require repair or replacement.
Mi ssi ng	C	Require replacement.
Shoe lands worn	A ..	Require repair or replacement.
AA		

BRAKE FLUID

CAUTION: Most manufacturers prohibit the use of DOT 5 brake fluid in a system equipped with ABS.

DOT 3, DOT 4, and DOT 5.1 brake fluids are clear or light amber in color. DOT 5 brake fluid is violet in color. Correct fluid required for the brake system is stamped on the master cylinder cover.

BRAKE FLUID INSPECTION

AA

Condi ti on	Code	Procedure
Beyond service interval .	3 ..	Suggest flushing and refilling with correct fluid.
Brake fluid type incorrect	B ..	Require flushing and refilling with correct fluid.
Contami nated, for example, fluid other than brake fluid present	A or B	(1) Require service.
Hydraulic component overhaul or replacement	3 ..	Suggest flushing and refilling with correct fluid.
Rubber master cylinder cover gasket distorted and gummy	A	(2) Require replacement of gasket.

(1) - If a fluid other than brake fluid is present in the brake system which DOES affect the rubber parts, the required service is to:

- * Remove all components having rubber parts from the system.
- * Flush lines with denatured alcohol or brake cleaner
- * Repair or replace all components having rubber parts
- * Flush and fill with correct brake fluid. (Code A)

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If a fluid other than brake fluid is present in the brake system which DOES NOT affect the rubber parts, the required service is to flush and fill with the correct brake fluid.

(Code B)

(2) - This condition may indicate contaminated brake fluid.

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BRAKE FRICTION MATERIAL

See FRICTION MATERIAL.

BRAKE PADS

See FRICTION MATERIAL.

BRAKE PEDALS

BRAKE PEDAL INSPECTION

AA

Condition Code Procedure

Bent, affecting performance	A ..	Require repair or replacement.
Broken	A ..	Require repair or replacement.
Pedal pad missing	C	Require replacement of pedal pad.
Pedal pad worn	1	Suggest replacement.
Pivot bushings worn, affecting performance ..	A	Require replacement of pivot bushings.

AA

BRAKE SHOES

See FRICTION MATERIAL.

BRAKE SHOE HARDWARE

See also SELF-ADJUSTING SYSTEMS.

BRAKE SHOE HARDWARE INSPECTION

AA

Condition Code Procedure

Broken	A	Require replacement.
Distorted	A	Require replacement.
Missing	C	Require replacement.
Surfaces rust-pitted	1	Suggest replacement.
Worn, affecting performance	A	Require replacement.

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BRAKE STOPLIGHT SWITCHES

*** BRAKE SYSTEM UNIFORM INSPECTION GUIDELINES ***

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BRAKE STOPLIGHT INSPECTION

AA

Condi ti on	Code	Procedure
Bent	B	Requi re repl acement.
Broken	A	Requi re repl acement.
Connector broken	A ..	Requi re repai r or repl acement.
Connector (Weatherpack type) leaking	A ..	Requi re repai r or repl acement.
Connector melted	A	(1) Requi re repl acement.
Connector mi ssi ng	C	Requi re repl acement.
Mi ssi ng	C	Requi re repl acement.
Out of adj ustment	B	Requi re adj ustment or repl acement.
Output signal incorrect ..	B	Requi re repl acement.
Termi nal burned, affecting performance	A	(2) Requi re repai r or repl acement.
Termi nal burned, not affecting performance ..	2 ..	Suggest repai r or repl acement.
Termi nal corroded, affecting performance ...	A ..	Requi re repai r or repl acement.
Termi nal corroded, not affecting performance ...	2 ..	Suggest repai r or repl acement.
Termi nal loose, affecting performance	B ..	Requi re repai r or repl acement.
Termi nal loose, not affecting performance ...	1 ..	Suggest repai r or repl acement.
Threads damaged	A ..	Requi re repai r or repl acement.
Threads stripped (threads mi ssi ng)	A	Requi re repl acement.

- (1) - Determine cause and correct prior to replacement of part.
- (2) - Determine cause and correct prior to repair or replacement of part.

AA

BULB SOCKETS

BULB SOCKET INSPECTION

AA

Condi ti on	Code	Procedure
Attachi ng hardware broken	A ...	Requi re repai r or repl acement of hardware.
Attachi ng hardware mi ssi ng	C	Requi re repl acement of hardware.
Attachi ng hardware not functi oni ng	A ...	Requi re repai r or repl acement of hardware.
Broken	A ..	Requi re repai r or repl acement.
Bul b sei zed i n socket ...	A ..	Requi re repai r or repl acement.

*** BRAKE SYSTEM UNIFORM INSPECTION GUIDELINES ***

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Burned, affecting performance	A	(1) Require repair or replacement.
Burned, not affecting performance	2	(1) Suggest repair or replacement.
Connector broken	A ..	Require repair or replacement.
Connector missing	C	Require replacement.
Connector (Weatherpack type) leaking	A ..	Require repair or replacement.
Connector melted	A	(2) Require repair or replacement.
Corroded, affecting performance	A ..	Require repair or replacement.
Corroded, not affecting performance	2 ..	Suggest repair or replacement.
Leaking	A ..	Require repair or replacement.
Melted	A	(2) Require replacement.
Shorted	A ..	Require repair or replacement.
Terminal broken	A ..	Require repair or replacement.
Terminal burned, affecting performance	A	(2) Require repair or replacement.
Terminal burned, not affecting performance ..	2 ..	Suggest repair or replacement.
Terminal corroded, affecting performance ..	A ..	Require repair or replacement.
Terminal corroded, not affecting performance ..	2 ..	Suggest repair or replacement.
Terminal loose, affecting performance	B ..	Require repair or replacement.
Terminal loose, not affecting performance ..	1 ..	Suggest repair or replacement.

(1) - Determine cause and correct prior to repair or replacement of socket.

(2) - Determine cause and correct prior to repair or replacement of part.

AA

BULBS AND LEDS

NOTE: Copied from Electrical UIGs and modified. Does not include soldered-in components.

BULB AND LED INSPECTION

AA

Condition	Code	Procedure
Application incorrect ...	B	(1) Require replacement.
Base burned, affecting performance	A	(2) Require repair or replacement.
Base burned, not affecting		

*** BRAKE SYSTEM UNIFORM INSPECTION GUIDELINES ***

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performance	2	(2) Suggest repair or replacement.
Base corroded, affecting performance	A	..	Require repair or replacement.
Base corroded, not affecting performance ..	2	..	Suggest repair or replacement.
Base loose, affecting performance	B	..	Require repair or replacement.
Base loose, not affecting performance	1	..	Suggest repair or replacement.
Burned out	A	.....	Require replacement.
Intermittent	A	.....	Require replacement.
Missing	C	.....	Require replacement.
Seized in socket	A	..	Require repair or replacement.
Terminal broken	A	..	Require repair or replacement.
Terminal burned, affecting performance	A	.....	(2) Require repair or replacement.
Terminal burned, not affecting performance ..	2	.....	(2) Suggest repair or replacement.
Terminal corroded, affecting performance ..	A	..	Require repair or replacement.
Terminal corroded, not affecting performance ..	2	..	Suggest repair or replacement.
Terminal loose, affecting performance	B	..	Require repair or replacement.
Terminal loose, not affecting performance ..	1	..	Suggest repair or replacement.

(1) - Application incorrect includes wrong bulb coating or color.

(2) - Determine cause and correct prior to repair or replacement of part.

AA

CALIPER HARDWARE

CALIPER HARDWARE INSPECTION

AA

Condition	Code	Procedure
Bent	A	.. Require repair or replacement.
Broken	A	.. Require repair or replacement.
Corroded, affecting performance	A	.. Require repair or replacement.
Dust boots on slider pin (bolt) missing	C	... Require replacement of boots.
Dust boots on slider pin (bolt) torn	A	... Require replacement of boots.
Missing	C	..... Require replacement.
Shim bent	A (1) Require removal or replacement.
Shim (OE standard)		

*** BRAKE SYSTEM UNIFORM INSPECTION GUIDELINES ***

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mi ssi ng	C	(2)	Requi re replacem ent.
Shi m out of posi ti on	B	(1)	Requi re rem oval or replacem ent.
Shi m worn	.....	A	.....	(1)	Requi re rem oval or replacem ent.
Slid er pi n (bol t) bent	..	B	...		Requi re replacem ent of slid er pi n or bol t and lubri cants.
Slid er pi n (bol t) rust-pitted	.....	A	...		Requi re replacem ent of slid er pi n or bol t and lubri cants.
Slid er pi n (bol t) worn	..	A	...		Requi re replacem ent of slid er pi n or bol t and lubri cants.
Thre ads dam aged	.....	A	..		Requi re repai r or replacem ent.
Thre ads stri pped (thre ads mi ssi ng)	.....	A	.....		Requi re replacem ent.
Worn, affecti ng perf ormance	.....	A	.....		Requi re replacem ent.

(1) - Removal is acceptable if shim is not OE.

(2) - Aftermarket shims may be suggested to reduce noise.

AA

CALIPERS

You are not required to replace or rebuild calipers in axle sets. However, when replacing or rebuilding a caliper due to the conditions that follow, you may suggest servicing, rebuilding, or replacement of the other caliper (on the same axle) for improved performance and preventive maintenance (for example, the part is close to the end of its useful life, replacing the caliper may extend pad life, or contribute to more balanced braking).

CAUTION: When installing loaded calipers, it is required that friction material be matched in axle sets for consistent braking characteristics.

CALIPER INSPECTION

AA

Condi ti on		Code		Procedure
Bl eed er port dam aged	....	A	...	Requi re repai r or replacem ent of cal i per.
Bl eed er scre w brok en off i n cal i per	.....	A	.....	(1) Requi re repai r or replacem ent of cal i per.
Bl eed er scre w plu gged	...	A	.....	(1) Requi re repai r or replacem ent of bleed er scre w.
Bl eed er scre w sei zed	....	A	.....	(2) Requi re replacem ent of cal i per.
Casti ng corrod ed, affecti ng struc tural i ntegr i ty	.....	A	.....	Requi re replacem ent.
Casti ng dam aged, affecti ng struc tural i ntegr i ty	...	A	Requi re replacem ent.

*** BRAKE SYSTEM UNIFORM INSPECTION GUIDELINES ***

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Dust boot around caliper torn	A	Require replacement of dust boot.
Leaking	A ..	Require repair or replacement.
Mounting pin threads damaged	A ...	Require repair or replacement of component with damaged threads.
Mounting pin threads stripped in caliper bracket (threads missing)	A ...	Require repair or replacement of caliper bracket.
Mounting pin threads stripped in steering knuckle (threads missing)	A ...	Require repair or replacement of steering knuckle.
Mounting pin threads stripped (threads missing)	A ...	Require repair or replacement of component with stripped threads.
Parking brake cable support, lever, or return spring bent	A ...	Require replacement of parts.
Parking brake cable support, lever, or return spring broken	A ...	Require replacement of parts.
Parking brake mechanism in caliper inoperative	A ..	Require repair or replacement.
Piston corroded (pitted or peeling chrome plating)	B ...	Require replacement of piston and rebuilding or replacement of caliper.
Piston damaged, affecting performance	B ...	Require replacement of piston and rebuilding or replacement of caliper.
Piston damaged, not affecting performance .. ..	.....	No service suggested or required.
Piston finish worn off ..	B ...	Require replacement of piston and rebuilding or replacement of caliper.
Piston sticking	A	Require rebuilding or replacement of caliper.
Slide mechanism sticking	A ...	Require repair or replacement of slide mechanism.

- (1) - Only required if the hydraulic system must be opened.
- (2) - Seized is defined as a bleeder screw that cannot be

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removed after a practical attempt at removing. Only required if the hydraulic system must be opened.
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CONTROLLERS

See ELECTRONIC CONTROLLERS.

DIGITAL RATIO AXLE CONTROLLERS AND BUFFERS (DRAC AND DRAB)

DIGITAL RATIO AXLE CONTROLLER AND BUFFER INSPECTION
AA
Condition Code Procedure

Connector broken	A ..	Require repair or replacement.
Connector (Weatherpack type) leaking	A ..	Require repair or replacement.
Connector melted	A ..	(1) Require replacement.
Connector missing	C ..	Require replacement.
Missing	C ..	Require replacement.
Output signal incorrect ..	B ..	Require repair or replacement.
Terminal burned, affecting performance	A ..	(2) Require repair or replacement.
Terminal burned, not affecting performance ..	2 ..	Suggest repair or replacement.
Terminal corroded, affecting performance ..	A ..	Require repair or replacement.
Terminal corroded, not affecting performance ..	2 ..	Suggest repair or replacement.
Terminal loose, affecting performance	B ..	Require repair or replacement.
Terminal loose, not affecting performance ..	1 ..	Suggest repair or replacement.

- (1) - Determine cause and correct prior to replacement of part.
- (2) - Determine cause and correct prior to repair or replacement of part.

AA

DISABLE SWITCHES

See SWITCHES.

DRUMS

Determine the need to recondition based upon individual drum conditions that follow. Friction material replacement does not require drum reconditioning unless other justifications exist. DO NOT recondition new drums unless they are being pressed or bolted onto an existing hub. It is not necessary to replace drums in axle sets. However, when replacing or reconditioning a drum due to the conditions that follow, you may suggest reconditioning of the other drum on the same axle to eliminate uneven braking behavior. Always wash drums

*** BRAKE SYSTEM UNIFORM INSPECTION GUIDELINES ***

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after servicing or before installing.

DRUM INSPECTION

AA

Condi ti on	Code	Procedure
Bal ance wei ght mi ssi ng		No ser vice sug gested or re qui red.
Bell -mouthed, affect ing per for mance	A	Re qui re re condi ti on ing or re pl ace ment.
Cool ing fin bro ken		No ser vice sug gested or re qui red.
Cracked	B	Re qui re re pl ace ment.
Drum di a meter is gre a ter than OEM "ma chi ne to" spe ci fi ca ti ons but less than "di scard at" spe ci fi ca ti ons, and the drum does not re qui re re condi ti on ing	1	(1) Sug gest re pl ace ment.
Drum di a meter will ex ceed OEM "ma chi ne to" spe ci fi ca ti ons af ter re qui red re condi ti on ing	B	(2) Re qui re re pl ace ment.
Hard-spotted	2	Sug gest re condi ti on ing or re pl ace ment.
Me a sur ed di a meter is gre a ter than OEM di scard spe ci fi ca ti ons	B	Re qui re re pl ace ment.
Out-of-round (runout), affect ing per for mance ..	A	Re qui re re condi ti on ing or re pl ace ment.
Out-of-round (runout), ex ceed ing man u fac tu re r' s spe ci fi ca ti ons	B	Re qui re re condi ti on ing or re pl ace ment.
Scored	B	Re qui re re condi ti on ing or re pl ace ment.
Sur face threaded due to im prop er ma chi ni ng	B	Re qui re re condi ti on ing or re pl ace ment.
Tapered, affect ing per for mance	A	Re qui re re condi ti on ing or re pl ace ment.

- (1) - Only ap pl ies to ve hi cles for which OEM "ma chi ne to" spe ci fi ca ti ons ex ist. If OEM does not sup ply "ma chi ne to" spe ci fi ca ti ons, the drum may be worn to di scard spe ci fi ca ti ons.
- (2) - If OEM does not sup ply "ma chi ne to" spe ci fi ca ti ons, you may ma chi ne to di scard spe ci fi ca ti ons.

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ELECTRICAL PUMPS AND MOTORS

Copied fuel pump conditions from engine UIGs & deleted pulsator from leaking conditions.

ELECTRICAL PUMP AND MOTOR INSPECTION

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Condition	Code	Procedure
Attaching hardware broken	A ...	Require repair or replacement of hardware.
Attaching hardware missing	C	Require replacement of hardware.
Attaching hardware not functioning	A ...	Require repair or replacement of hardware.
Connector broken	A ..	Require repair or replacement.
Connector (Weatherpack type) leaking	A ..	Require repair or replacement.
Connector melted	A	(1) Require repair or replacement.
Connector missing	C	Require replacement.
Contaminated	A	(2) Require replacement.
Inoperative	A	(3) Require repair or replacement.
Leaking externally	A ..	Require repair or replacement.
Leaking internally	A ..	Require repair or replacement.
Noisy	2 ..	Suggest repair or replacement.
Terminal broken	A ..	Require repair or replacement.
Terminal burned, affecting performance	A	(1) Require repair or replacement.
Terminal burned, not affecting performance ..	2 ..	Suggest repair or replacement.
Terminal corroded, affecting performance ..	A ..	Require repair or replacement.
Terminal corroded, not affecting performance ..	2 ..	Suggest repair or replacement.
Terminal loose, affecting performance	B ..	Require repair or replacement.
Terminal loose, not affecting performance ..	1 ..	Suggest repair or replacement.
Threads damaged	A ..	Require repair or replacement.
Threads stripped (threads missing)	A	Require replacement.
Wire lead conductors exposed	B ..	Require repair or replacement.
Wire lead corroded	A ..	Require repair or replacement.
Wire lead open	A ..	Require repair or replacement.
Wire lead shorted	A ..	Require repair or replacement.

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- (1) - Determine cause and correct prior to repair or replacement of part.
- (2) - Determine source of contamination. Require repair or replacement.
- (3) - Inoperative includes intermittent operation or out of OEM specifications.

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ELECTRONIC CONTROLLERS

ELECTRONIC CONTROLLER INSPECTION

AA

Condi ti on	Code	Procedure
Appli cation incorrec t Attachi ng hardware	B	Requi re replacem ent.
mi ssi ng	C	Requi re replacem ent of hardware.
Attachi ng hardware threads damaged	A	Requi re repai r or replacem ent of hardware.
Attachi ng hardware threads stripped (threads mi ssi ng)	A	Requi re repai r or replacem ent of hardware.
Code set (i f appl i cabl e)	A	(1) Further i nspecti on requi red.
Connector broken	A	Requi re repai r or replacem ent.
Connector mel ted	A	(2) Requi re repai r or replacem ent.
Connector mi ssi ng	A	Requi re repai r.
Contami nated	A	Requi re repai r or replacem ent.
Inoperati ve	B	Requi re repai r or replacem ent. (3) Further i nspecti on requi red.
Leaki ng	A	Requi re repai r or replacem ent.
Mi ssi ng	C	Requi re replacem ent.
Termi nal broken	A	Requi re repai r or replacem ent.
Termi nal burned, affecti ng performance	A	(2) Requi re repai r or replacem ent.
Termi nal burned, not affecti ng performance	2	Suggest repai r or replacem ent.
Termi nal corroded, affecti ng performance	A	Requi re repai r or replacem ent.
Termi nal corroded, not affecti ng performance	2	Suggest repai r or replacem ent.
Termi nal loose, affecti ng performance	B	Requi re repai r or replacem ent.
Termi nal loose, not affecti ng performance	1	Suggest repai r or replacem ent.
Threads damaged	A	Requi re repai r or replacem ent.
Threads stripped (threads mi ssi ng)	A	Requi re replacem ent.

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Wire lead conductors
 exposed B .. Require repair or replacement.
 Wire lead corroded A .. Require repair or replacement.
 Wire lead open A .. Require repair or replacement.
 Wire lead shorted A .. Require repair or replacement.

- (1) - Refer to manufacturer's diagnostic trouble code procedure and require repair or replacement of affected component(s).
- (2) - Determine cause and correct prior to repair or replacement of part.
- (3) - Inoperative includes intermittent operation or out of OEM specification. Some components may be serviceable. Check for accepted cleaning procedure.

AA

FLUID

See BRAKE FLUID.

FLUID LEVEL SENSOR SWITCHES

See SWITCHES.

FOUR WHEEL DRIVE SWITCHES

See SWITCHES.

FRICTION MATERIAL

NOTE: Original Equipment Manufacturer (OEM) specifications designate replacement at different thicknesses.

CAUTION: It is required that friction material be matched in axle sets for consistent braking characteristics.

FRICTION MATERIAL INSPECTION

AA

Condition	Code	Procedure
Contaminated, for example, fluid that leaked from caliper, wheel cylinder, or axle seal	A	(1) Require replacement.
Cracked through	B	Require replacement.
Flaking or chunking	B	Require replacement.
Glazed (shiny) .....	..	No service suggested or required.
Grooves or ridges .....	..	(2) No service suggested or required.
Permanently attached hardware bent	A	Require replacement.
Permanently attached hardware broken	A	Require replacement.
Permanently attached		

*** BRAKE SYSTEM UNIFORM INSPECTION GUIDELINES ***

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hardware loose A	Require replacement.
Permanently attached hardware missing C	Require replacement.
Permanently attached hardware seized	..... A	.....	Require repair or replacement.
Rivets loose	..... B	.....	Require replacement.
Separating from backing	..... B	.....	Require replacement.
Shoe table or web bent	..... B	.....	Require replacement.
Shoe table or web cracked	..... A	.....	Require replacement.
Shoe table or web worn, affecting performance	..... A	.....	Require replacement.
Surface cracking	.....	.....	No service suggested or required. Further inspection may be necessary to determine cause.
Tapered wear	..... B	.....	(3) Suggest replacement.
Thickness of one pad is greater than opposite pad in the same caliper (uneven wear)	.....	.....	(4) Replacement of friction material not suggested or required. Further inspection required. See CALIPERS and CALIPER HARDWARE.
Wear indicator device (electronic) contacts rotor	..... B	.....	(5) Require replacement of appropriate parts.
Wear indicator device (mechanical) bent	.....	.....	(6) Further inspection required.
Wear indicator device (mechanical) broken	.....	.....	(6) Further inspection required.
Wear indicator device (mechanical) contacts rotor	.....	.....	(6) Further inspection required.
Worn close to minimum specifications	..... 1	.....	(7) Suggest replacement.
Worn to, or below minimum specifications	..... B	.....	Require replacement.

- (1) - Identify and repair cause of contamination prior to replacing friction material.
- (2) - When reconditioning or replacing drums or rotors, replacement of friction material may be suggested depending on the severity of the grooves or ridges.
- (3) - Some vehicles use pads that are tapered by design. Refer to specific vehicle application. If not normal, require replacement of pads and correction of cause.
- (4) - Uneven pad thickness is normal on some vehicles. Refer to specific vehicle applications.

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- (5) - The pad wear indicator light may come on due to other electrical problems.
- (6) - Explain to the customer that the purpose of the wear indicator is to alert him or her to check for friction wear. Wear indicators may be bent or broken. Therefore, the friction material must be measured. The need for friction material replacement is determined based upon the conditions stated in this section. Periodic inspection is suggested.
- (7) - When the part appears to be close to the end of its useful life, replacement may be suggested.

AA

G SENSORS

See ACCELEROMETERS.

HOSES

HOSE INSPECTION

AA

Condi ti on	Code	Procedure
Attachi ng hardware broken	A ...	Requi re repai r or repl acement of hardware.
Attachi ng hardware mi ssi ng	C	Requi re repl acement of hardware.
Attachi ng hardware not functi oni ng	A ...	Requi re repai r or repl acement of hardware.
Bl i stered	B	Requi re repl acement.
Fitti ng threads damaged .	A ..	Requi re repai r or repl acement.
Fitti ng threads stripped (threads mi ssi ng)	A	Requi re repl acement.
Inc orrec tly secured	B	Requi re repai r.
In ner fabric (webbi ng) cut	B	Requi re repl acement.
Leaki ng	A	Requi re repl acement.
Mi ssi ng	C	Requi re repl acement.
Out er coveri ng i s cracke d to the extent that in ner fabric of hose i s vi si ble	B	Requi re repl acement.
Res tri cted	A	Requi re repl acement.
Rou te d i ncorrec tly	B	Requi re repai r.

AA

HYDRAULIC MODULATORS

NOTE: Many modulators can only be replaced as complete assemblies. Whenever possible, replace the failed component part. If replacement of the failed part is not

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possible, then replace the modulator assembly.

HYDRAULIC MODULATOR INSPECTION

AA

Condition	Code	Procedure
Attaching hardware broken	A ...	Require repair or replacement of hardware.
Attaching hardware missing	C	Require replacement of hardware.
Attaching hardware not functioning	A ...	Require repair or replacement of hardware.
Connector broken	A ..	Require repair or replacement.
Connector (Weatherpack type) leaking	A ..	Require repair or replacement.
Connector melted	A	(1) Require replacement.
Connector missing	C	Require replacement.
Disabed	A ..	Require repair or replacement.
Electrical failure	A ..	Require repair or replacement.
External leak	A ..	Require repair or replacement.
Housing cracked	B ..	Require repair or replacement.
Inoperative (2)	A ..	Require repair or replacement.
Internal leak	A ..	Require repair or replacement.
Missing	C	Require replacement.
Terminal burned, affecting performance	A	(1) Require repair or replacement.
Terminal burned, not affecting performance ..	2 ..	Suggest repair or replacement.
Terminal corroded, affecting performance ..	A ..	Require repair or replacement.
Terminal corroded, not affecting performance ..	2 ..	Suggest repair or replacement.
Terminal loose, affecting performance	B ..	Require repair or replacement.
Terminal loose, not affecting performance ..	1 ..	Suggest repair or replacement.
Threads damaged	A ..	Require repair or replacement.
Threads stripped (threads missing)	A	Require replacement.
Valve stuck	A ..	Require repair or replacement.
Wire lead burned	A ..	Require repair or replacement.
Wire lead conductors exposed	B ..	Require repair or replacement.
Wire lead open	A ..	Require repair or replacement.
Wire lead shorted	A ..	Require repair or replacement.

(1) - Determine cause and correct prior to replacement of part.
 (2) - Inoperative includes intermittent operation or out of OEM specification.

AA

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HYDRO-BOOSTERS

NOTE: Hydro-boosters and hydro-electric boosters are combined.

HYDRO-BOOSTER INSPECTION

AA

Condition	Code	Procedure
Attaching hardware broken	A	Require repair or replacement of hardware.
Attaching hardware missing	C	Require replacement of hardware.
Attaching hardware not functioning	A	Require repair or replacement of hardware.
Connector broken	A	Require repair or replacement.
Connector (Weatherpack type) leaking	A	Require repair or replacement.
Connector melted	A	(1) Require replacement.
Connector missing	C	Require replacement.
Does not apply assist, or inadequate assist	A	Require repair or replacement.
Leaking	B	Require repair or replacement.
Leaks fluid at fitting	B	Require tightening or replacement.
Leaks fluid at unit	B	Require repair or replacement.
Leaks fluid from pressure hose(s)	B	Require replacement of hose(s).
Leaks fluid into passenger compartment	B	Require repair or replacement.
Threads damaged	A	Require repair or replacement.
Terminal burned, affecting performance	A	(1) Require repair or replacement.
Terminal burned, not affecting performance	2	Suggest repair or replacement.
Terminal corroded, affecting performance	A	Require repair or replacement.
Terminal corroded, not affecting performance	2	Suggest repair or replacement.
Terminal loose, affecting performance	B	Require repair or replacement.
Terminal loose, not affecting performance	1	Suggest repair or replacement.
Threads stripped (threads missing)	A	Require replacement.

(1) - Determine cause and correct prior to replacement of part.
AA

HYDRO-ELECTRIC BOOSTERS (POWERMATER)

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See HYDRO-BOOSTERS.

IGNITION DISABLE SWITCHES

See SWITCHES.

LATERAL ACCELERATION SWITCHES

See ACCELEROMETERS.

LEDS

See BULBS AND LEDS.

LENSES

LENS INSPECTION

Condi ti on	Code	Procedure
Appli cati on i ncorrect	A	Requi re repl acement.
Attachi ng hardware broken	A	Requi re repai r or repl acement of hardware.
Attachi ng hardware mi ssi ng	C	Requi re repl acement of hardware.
Attachi ng hardware not functi oni ng	A	Requi re repai r or repl acement of hardware.
Broken, affecti ng performance	A	Requi re repl acement.
Broken, not affecti ng performance	..	No servi ce suggeste d or requi red.
Cracked	A	Requi re repl acement.
Di scol ored	A	Requi re repl acement.
Leaki ng	A	Requi re repai r or repl acement.
Mel ted, affecti ng performance	A	Requi re repl acement.
Mel ted, not affecti ng performance	2	Suggest repl acement.
Mi ssi ng	C	Requi re repl acement.

MASTER CYLINDERS

MASTER CYLINDER INSPECTION

Condi ti on	Code	Procedure
Brake fl ui d leaki ng from rear of master cyl i nder		

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bore	B ..	Require repair or replacement.
Brake pedal drops intermittently	A	(1) Require repair or replacement.
Fluid level low .....	..	(2) Further inspection required.
Internal valve failure ..	A ..	Require repair or replacement.
Master cylinder leaking brake fluid internally ..	A ..	Require repair or replacement.
Piston does not return ..	A ..	Require repair or replacement.
Ports plugged	A ..	Require repair or replacement.
Rubber master cylinder cover gasket distorted and gummy	A ..	(3) Require replacement of the gasket.

- (1) - This condition may be normal on some vehicles equipped with anti-lock brakes.
- (2) - Refer to OEM procedures for adjusting low fluid level. Inspect for brake hydraulic system leaks and friction material wear.
- (3) - This condition may indicate contaminated brake fluid. See BRAKE FLUID.

AA

MODULATORS

See HYDRAULIC MODULATORS.

MOTORS

See ELECTRICAL PUMPS AND MOTORS.

PARKING BRAKE SWITCHES

See SWITCHES.

PARKING BRAKE SYSTEMS

NOTE: The parking brake is an integral part of the brake system. It is important that the parking brake function properly when brake service is performed.

PARKING BRAKE SYSTEM INSPECTION

AA

Condition	Code	Procedure
Attaching hardware broken	A ...	Require repair or replacement of hardware.
Attaching hardware missing	C	Require replacement of hardware.
Attaching hardware not		

*** BRAKE SYSTEM UNIFORM INSPECTION GUIDELINES ***

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functioning	A	Require repair or replacement of hardware.
Cable improperly adjusted	B	Require cable adjustment.
Cable or individual wires in the cable are broken	.....	A	....	Require replacement of cable assembly.
Cable sticking	.....	A	.....	Require cable lubrication.
Cable stuck inside conduit and cannot be lubricated so that parking brake functions properly	.....	A	....	Require replacement of cable assembly.
Inoperative (1)	.....	A	.....	Require replacement of inoperative parts.
Parking brake parts bent	.....	B	....	Require repair or replacement of bent parts.
Parking brake parts broken	.....	A	....	Require replacement of broken parts.
Parking brake parts missing	.....	C	..	Require replacement of missing parts.
Threads damaged	.....	A	..	Require repair or replacement.
Threads stripped (threads missing)	.....	A	.....	Require replacement.

(1) - Inoperative includes intermittent operation.

AA

PADS

See FRICTION MATERIAL.

PEDAL TRAVEL SWITCHES

See SWITCHES.

PEDALS

See BRAKE PEDALS.

POWERMASTER

See HYDRO-BOOSTERS.

PUMPS

See ELECTRICAL PUMPS AND MOTORS.

PRESSURE DIFFERENTIAL SWITCHES

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See SWITCHES.

PRESSURE SWITCHES

See SWITCHES.

RELAYS

NOTE: Copied from Electrical UIGs

RELAY INSPECTION

AA

Condition	Code	Procedure
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Attaching hardware broken	A ...	Require repair or replacement of hardware.
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Attaching hardware missing	C	Require replacement of hardware.
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Attaching hardware not functioning	A ...	Require repair or replacement of hardware.
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Housing broken	A	Require replacement.
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Housing cracked	2	Suggest replacement.
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Inoperative (1)	A	Require replacement.
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Missing	C	Require replacement.
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Terminal broken	A ..	Require repair or replacement.
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Terminal burned, affecting performance ..	A	(2) Require repair or replacement.
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Terminal burned, not affecting performance ..	2 ..	Suggest repair or replacement.
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Terminal corroded, affecting performance ..	A ..	Require repair or replacement.
--	------	--------------------------------

Terminal corroded, not affecting performance ..	2 ..	Suggest repair or replacement.
--	------	--------------------------------

Terminal loose, affecting performance	B ..	Require repair or replacement.
--	------	--------------------------------

Terminal loose, not affecting performance ..	1 ..	Suggest repair or replacement.
---	------	--------------------------------

(1) - Inoperative includes intermittent operation or out of OEM specification.

(2) - Determine cause and correct prior to repair or replacement of part.

AA

ROTORS

Determine the need to recondition based upon individual rotor conditions that follow. Friction material replacement does not require rotor reconditioning unless other justifications exist. DO NOT recondition new rotors unless they are being pressed or bolted onto an

*** BRAKE SYSTEM UNIFORM INSPECTION GUIDELINES ***

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existing hub. It is not necessary to replace rotors in axle sets. However, when replacing or reconditioning a rotor due to the conditions that follow, you may suggest reconditioning of the other rotor on the same axle to eliminate uneven braking behavior.

Determine the need to replace based upon the individual rotor conditions that follow. Reconditioning is defined as machining and block sanding, or block sanding only. Block sanding is defined as using 120-150 grit sandpaper with moderate to heavy force for 60 seconds per side. Always wash rotors after servicing or before installing.

ROTOR INSPECTION

AA

Condition	Code	Procedure
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Corrosion affecting structural integrity	... A (1) Require replacement.
Cracked B Require replacement.
Hard spots	..... 2	..... Suggest reconditioning or replacement of rotor according to OEM specifications.

Lateral runout (wobble) exceeds OEM specifications B Require re-indexing, reconditioning, or replacement according to specifications.
--	---------	--

Measured thickness is less than OEM discard specifications B Require replacement.
--	---------	----------------------------

Rotor thickness is less than OEM "machine to" specifications but thicker than "discard at" specifications, and the rotor does not require reconditioning 1 (2) Suggest replacement.
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Rotor thickness will be less than OEM "machine to" specifications after required reconditioning B (3) Require replacement.
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Surface is rust-pitted	.. B Require reconditioning or replacement of rotor according to OEM specifications.
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Surface is scored B	... (4) Require reconditioning or replacement of rotor according to OEM specifications.
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Thickness variation (parallelism) exceeds OEM specifications B Require reconditioning or replacement of rotor according to OEM specifications.
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(1) - Examples of severe corrosion are: composite plate

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separated from friction surfaces and cooling fins cracked or missing.

- (2) - Only applies to vehicles for which OEM "machine to" specifications exist. If OEM does not supply "machine to" specifications, the rotor may be worn to discard specifications.
- (3) - If OEM does not supply "machine to" specifications, you may machine to discard specifications.
- (4) - Scoring is defined as grooves or ridges in the friction contact surface. Some vehicle manufacturers require machining when scoring exceeds their allowable specifications.

AA

SELF-ADJUSTING SYSTEMS

SELF-ADJUSTING SYSTEM INSPECTION

AA

Condition	Code	Procedure
Bent	A ...	Require repair or replacement of bent part.
Broken	A ...	Require repair or replacement of broken part.
Inoperative	A	(1) Require repair or replacement of inoperative parts.
Missing	C	Require replacement of missing part.
Star wheel does not turn freely	A ..	Require repair or replacement.

(1) - Inoperative includes intermittent operation.

AA

SHOE HARDWARE

See BRAKE SHOE HARDWARE.

SHOES

See FRICTION MATERIAL.

SOCKETS

See BULB SOCKETS.

SPEED SENSORS (ELECTRONIC WHEEL AND VEHICLE)

NOTE: Copied Vehicle Speed Sensors from Engine UIGs & added Air Gap incorrect, Loose, and wire lead misrouted. For "contaminated" removed coolant & fuel examples from note.

SPEED SENSOR INSPECTION

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Condi ti on	Code	Procedure
AAAAA Air gap incorrect	B	(1) Require adjustment or replacement.
Attachi ng hardware mi ssi ng	C	Require replacement of hardware.
Attachi ng hardware threads damaged	A	Require repair or replacement of hardware.
Attachi ng hardware threads stripped (threads mi ssi ng)	A	Require repair or replacement of hardware.
Connector broken	A	Require repair or replacement.
Connector (Weatherpack type) leaking	A	Require repair or replacement.
Connector mel ted	A	(2) Require repair or replacement.
Connector mi ssi ng	C	Require replacement.
Contami nated	A	(3) Require repair or replacement.
Inoperati ve	B	(4) Require repair or replacement. Further inspection requi red.
Lead routi ng incorrect	B	Require rerouti ng accordi ng to vehi cle manufacturer's speci fi cati ons.
Leaki ng	A	Require repair or replacem ent.
Loose	A	Require repair or replacem ent.
Mi ssi ng	C	Require replacem ent.
Resi stance out of speci fi cati on	B	Require repair or replacem ent.
Sensor housi ng cracked	2	Suggest replacem ent.
Termi nal broken	A	Require repair or replacem ent.
Termi nal burned, affecti ng performance	A	(2) Require repair or replacem ent.
Termi nal burned, not affecti ng performance	2	Suggest repair or replacem ent.
Termi nal corroded, affecti ng performance	A	Require repair or replacem ent.
Termi nal corroded, not affecti ng performance	2	Suggest repair or replacem ent.
Termi nal loose, affecti ng performance	B	Require repair or replacem ent.
Termi nal loose, not affecti ng performance	1	Suggest repair or replacem ent.
Threads damaged	A	Require repair or replacem ent.
Threads stripped (threads mi ssi ng)	A	Require replacem ent.
Wi re lead conductors exposed	B	Require repair or replacem ent.

*** BRAKE SYSTEM UNIFORM INSPECTION GUIDELINES ***

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2000 Chevrolet Camaro

Wire lead corroded	A	..	Require repair or replacement.
Wire lead misrouted	.....	B	..	Require re-routing according to vehicle manufacturer's specifications.
Wire lead open	.....	A	..	Require repair or replacement.
Wire lead shorted	.....	A	..	Require repair or replacement.

- (1) - If a sensor is not adjustable, further inspection is required to identify and correct cause.
- (2) - Determine cause and correct prior to repair or replacement of part.
- (3) - Determine source of contamination, such as metal particles or water. Require repair or replacement.
- (4) - Inoperative includes intermittent operation or out of OEM specification. Some components may be serviceable; check for accepted cleaning procedure.

AA

STEEL BRAKE LINES

STEEL BRAKE LINE INSPECTION

AA

Condi ti on	Code	Procedure
Attachi ng hardware broken	..... A	... Require repair or replacement of hardware.
Attachi ng hardware mi ssi ng	..... C	..... Require replacement of hardware.
Attachi ng hardware not functi oni ng	..... A	... Require repair or replacement of hardware.
Corroded, affecting structural integrity	... A	..... Require replacement.
Fitti ng i ncorrect (for example, compressi on fitti ng)	..... B	..... Require replacem ent.
Flare type i ncorrect	... B	.. Require repair or replacem ent.
Leaki ng	..... A	.. Require repair or replacem ent.
Li ne material i ncorrect (copper, etc.)	..... B	..... Require replacem ent.
Restri cted	..... A	..... Require replacem ent.
Routed i ncorrectly	... B	..... Require routi ng correcti on.
Rust-pi tted	..... 1	..... Suggest replacem ent.
Thre ads damaged	..... A	.. Require repair or replacem ent.
Thre ads stri pped (thre ads mi ssi ng)	..... A	..... Require replacem ent.

AA

STOPLIGHT SWITCHES

See BRAKE STOPLI GHT SWI TCHES.

*** BRAKE SYSTEM UNIFORM INSPECTION GUIDELINES ***

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SWITCHES

NOTE: Copied from Electrical UIGs & added "float saturated" from old fluid level sensor switches.

STEEL BRAKE LINE INSPECTION

AA

Condi ti on	Code	Procedure
Attachi ng hardware broken	A ...	Requi re repai r or repl acement of hardware.
Attachi ng hardware mi ssi ng	C	Requi re repl acement of hardware.
Attachi ng hardware not functi oni ng	A ...	Requi re repai r or repl acement of hardware.
Bi ndi ng, affecti ng performance	A ..	Requi re repai r or repl acement.
Bi ndi ng, not affecti ng performance	2 ..	Suggest repai r or repl acement.
Broken	A ..	Requi re repai r or repl acement.
Burned, affecti ng performance	A	(1) Requi re repai r or repl acement.
Burned, not affecti ng performance	2	(1) Suggest repai r or repl acement.
Cracked, affecti ng performance	A ..	Requi re repai r or repl acement.
Cracked, not affecti ng performance	1 ..	Suggest repai r or repl acement.
Float saturated	A	Requi re repl acement.
Leaki ng	A ..	Requi re repai r or repl acement.
Mal functi oni ng	A	(2) Requi re repai r or repl acement.
Mel ted, affecti ng performance	A	(1) Requi re repai r or repl acement.
Mel ted, not affecti ng performance	2	(1) Suggest repai r or repl acement.
Mi ssi ng	C	Requi re repl acement.
Out of adj ustment	B ..	Requi re repai r or repl acement.
Termi nal broken	A ..	Requi re repai r or repl acement.
Termi nal burned, affecti ng performance	A	(1) Requi re repai r or repl acement.
Termi nal burned, not affecti ng performance ..	2 ..	Suggest repai r or repl acement.
Termi nal corroded, affecti ng performance ..	A ..	Requi re repai r or repl acement.
Termi nal corroded, not		

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affecting performance ..	2 ..	Suggest repair or replacement.
Terminal loose, affecting performance	B ..	Require repair or replacement.
Terminal loose, not affecting performance ..	1 ..	Suggest repair or replacement.
Won't return	A ..	Require repair or replacement.
Worn	1 ..	Suggest replacement.

- (1) - Determine cause and correct prior to repair or replacement of part.
- (2) - Includes inoperative, intermittent operation, or failure to perform all functions.

AA

TIRES

Consult the vehicle owner's manual or vehicle placard for correct size, speed ratings, and inflation pressure of the original tires.

TIRE INSPECTION

AA

Condition	Code	Procedure
Tire diameter incorrect, affecting ABS or TCS ...	A	Require replacement.
Tire pressure incorrect, affecting ABS or TCS ...	A ..	Require repair or replacement.
Tire size incorrect, affecting ABS or TCS ...	A	Require replacement.

AA

TOOTHED RINGS (TONE WHEEL)

NOTE: Copied from Drivetrain UIGs.

If the toothed ring requires replacement and cannot be replaced as a separate component, replace the assembly of which the ring is a part.

TOOTHED RING INSPECTION

AA

Condition	Code	Procedure
Alignment incorrect	B	Require repair or replacement.
Bent	B	Require replacement.
Contaminated, affecting performance	A	Require repair. Identify and correct cause.
Cracked	B	Require replacement.
Loose	A	Require replacement of worn parts.
Missing	C	Require replacement.

*** BRAKE SYSTEM UNIFORM INSPECTION GUIDELINES ***

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Number of teeth incorrect	B	Require replacement.
Teeth broken	A	Require replacement.
Teeth damaged, affecting performance	A	Require replacement.

AA

VACUUM BOOSTERS

VACUUM BOOSTER INSPECTION

AA

Condition	Code	Procedure
Applies too much assist (oversensitive)	A	Require replacement.
Attaching hardware broken	A ...	Require repair or replacement of hardware.
Attaching hardware missing	C	Require replacement of hardware.
Attaching hardware not functioning	A ...	Require repair or replacement of hardware.
Auxiliary vacuum pump inoperative	A	(1) Require repair or replacement.
Check valve grommet deteriorated, affecting performance	A ..	Require replacement of grommet.
Check valve grommet deteriorated, not affecting performance ..	1 ..	Suggest replacement of grommet.
Check valve inoperative ..	A	(2) Require repair or replacement.
Check valve leaking	A	Require replacement of check valve.
Check valve missing	C	Require replacement of check valve.
Check valve noisy	2	Suggest replacement.
Connector broken	A ..	Require repair or replacement.
Connector (Weatherpack type) leaking	A ..	Require repair or replacement.
Connector melted	A	(3) Require replacement.
Connector missing	C	Require replacement.
Leaking	A	Require replacement.
Terminal burned, affecting performance	A	(3) Require repair or replacement.
Terminal burned, not affecting performance ..	2 ..	Suggest repair or replacement.
Terminal corroded, affecting performance ..	A ..	Require repair or replacement.
Terminal corroded, not		

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affecting performance ..	2 ..	Suggest repair or replacement.
Terminal loose, affecting performance	B ..	Require repair or replacement.
Terminal loose, not affecting performance ..	1 ..	Suggest repair or replacement.
Threads damaged	A ..	Require repair or replacement.
Threads stripped (threads missing)	A	Require replacement.
Vacuum hose filter leaking	A ..	Require replacement of filter.
Vacuum hose filter restricted	A ..	Require replacement of filter.
Wire lead burned	A ..	Require repair or replacement.
Wire lead conductors exposed	B ..	Require repair or replacement.
Wire lead open	A ..	Require repair or replacement.
Wire lead shorted	A ..	Require repair or replacement.

(1) - Inoperative includes intermittent operation or out of OEM specification.

(2) - Inoperative includes intermittent operation.

(3) - Determine cause and correct prior to replacement of part.

AA

VACUUM HOSES

See HOSES.

VALVES

VALVE INSPECTION

AA

Condition	Code	Procedure
Attaching hardware broken	A ...	Require repair or replacement of hardware.
Attaching hardware missing	C	Require replacement of hardware.
Attaching hardware not functioning	A ...	Require repair or replacement of hardware.
Leaking	B ..	Require repair or replacement.
Linkage bent (rear load valves)	A ...	Require repair or replacement of linkage.
Linkage broken (rear load valves)	A ...	Require repair or replacement of linkage.
Linkage disconnected (rear load valves)	C ...	Require repair or replacement of linkage.
Pressure out of		

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specification	B	Require adjustment. If not possible, require replacement.
Seized	A	Require replacement.
Sticking	A ..	Require repair or replacement.
Terminal burned, affecting performance ..	A	(1) Require repair or replacement.
Terminal burned, not affecting performance ..	2 ..	Suggest repair or replacement.
Terminal corroded, affecting performance ..	A ..	Require repair or replacement.
Terminal corroded, not affecting performance ..	2 ..	Suggest repair or replacement.
Terminal loose, affecting performance	B ..	Require repair or replacement.
Terminal loose, not affecting performance ..	1 ..	Suggest repair or replacement.
Threads damaged	A ..	Require repair or replacement.
Threads stripped (threads missing)	A	Require replacement.
Wire lead burned	A ..	Require repair or replacement.
Wire lead conductors exposed	B ..	Require repair or replacement.
Wire lead open	A ..	Require repair or replacement.
Wire lead shorted	A ..	Require repair or replacement.

(1) - Determine cause and correct prior to repair or replacement of part.

AA

WHEEL ATTACHING HARDWARE

For conditions noted below, also check condition of wheel stud holes.

CAUTION: Proper lug nut torque is essential. Follow manufacturer's torque specifications and tightening sequence. DO NOT lubricate threads unless specified by the vehicle manufacturer.

WHEEL ATTACHING HARDWARE INSPECTION

AA

Condition	Code	Procedure
Bent	A	Require replacement.
Broken	A	(1) Require replacement.
Loose	B ...	Require repair or replacement of affected component.
Lug nut flats rounded ...	A	Require replacement of nut.
Lug nut installed backward	B	Require repair.
Lug nut mating surface dished	A	Require replacement of nut.
Lug nut mating type		

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incorrect	B	Require replacement of nut.
Lug nut seized	A	Require replacement of nut and/or stud.
Stud incorrect	B	Require replacement of stud.
Threads damaged	A	Require repair or replacement of component with damaged threads.
Threads stripped (threads missing)	A	Require replacement of component with stripped threads.

(1) - Some manufacturers require replacement of all studs on any wheel if two or more studs or nuts on the same wheel are broken or missing.

AA

WHEEL BEARINGS, RACES AND SEALS

NOTE: Grease seal replacement is required if seal is removed. You are not required to replace these components in axle sets. Determine the need to replace based upon the individual component conditions that follow.

WHEEL BEARINGS, RACES AND SEALS INSPECTION

AA

Condition	Code	Procedure
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Axle seal on drive axle leaking	A	Require replacement of seal and inspection of axle, bearing, housing, and vent tube.
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Bearing end-play exceeds specifications	B	Require adjustment of bearing, if possible. If proper adjustment cannot be obtained, require replacement of bearing assembly.
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Bearing rollers, balls or races are worn, pitted, or feel rough when rotated as an assembly	B	Require replacement of bearing assembly.
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Seal leaking	A	(1) Require replacement of seal and inspection of bearings.
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Spindle worn	B	Require replacement of spindle and bearings.
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(1) - Require inspection of mating and sealing surface and repair or replace as necessary. Check vent. A plugged vent may force fluid past the seal.

AA

WHEEL CYLINDERS

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You are not required to replace or rebuild wheel cylinders in axle sets. However, when rebuilding or replacing a wheel cylinder due to the conditions that follow, you may suggest rebuilding or replacement of the other wheel cylinder (on the same axle) for preventive maintenance, for example, the part is close to the end of its useful life.

Determine the need to rebuild or replace based upon the individual wheel cylinder conditions that follow.

WHEEL CYLINDER INSPECTION

AA

Condi ti on	Code	Procedure
Attachi ng hardware bent	B	..... Requi re replaceme nt of bent parts.
Attachi ng hardware broken	A	.... Requi re repai r or replaceme nt of hardware.
Attachi ng hardware corroded, affecting structural integrity	A	.. Requi re replaceme nt of corroded parts.
Attachi ng hardware loose	A	.. Requi re repai r or replaceme nt.
Attachi ng hardware mi ssi ng	C	..... Requi re replaceme nt of hardware.
Attachi ng hardware not functi oni ng	A	.... Requi re repai r or replaceme nt of hardware.
Bleeder port damaged (if non-repai rabl e)	A	..... Requi re replaceme nt.
Bleeder screw broken off in wheel cylinder (if non-repai rabl e)	A	..... (1) Requi re replaceme nt.
Bleeder screw pl ugged	A	..... (1) Requi re repai r or replaceme nt of bleeder screw.
Bleeder screw sei zed	A	..... (2) Requi re replaceme nt.
Bore corroded (pitted)	B	..... Requi re replaceme nt.
Bore grooved	A	..... Requi re replaceme nt.
Bore oversi zed	B	..... Requi re replaceme nt.
Dust boot mi ssi ng	C	..... Requi re replaceme nt of dust boot.
Dust boot torn	A	.. (3) Requi re replaceme nt of dust boot.
Leaki ng	A	..... (4) Requi re rebui ldi ng or replaceme nt.
Pi ston corroded, affecting performance	B	.... Requi re replaceme nt of pi ston and rebui ldi ng or replaceme nt of wheel cylinder.
Pi ston fi ni sh worn off	B Requi re replaceme nt of pi ston and rebui ldi ng or replaceme nt

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Piston stuck in bore A Require replacement of wheel cylinder.
Loose B	.. Require repair or replacement.
Threads damaged	..... A	.. Require repair or replacement.
Threads stripped (threads missing)	..... A	..... Require replacement.

- (1) - Only required if the hydraulic system must be opened.
 - (2) - Seized is defined as bleeder screw that cannot be removed after a practical attempt at removing. Only required if the hydraulic system must be opened.
 - (3) - Inspect for conditions related to wheel cylinder.
 - (4) - Leaking is defined as a drop or more. Dampness is normal.
- AA

WIRING HARNESSSES

NOTE: Copied from Electrical UIGs.

WIRING HARNESS INSPECTION

AA

Condition	Code	Procedure
Application incorrect	... B	.. Require repair or replacement.
Attaching hardware broken	..... A	... Require repair or replacement of hardware.
Attaching hardware missing	..... C	..... Require replacement of hardware.
Attaching hardware not functioning	... A	... Require repair or replacement of hardware.
Connector broken	..... A	.. Require repair or replacement.
Connector (Weatherpack type) leaking	..... A	.. Require repair or replacement.
Connector melted	..... A	..... (1) Require repair or replacement.
Connector missing	..... C	..... Require replacement.
Insulation damaged, conductors exposed	.... A	.. Require repair or replacement.
Insulation damaged, conductors not exposed	. 1	..... Suggest replacement.
Open	..... A	.. Require repair or replacement.
Protective shield (conduit) melted	..... 2	..... (1) Suggest repair or replacement.
Protective shield (conduit) missing	..... 2	.. Suggest repair or replacement.
Resistance (voltage drop) out of specification	... A	.. Require repair or replacement.
Routed incorrectly B Require repair.
Secured incorrectly B Require repair.

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Shorted	A	..	Require repair or replacement.
Terminal broken	A	..	Require repair or replacement.
Terminal burned, affecting performance	A	.....	(1) Require repair or replacement.
Terminal burned, not affecting performance ..	2	..	Suggest repair or replacement.
Terminal corroded, affecting performance ..	A	..	Require repair or replacement.
Terminal corroded, not affecting performance ..	2	..	Suggest repair or replacement.
Terminal loose, affecting performance	B	..	Require repair or replacement.
Terminal loose, not affecting performance ..	1	..	Suggest repair or replacement.
Voltage drop out of specification	A	..	Require repair or replacement.

(1) - Determine cause and correct prior to repair or replacement of part.

AA

END OF ARTICLE