

OUTSIDE PRE-TRIP INSPECTION

APPROACH THE FRONT of the TRACTOR

LIGHTS- HEAD LIGHTS, (LOW AND HIGH BEAMS) CLEAR AND FUNCTIONAL, MARKER LIGHTS, CLEARANCE, AND LEFT & RIGHT TURN SIGNAL AND 4 WAYS LIGHTS NEED TO BE AMBER AND FUNCTIONAL.

LEAKS AND HOSES- CHECK FOR PUDDLES OR DRIPPING FLUIDS ON GROUND UNDER ENGINE. CHECK ALL HOSES FOR PROPERLY MOUNTED AND SECURED NO CRACKS, DAMAGE OR LEAKS. NO ABRASIONS, BUBBLES OR CUTS

LEANS- CHECK TRACTOR OR TRAILER FOR LEANS.

EXHAUST SYSTEM- CHECK THAT SYSTEM IS FOR PROPERLY MOUNTED AND SECURED. NO CRACKS, DAMAGE OR LEAKS. CHECK FOR (RUST OR SOOT) OR HOLES. NO EXCESSIVE NOISE WHEN RUNNING.

COOLANT LEVEL- CHECK THE RESERVOIR OR RADIATOR FOR COOLANT LEVEL SHOULD BE BETWEEN ADD AND FULL. (IF NEEDED MAKE SURE ENGINE IS COLD)

WATER PUMP (BELT)- SHOULD BE PROPERLY MOUNTED AND SECURED. NO CRACKS, DAMAGE OR LEAKS. IDENTIFY IF BELT OR GEAR DRIVEN, IF BELT CHECK FOR EXCESSIVE WEAR. (½ TO ¾ IN. OF PLAY)

ALTERNATOR (BELT) - SHOULD BE PROPERLY MOUNTED AND SECURED. NO CRACKS, DAMAGE. BELT (½ TO ¾ IN. OF PLAY)

AIR COMPRESSOR (BELT)- SHOULD BE PROPERLY MOUNTED AND SECURED NO CRACKS, DAMAGE OR LEAKS. IF BELT DRIVEN, CHECK BELTS FOR CRACKS, FRAYS OR EXCESSIVE WEAR. IDENTIFY IF BELT OR GEAR DRIVEN, (½ TO ¾ IN. OF PLAY)

POWER STEERING PUMP AND RESERVOIR FLUID (BELT)- SHOULD BE PROPERLY MOUNTED AND SECURED NO CRACKS, DAMAGE OR LEAKS MUST BE ABOVE REFILL MARK. (POWER STEERING RESERVOIR) LOCATE DIPSTICK. INSPECT BELT FOR EXCESSIVE WEAR, CUTS OR FRAYS. (½ TO ¾ IN. OF PLAY) IDENTIFY IF BELT OR GEAR DRIVEN,

OIL LEVEL- KNOWS WHERE THE DIPSTICK IS LOCATED. SEE THAT OIL IS ABOVE REFILL MARK.

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WINDSHIELD WASHER FLUID LEVEL- CHECK FLUID LEVEL AND MAKE SURE THE CAP IS SECURE.

FRAME - LOOK FOR BENDS, CRACKS, OR ILLEGAL WELDS OR HOLES. SHOULD BE PROPERLY MOUNTED AND SECURED.

STEERING BOX/HOSES - SHOULD BE PROPERLY MOUNTED AND SECURED NO CRACKS, DAMAGE OR LEAKS.. NO MISSING NUTS, BOLTS OR COTTER PINS. CHECK THAT THE HOSE HAS NO CRACKS, DAMAGE OR LEAKS

STEERING LINKAGE - SHOULD BE PROPERLY MOUNTED AND SECURED STEERING SHAFT, UNIVERSAL JOINT, PIT-MAN ARM, DRAG LINK, BALL JOINT, STEERING ARM, STEERING KNUCKLE, THE ROD THE ROD ARM, CASTLE NUTS AND COTTER KEYS NOT WORN, LOOSE OR MISSING.

NOTE:

BE PREPARED TO PERFORM SAME INSPECTION ON EVERY AXLE, TRAILER INCLUDED

**LEAF SPRINGS/AIR MOUNTS & AIR BAGS/TORQUE ARM- CAN NOT BE MISSING, SHIFTED, CRACKED OR BROKEN. IF EQUIPPED WITH TORSION BARS, TORQUE ARMS, CHECK FOR DAMAGE AND ARE SECURELY MOUNTED. AIR BAGS SHOULD BE CHECKED FOR DAMAGE OR LEAKS.

**MOUNTS (SPRING HANGERS, SPRING MOUNTS, AND OR (LEVELING VALVES) CONTROL ARMS)- NO MISSING OR BROKEN BOLTS, U- BOLTS OR OTHER AXLE MOUNTING PARTS MUST BE SECURELY MOUNTED AND NOT CRACKED OR DAMAGED.

**SHOCK ABSORBER & MOUNTS - SHOULD BE PROPERLY MOUNTED AND SECURED NO CRACKS, DAMAGE OR LEAKS.

**BRAKE CHAMBER - SHOULD BE PROPERLY MOUNTED AND SECURED NO CRACKS, DAMAGE OR LEAKS.

**BRAKE HOSES/LINES--SHOULD BE PROPERLY MOUNTED AND SECURED NO CRACKS, DAMAGE OR LEAKS.

**SLACK ADJUSTERS/PUSH ROD - WHEN BRAKES ARE APPLIED THE PUSH ROD FROM THE BRAKE CHAMBER SHOULD NOT MOVE MORE THAN 1". AND SHOULD BE 90 DEGREES AND SHOULD BE PROPERLY MOUNTED AND SECURED WITH NO CRACKS,

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DAMAGE OR LEAKS.

****BRAKE DRUM** - NO CRACKS, DAMAGE, GREASE OR OIL. CHECK FOR LOOSE OR MISSING BOLTS.

****BRAKE LININGS** - SHOULD BE PROPERLY MOUNTED AND SECURED NO CRACKS, DAMAGE NOT LESS THAN 1/4" AT ITS THINNEST POINT.

TIRES (I-C-D)

INFLATION = 90 TO 110 PSI. CHECK WITH TIRE GAUGE AND/OR USE MALLETT TO INSURE IT IS NOT FLAT.

CONDITION = LOOK FOR ABRASIONS, BULGES, CUTS AND DAMAGES, UNEVEN WEAR ON TREAD OR SIDE WALLS. CHECK THAT VALVE STEM AND CAPS ARE NOT BROKE OR MISSING

DEPTH = NOT LESS THAN 4/32" IN STEER TIRES. 2/32" ON ALL OTHER TIRES.

RIM - NOT CRACKED, DAMAGE NO ILLEGAL WELDS OR NO RUST TRAILS. (IF ALUMINUM LOOK FOR OXIDATION STREAKS)

LUG NUTS - NO RUST TRAILS, (IF ALUMINUM LOOK FOR OXIDATION STREAKS) NOT CRACKED, LOOSE OR MISSING ALL TIGHT ALL PRESENT.

HUB OIL/AXLE SEALS - NOT LEAKING. IF IT HAS A SIGHT GLASS, OIL LEVEL IS AT THE FULL MARK.

SPACERS OR BUD RIMS (if equipped) - RIMS SHOULD BE TOUCHING AND NO DEBRIS IN BETWEEN TIRES.

DOOR/MIRROR/WINDOW - DOOR IS NOT DAMAGED, OPEN AND CLOSES PROPERLY. HINGES SHOULD BE SECURE WITH SEALS INTACT. MIRROR IS CLEAN; BRACKETS ARE SECURED AND NOT DAMAGED. WINDOW IS CLEAN WORKS PROPERLY.

FUEL TANK/LEAKS - CHECK THAT THE CAP IS SECURE AND ON TIGHT. RUBBER GASKET IS IN TACT AND IN PLACE. CHECK THAT THERE ARE NO LEAKS FROM TANK OR FUEL CAP. FUEL TANK SHOULD BE PROPERLY MOUNTED AND SECURED WITH NO CRACKS, DAMAGE OR LEAKS.

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PLATFORM- SHOULD NOT HAVE CRACKS OR BREAKS IN THE STRUCTURE.

STRUCTURE.

FIFTH WHEEL (SKID PLATE) - SHOULD NOT HAVE CRACKS OR BREAKS IN THE

RELEASE ARM- SHOULD BE IN THE LOCKED POSITION WITH SAFETY LATCH IN PLACE.

LOCKING JAWS- SEE THAT THEY CLOSE FULLY AROUND SHANK OF THE KING PIN.

GAP).

KINGPIN/APRON/GAP - KINGPIN IS NOT BENT, APRON SHOULD NOT HAVE DENTS, OR CRACKS. TRAILER APRON SHOULD BE LAYING FLAT ON FIFTH WHEEL SKID PLATE. (NO

AIR/ELECTRICAL CONNECTIONS AT THE TRAILER- CHECK THAT THE GROMMETS ARE FREE OF DAMAGE AND THE GLAD HANDS ARE LOCKED IN PLACE, AND NO AIR LEAKS, AND ELECTRICAL CONNECTIONS SHOULD BE FIRMLY LOCKED IN.

AIR/ ELECTRIC LINES FROM THE TRACTOR- LISTEN FOR LEAKS, CHECK THAT THE LINES ARE NOT CUT, CHAFED, OR WORN. MAKE SURE LINES ARE NOT TANGLED, PINCHED OR DRAGGING AGAINST TRACTOR PARTS.

COUPLING SYSTEM

REAR TRACTOR LIGHTS/REFLECTORS- RED IN COLOR, CLEAN AND FUNCTIONAL, CHECK L, R TURN SIGNALS, 4 WAYS, BRAKE LIGHTS, TAIL LIGHTS.

THE DRIVE AXLES IS JUST LIKE THE STEER AXLE (NOTE THE DIFFERENCES!)

SPLASH GUARDS (MUD FLAPS) - SHOULD BE PROPERLY MOUNTED AND SECURED NO CRACKS OR DAMAGE.

BOTH DRIVE SHAFTS- NOT BENT OR CRACKED, U-JOINTS APPEAR TO BE SECURE AND FREE OF FOREIGN OBJECTS.

CATWALK- SECURELY BOLTED TO FRAME AND FREE OF LOOSE OBJECTS. NOT DAMAGED.

BATTERY BOX - BOX AND COVER SHOULD BE WELL SECURED, ELECTRICAL CONNECTION ARE TIGHT WITH NO SIGNS OF EXCESSIVE CORROSION.

SIDELIGHTS - L, R, 4 WAYS AND CONDITION (AMBER IN COLOR)

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INSPECT TRAILER TANDEMS SAME AS DRIVE AXLES, NOTE THE DIFFERENCES!!!

SPLASH GUARDS-NOT DAMAGED, DRAGGING ON THE GROUND OR RUBBING THE TIRES, SECURELY MOUNTED.
MOUNTED AND SECURED
OR BENT CHECK DOORS ARE NOT DAMAGED, THEY OPEN AND CLOSE AND LATCH PROPERLY. CHECK HINGES HAVE NO MISSING OR LEAKING PARTS, AND ARE PROPERLY MOUNTED AND SECURED

*******IF EQUIPPED*******

DOOR TIES -CHECK THAT THE DOOR TIES ARE SECURE, NOT MISSING.
BACK. (AMBER ABS LIGHT IF EQUIPPED
CLEARANCE LIGHTS AMBER IN COLOR TO THE FRONT, L,R, 4 WAYS AND RED TO THE
LIGHTS / REFLECTORS-NOT BROKEN, LOOSE OR MISSING, IN WORKING ORDER.
CROSS MEMBERS -WELL ATTACHED TO FRAME, NOT CRACKED OR BENT.
LANDING GEAR PADS ARE FREE OF DEBRIS AND HANDLE IS IN A SECURED POSITION.
LANDING GEAR - PROPERLY MOUNTED AND SECURED, NOT CRACKED OR BENT,

OR MISSING.

FRONT AND SIDE LIGHTS/REFLECTORS-AMBER IN COLOR, NOT BROKEN, LOOSE

HEADER BOARD - NO SIGNS OF DAMAGE SUCH AS BULGES, CRACKS OR HOLES

TRAILER

MOUNTING BOLTS - CHECK FOR LOOSE OR MISSING BOLTS AND ASSURE THEY ARE MOUNTED SECURELY TO THE FRAME.
SLIDING FIFTH WHEEL LOCKING PIN- IF AIR POWERED LOOK FOR LEAKS, MAKE SURE PINS ARE FULLY ENGAGED, NONE OR CRACKED OR MISSING.
CHECK CLEARANCE OF THE FRAME OF THE TRUCK THAT IT DOSE NOT COME IN CONTACT WITH THE LANDING GEAR.

LIGHTS/REFLECTORS- RED TO THE REAR, NOT CRACKED, LOOSE OR MISSING, L,R,
4 WAYS, BRAKE LIGHTS, TAIL LIGHTS AND CLEARANCE, AND IN GOOD WORKING
ORDER.

IN CAB INSPECTION

SAFETY BELTS, SAFETY EQUIPMENT, SAFE START
SAFETY BELT- CHECK THAT THE BELT FASTENS AND IS SECURE, WITH NO CUTS OR
FRAYS NO MISSING OR BROKEN PARTS.
EMERGENCY EQUIPMENT (E-E-T)

FUSES- MAKE SURE YOU HAVE SPARE FUSES,

EXTINGUISHER- CHECK FOR A CHARGED AND RATED FIRE EXTINGUISHER.

TRIANGLES - CHECK FOR 3 RED REFLECTIVE TRIANGLES.

SAFE START - ENGAGED CLUTCH, GEAR SHIFT IN NEUTRAL,
MAKE SURE BRAKES ARE SET (PARKING BRAKES - (RED) applies brakes to trailer
(YELLOW) applies brakes to truck).

TURN KEY TO TURN TRUCK ON.

MIRRORS - SHOULD BE CLEAN, ADJUSTED PROPERLY, NO DAMAGE TO GLASS, NO
ILLEGAL STICKERS OR OBSTRUCTIONS.

WINDSHIELD- SHOULD BE CLEAN, NO CRACKS OR SEVER PITTING TO GLASS NO
DAMAGE, NO ILLEGAL STICKERS OR OBSTRUCTIONS.

ABS LIGHT- CHECK

OIL PRESSURE- GAUGE SHOULD BE BETWEEN 40-60.

COOLANT TEMPERATURE- GAUGE SHOULD BE BETWEEN 180- 200.

AMMETER/VOLTMETER- SHOULD BE BETWEEN 12-14.

AIR GAUGE- MAKES SURE IS WORKING PROPERLY. SHOULD KNOW NORMAL OPERATING RANGE,

LIGHTING INDICATORS- (DEMONSTRATE) CHECK LEFT, RIGHT, 4-WAYS, AND HIGH BEAMS LIGHTS.

STEERING WHEEL- CHECK FOR NO LOOSENESS OR STICKING, OR DAMAGE.

CHECK FOR EXCESSIVE PLAY, SHOULD NOT EXCEED 10 %.(cannot have more than 2" or 10 degrees of play in a 20" wheel.)

HORNS- CHECK THAT THE AIR HORN AND THE ELECTRICAL HORN (CITY HORN).

WIPER/WASHER (WINDSHIELD WASHER FLUID)-CHECK THAT ARMS AND BLADES

ARE SECURE, NOT DAMAGED AND OPERATE SMOOTHLY.

HEATER/DEFROSTER- MAKE SURE THEY BOTH WORK (turn on and off the heater/ defroster and fan speed.)

Three Way Brake Check

Parking Brake- with the Yellow Parking brake valve in the emergency position ((YELLOW) applies brakes to truck (RED) applies brakes to trailer).

Driver checks that the parking brake will hold vehicle by gently trying to pull forward.

Trailer Brakes - With the Yellow Parking brake (YELLOW) applies brakes to truck). Released

(Normal position) and the Red Tractor protection valve in the emergency position (RED) applies

brakes to trailer. Driver checks that the trailer brakes will hold the vehicle by gently trying to pull

forward.

Service Brakes-With both brakes released ((RED) AND (YELLOW) in the normal position) The Driver rolls the truck ahead slowly and applies the Service Brake this should bring the truck to a stop.

AIR BRAKE CHECK

CALIFORNIA (COLA OR LOCA) AUTO FAIL IF NOT DONE 100% RIGHT

LOW AIR WARNING

This test should be started at no lower than ninety (90) psi.

On the Volvos trucks the truck must be running for both light and buzzer to work.

Gently pump the foot brake until LOW AIR WARNING alarm. (Caution! If your vehicle is not equipped with an anti-compound system (only in vehicles with air brakes), you should not push the brake pedal down when the spring brakes are on. If you do, the brakes could be damaged by the combined forces of the springs and the air pressure. Many brake systems are designed so this will not happen. But not all systems are set up that way and those that are may not always work. It is much better to develop the habit of not pushing the brake pedal down when the spring brakes are on a sharp or stomping application during this test can rupture a diaphragm in the brake chamber).

(Chocks the wheels if necessary),

Release the YELLOW Parking brake and the RED trailer protection valve.

With all of our trucks we will not turn the truck on only the key to activate the low air warning light and or buzzer

Perform the test with the engine off, turn the electrical power on and have enough air pressure to keep

the low air pressure warning signal from coming on.

Slowly pump the brake pedal to reduce air tank pressure.

The low air pressure warning signal must come on before the pressure drops to less than 60 p.s.i. in the air tank (or tank with the lowest air pressure, in dual air systems).

For testing purposes, identify when the warning signal activates.

ANNOUNCE the exact primary and secondary air gauge pressures.

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AIR COMPRESSOR CUT-OUT

Build air pressure to maximum capacity to approximately one hundred and twenty five 125 psi.

(Do not accelerate rpm to hurry test along unless the engine is at normal

operating temperature then you may Run the engine at a fast idle if you have

been asked to do so by the test examiner never above 1200 rpm).

When the needles on the gauges stop moving, announce primary and secondary gauge readings.

The air compressor MUST cut out before pressure exceeds one hundred and thirty (130) psi.

(100-125 psi, 130 psi maximum)

**Note: The air dryer exhausting SHOULD NOT be referenced as governor cut-out, always wait for

needles to stop moving! **

AIR COMPRESSOR CUT-IN

Start with the air pressure above the governor cut-in level (no lower than eighty five (85) p.s.i.).

With the engine idling, slowly pump the brake pedal to reduce the air tank pressure.

(Note PRIMARY and SECONDARY AIR PRESSURE GAUGE READINGS).

Watch the air gauge between pumps to identify when the compressor cuts in (needle starts to rise). This

should be at about the manufacturer's specified cut-in pressure.

If the air governor does not work as described, it may not keep enough air pressure for safe driving. For

testing purposes, identify when the compressor cuts in.

NOTE: To perform this test correctly, the compressor cannot already be pumping air. If it is, allow the

governor to cut-out before performing this test.

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APPLIED BRAKE LEAKAGE TEST

Build air pressure to maximum capacity (compressor cut-out). Approximately one hundred and twenty five 125 psi.

Place transmission in low gear.

Shut off the engine. Release clutch and turn key to the ON position.

Release both brake valves (Parking and Trailer, in that order). From the emergency position to the normal position.

After both gauges have settled, press the service brake pedal firmly and wait for PRIMARY and SECONDARY gauges to settle again.

ANNOUNCE both readings. Time for 60 seconds, continuing to hold the service brake pedal.

After 60 seconds, ANNOUNCE readings again. Make this announcement BEFORE releasing the

service pedal. Acceptable loss is no more than 4 psi on either gauge. This test is to check for leaks in

the air brake system.

Set the brakes (parking and trailer) to the emergency position from the normal position and place the

transmission in neutral.

Three Way Brake Check

Parking Brake- with the Yellow Parking brake valve in the emergency position ((YELLOW) applies brakes to truck (RED) applies brakes to trailer).

Driver checks that the parking brake will hold vehicle by gently trying to pull forward.

Trailer Brakes - With the Yellow Parking brake (YELLOW) applies brakes to truck). Released (Normal position) and the Red Tractor protection valve in the emergency position (RED) applies

brakes to trailer. Driver checks that the trailer brakes will hold the vehicle by gently trying to pull forward.

Service Brakes- With both brakes released ((RED) AND (YELLOW) in the normal position) The Driver rolls the truck ahead slowly and applies the Service Brake this should bring the truck to a stop.