

PRE-TRIP INSPECTION OUTLINE CLASS “A”

Approach the Vehicle

- ✓ Unlock both doors and roll down the windows. Always keep the key in your possession.
- ✓ Make sure the “parking brake” (yellow knob) is OUT. Check for the wheels to be chocked.
- ✓ Look under the tractor for signs of leaking oil, water, and fuel. The color of the fluid may indicate where the leak may be originating.
- ✓ Note the general condition of the vehicle. Is the vehicle leaning to one side, due to a broken spring (suspension system), or a flat tire? Check for any body damage.
- ✓ Check the condition of headlights, turn signals, top cab lights, for broken, cracked or missing lenses and of proper color.

Open the Hood

Starting on the RIGHT side of the vehicle,

- ✓ **Wiper Blades:**
 1. Checks for worn rubber on blades, no dry rot and must be pliable.
 2. Wiper arms and blades are secure.
 3. Check for proper tension against windshield.
- ✓ **Hoses/Leaks:**
 1. Check for pliability
 2. Secure fittings, cracks, worn, or
 3. Any leakage.
- ✓ **Wiring:**
 1. Check for melted insulation that may be touching hot engine parts
 2. Cracked or worn away by rubbing against metal parts.
- ✓ **Alternator/ Belts:**
 1. Belt is not frayed, no cracks, or signs of wear.
 2. Belt deflects no more than ¾ of an inch of play.
 3. Check alternator support mounts, that wiring is properly attached.
- ✓ **Oil level in crankcase:**
 1. With the dipstick, check for the oil to be above the refill mark. If oil is needed add 1 gallon.
- ✓ **Water Pump:**
 1. Is water pump GEAR or BELT driven?
 2. Check for any water leakage.
 3. Check that the pump is mounted securely.
- ✓ **Exhaust System:**
 1. Checks system leaking of **carbon soot** for damage and signs of or excessive rust
 2. Exhaust system should have no cracks, holes, or severe dents.
 3. Checks that system and clamps are connected tightly and mounted securely.
 4. Check heat guard and supports at the back of the tractor.

- ✓ **Springs:**
 1. Check for any missing, broken or SHIFTED springs
- ✓ **Spring Mounts:** (*front & back*).
 1. Check for cracked or broken spring mounts
 2. Broken, missing or loose bolts, or missing bushings
- ✓ **U-Bolts:**
 1. Checks for missing, broken or loose 4 bolts that hold the U-clamps
- ✓ **Shock Absorbers:**
 1. Check that shock is securely mounted
 2. No fluid leaks on the lower part of the tube.
- ✓ **Brake Hoses:**
 1. Check for cracked, worn, or frayed hoses
 2. Check for secure fittings.
- ✓ **Brake Chamber:**
 1. Not cracked or dented
 2. Securely mounted
 3. Clamp is on tight and not missing
- ✓ **Slack Adjuster/Pushrod:**
 1. No loose or missing parts, including cotter keys and pins on the slack adjuster.
 2. **Pushrod** is not bent.
 3. If pulled by hand, rod should not be able to be pulled out no more than **1 inch**
 4. Proper adjustment should be up to a **90-degree** angle or closer in towards the chamber. Check the angle between the push rod and adjuster arm for proper brake adjustment.
- ✓ **Brake Drum:**
 1. Checks for cracks, or missing pieces of drums
 2. No oil or grease present on drums.
- ✓ **Brake Shoe:**
 1. No less than ¼ inch of pad or dangerously thin
 2. No oil or grease present on shoes/linings.
- ✓ **Axle Seals:** (Inner Seal)
 1. No cracks or distortions in wheel/axle mounting, all bolts are present.
 2. No signs of leaking lubricants.
- ✓ **Inner/Outer Rims:**
 1. Check for damaged, bent or cracked rims
 2. No welding repairs, factory weld only
- ✓ **Lug Nuts:**
 1. Check for missing or loose nuts.
 2. No cracks, spidering, wallowing or distortion of the bolt-holes. No rust trails,
- ✓ **Axle Seal:** *Inner and Outer Seals*
 1. No cracks or distortions in wheel/axle mounting,
 2. No leaking lubricants.
 3. If axle has a sight glass, (hub-oiler), check that oil level is adequate.

✓ **Tires: I.C.D**

1. **Inflation:** Proper tire inflation should be between 95 and 105 PSI or the tire manufactures guideline. (*Using a tire pressure gauge*)
2. **Condition:** Tread is evenly worn, no cuts, damage to tread or sidewalls, valve Caps not missing, stem not pinched, damaged or missing
3. **Tread depth:** Minimum depth on steering axle is 4/32nds

Go to the Left Side of Engine Compartment.

✓ **Wires and Hoses:**

1. Check for melted insulation that may be touching hot engine parts
2. Cracked or worn away by rubbing against metal parts.

✓ **Coolant level in radiator/reservoir.**

1. Check for adequate coolant level between the full and add line.

✓ **Air Compressor:**

1. Check the support mounts for looseness
2. Check the air hose connections, listen for any air escaping or wetness around hoses.
3. **Note, is the air compressor BELT or GEAR driven?** If the compressor is equipped with belts it should not be frayed, no cracks or signs of wear. Deflects no more that $\frac{3}{4}$ of an inch.

✓ **Power Steering Fluid:**

1. Check the fluid level through the reservoir or with the dip-stick.

Note is power steering BELT or GEAR driven?

✓ **Power Steering Hoses:**

1. Check hoses for any fluid leaks, damage, cuts, frays and secure fittings.

✓ **Steering Gear Box:**

1. Check for any missing nuts, bolts, or damage to the box.
2. Check for any power steering fluid leaks

✓ **Steering Linkage...*(please see diagram)***

Pitman arm... drag link... steering knuckle... tie rod ends.

1. Checks that these connecting links from the steering box to the wheel are not worn or cracked,
2. Joints and sockets not worn or loose
3. Check castle nuts for cotter pins, no loose or missing nuts or bolts,

✓ **Springs:**

1. Check for any missing, broken or SHIFTED springs

✓ **Spring Mounts: *(front & back).***

1. Check for cracked or broken spring mounts
2. Broken, missing or loose bolts, or missing bushings

✓ **U-Bolts:**

1. Checks for missing, broken or loose 4 bolts that hold the U-clamps

- ✓ **Shock Absorbers:**
 1. Check that shock is securely mounted
 2. No fluid leaks on the lower part of the tube.
- ✓ **Brake Hoses:**
 1. Check for cracked, worn, or frayed hoses
 2. Check for secure fittings.
- ✓ **Brake Chamber:**
 1. Not cracked or dented
 2. Securely mounted
 3. Clamp is on tight and not missing
- ✓ **Slack Adjuster/Pushrod:**
 1. No loose or missing parts, including cotter keys and pins on the slack adjuster.
 2. **Pushrod** is not bent.
 3. If pulled by hand, rod should not be able to be pulled out no more than **1 inch**
 4. Proper adjustment should be up to a **90-degree** angle or closer in towards the chamber. Check the angle between the push rod and adjuster arm for proper brake adjustment.
- ✓ **Brake Drum:**
 1. Checks for cracks, or missing pieces of drums
 2. No oil or grease present on drums.
- ✓ **Brake Shoe:**
 1. No less than ¼ inch of pad or dangerously thin
 2. No oil or grease present on shoes/linings.
- ✓ **Axle Seals:** (Inner Seal)
 1. No cracks or distortions in wheel/axle mounting, all bolts are present.
 2. No signs of leaking lubricants.
- ✓ **Inner/Outer Rims:**
 1. Check for damaged, bent or cracked rims
 2. Rims should not have any welding repairs
- ✓ **Lug Nuts:**
 1. Check for missing or loose nuts.
 2. No cracks, spidering, wallowing or distortion of the bolt-holes. No rust trails,
- ✓ **Axle Seal:** (*Outer and Inner seals*)
 1. No cracks or distortions in wheel/axle mounting,
 2. No leaking lubricants.
 3. If axle has a sight glass, (hub-oiler), check that oil level is adequate.
- ✓ **Tires: I.C.D**
 1. **Inflation:** Proper tire inflation should be between 95 and 105 PSI or the tire manufactures guideline. (*Using a tire pressure gauge*)
 2. **Condition:** Tread is evenly worn, no cuts, damage to tread or sidewalls, valve Caps not missing, stem not pinched, damaged or missing
 3. **Tread depth:** Minimum depth on steering axle is 4/32nds

- ✓ **Drivers Door and Mirrors:**
 1. Check that doors are not damaged, and that they open and shut properly
 2. Hinges should be secure (no sagging doors)
 3. Weather seals intact.
 4. Check door window for damage, operation and clarity.
 5. Check for any broken mirrors, check for secure mirror brackets.
- ✓ **Fuel Tank/Leaks/Cap:**
 1. **No fuel leakage** from the tank and no damage to the tank.
 2. Check that fuel cap secure and no **fuel leaking** from around the cap.
 3. Fuel tank straps/brackets are secure to the frame, all mounting bolts are present.
 4. Check fuel level in tank in reference to the gauge on dash.
- ✓ **Battery and Box** when accessible
 1. Check that the batteries are secure, connections are tight
 2. Battery and terminals should not show signs of excessive corrosion.
 3. Battery box and brackets tight and secure
- ✓ **Air and Electric Lines/ Connectors:**
 1. Checks fittings out of the back of truck for leaks and security
 2. Air lines are properly stowed, not dragging, no cuts, cracks, crimps or pinched
 3. Glad hands are not damaged, with no defective rubber grommets.
 4. Checks electrical plug is firmly seated/ locked in place out of the back of the truck
 5. Electrical line insulation has no cuts, cracks, and no bare wires showing through
- ✓ **Catwalk/Steps:**
 1. Check that catwalk is solid, securely bolted to tractor frame clear of loose objects.
 2. All steps and handrails are solid and securely bolted.
- ✓ **Drive Shaft:**
 1. Shaft is not bent or twisted;
 2. U-joints appear to be secure, bolts tight and free of any debris (twine, line)
- ✓ **Frame/Cross Members:**
 1. No cracks, bends or broken welds in longitudinal frame members
 2. Cross members, not loose, cracked, bent, or broken

COMPLETE BOTH SETS OF AXLES, 1ST THE FRONT AND THE REAR.

- ✓ **Brake Hoses:**
 1. Check for cracked, worn, frayed hoses and leaks
 2. Secure couplings
- ✓ **Brake Chamber:**
 1. Not cracked, dented and securely mounted and no leaks
 2. Clamp is tight.

- ✓ **Slack Adjuster/Pushrod:** *(please see diagram)*
 1. No bent, loose or missing parts (cotter key and pin).
 2. With brakes released and when pulled by hand the push rod should not move more than approximately “1 inch if equipped with spring/parking brakes.
 3. Push rod is not bent.
 4. The angle between the push rod and adjuster arm should be up to a **90-degree** angle or closer to the brake chamber, with the brakes applied.

- ✓ **Brake Drum/Linings:**
 1. Check for cracks, holes or missing pieces on drum.
 2. No missing or loose bolts from inner wheel assembly.
 3. Checks brake shoes/linings for no less than ¼ inch thickness.
 4. Checks drum and linings for contaminants such as oil or grease.
- ✓ **Axle Seals:**
 1. No cracks or distortions in wheel/axle mounting
 2. No signs of leaking lubricants.
- ✓ **Spring Mount:** (front and back)
 1. Check for cracked or broken spring mounts, damaged or missing bushings.
- ✓ **U-Bolts:**
 1. Missing or loose bolts including the 4 bolts that hold the 2-U clamps,
- ✓ **Springs:**
 1. Check for any missing, broken or SHIFTED springs.
- ✓ **Torque Arms/Torsion Bar:**
 1. Not bent, loose, bushings intact and mounted securely.
- ✓ **Shock Absorbers:**
 1. Check that shock absorbers are secure
 2. No fluid leaks from the lower part of the tube
- ✓ **Air Bag & Air Bag Mounts**
 1. Bag is fully inflated, no cuts, frayed bag, or any air leaks
 2. **Air bag mounts:** all mounting bolts are present and secure
- ✓ **Tires: I.C.D**
 2. **Inflation:** Proper tire inflation should be between 95 and 105 PSI or the tire manufactures guideline. *(Using a tire pressure gauge)*
 3. **Condition:** Tread is evenly worn, no cuts, damage to tread or sidewalls, valve Caps not missing, stem not pinched, damaged or missing
- ✓ **Tread depth:** Minimum depth on drive tires 2/32nds
- ✓ **Spacers or Budd spacing**
 1. Checks the space between the tires for debris and foreign objects.
 2. “Dayton rims” if equipped spacer collar, not bent, or rusted through, evenly centered, with dual wheels and tires evenly separated.
- ✓ **Rims:**
 1. Check for damaged, cracked or bent rims
 2. No welding repairs. (Budd rims)

- ✓ **Lug Nuts:**
 1. Check that all nuts are present,
 2. No loose nuts, cracks, spidering or wallowing from the lug bolts holes or distortion of the boltholes.
- ✓ **Axle Seals:**
 1. No cracks or distortions in wheel/axle mounting.
 2. No signs of leaks from flange seal.
 3. If axle has a hub-oilier and a sight glass check oil level.

Fifth Wheel Assembly (please see diagram)

- ✓ **Mounting Bolts:**
 1. Check for loose or missing mounting bolts on the “L” brackets, & rail.
 2. Both fifth wheel and slider mounting appear solidly attached in place.
- ✓ **Locking Pins/Sliding Fifth Wheel and Clearance:**
 1. No loose or missing locking pins/lugs in the slide mechanism of the fifth wheel.
 2. Make sure locking pins/lugs are fully engaged
 3. **Clearance:** When coupled up to the trailer, check that the fifth wheel is positioned properly so that the tractor frame will clear the trailer frame or landing gear during turns.
 4. If slider mechanism is air powered, check for any air leaks/ breaks in the air line.
- ✓ **Release Arm:**
 1. When coupled to the trailer, check that the release arm is fully retracted and in the engaged position.
 2. If equipped with a safety latch, check latch.
- ✓ **Platform:**
 1. Check for cracks, breaks or broken welds in the platform structure.
- ✓ **Skid Plate:** (top of 5th-wheel)
 1. Checks for any cracks, breaks and is well greased.
 2. Checks that 5th wheel is securely mounted and that all nuts and bolts or pins are secure and not missing.
- ✓ **Locking Jaws/Safety Latch:** (When coupled to the trailer).
 1. Checks that the 5th wheel locking jaws are securely locked around the shank, not the head of the kingpin and that the safety latch is also engaged along-side with the locking jaws.
- ✓ **Kingpin/Apron/Gap:** *Trailer only.*
 1. **Kingpin:** Not bent, damaged or loose
 2. **Apron:** Not bent, cracked or broken welds, secured to the trailer.
 3. **Gap:** No visible light/gap between the trailer apron and tractors skid plate

- ✓ **Lights/Reflectors:** (Rear of tractor).
 1. Brake lights, turn signals, four-way flashers, tail-lights are all operational.
 2. Reflectors and lights are clean and lenses are not broken.

Trailer Pre-Trip Inspection:

- ✓ **Air Lines and Glad-hands:**
 1. The trailer glad-hands are properly secured, no damage
 2. Check that the tractor and trailer glad-hands are flush with each other.
 3. Check rubber grommets/seals are not cracked, pinched or leaking air.
 4. Check air line fittings for damage or any air leakage
 5. Air lines should not be dragging on any parts of the truck or trailer.
- ✓ **Electrical Plug and Line:**
 1. Check pig-tail to see if it is properly seated and locked in place.
 2. Line insulation is not cut, cracked or worn.
- ✓ **Bulkhead/Header-board:**
 1. Bulkhead is free of damage, such as cracks bulges, holes or sheared rivets.
 2. Is adequate to contain or hold cargo in the event of a panic stop.
 3. On a flatbed type trailer the header-board must be secure, no broken welds, free of damage and strong enough to contain cargo.
- ✓ **Front of Trailer:**
 1. Check for holes or visible damage to the front of the trailer skin.
- ✓ **Clearance Lights/Reflectors:**
 1. Front of trailer none are missing or broken and clean.
 2. Proper color, AMBER.
 3. All lights are operational.
- ✓ **Landing Gear:**
 1. Check that landing gear is fully raised
 2. Crank handle is present and secured
 3. Support frame is not bent, buckled, no missing bolts or broken welds,
 4. Landing feet/pads are not damaged or missing.
- ✓ **Frame:**
 1. Check frame and or cross-members for any breaks, twisting or sheared off rivets.
 2. No holes or breaks in the floor or side of box trailer.
- ✓ **Lights/Reflectors Side of Trailer:**
 1. None are missing, broken, of proper color, “AMBER”, lights are operational.
 2. All reflector tape is present and affixed.
- ✓ **Sliding Rear Tandems:**
 1. All locking pins are completely through rail holes.
 2. Release handle is in the locked position.
 3. Spring that supports air lines is intact and not broken
- ✓ **Brake Drum/Linings:**
 1. Check for cracks, holes or missing pieces on drum.
 2. No missing or loose bolts from inner wheel assembly.
 3. Checks brake shoes/linings for no less than ¼ inch thickness.
 4. Checks drum and linings for contaminants such as oil or grease.
- ✓ **Brake Hoses:**
 1. Check for cracked, worn, frayed hoses and leaks

2. Secure couplings
- ✓ **Brake Chamber:**
 1. Not cracked, dented and securely mounted and no leaks
 2. Clamp is tight.
 - ✓ **Slack Adjuster/Pushrod:** *(please see diagram)*
 1. No bent, loose or missing parts (cotter key and pin).
 2. If brakes were released and when pulled by hand the push rod should not move more than approximately “1 inch if equipped with spring/parking brakes
 3. Push rod is not bent.
 4. The angle between the push rod and adjuster arm should be up to a **90-degree** angle or closer to the brake chamber, with the brakes applied.
 - ✓ **Axle Seals:** (Inner and Outer)
 1. No cracks or distortions in wheel/axle mounting.
 2. No signs of leaks from flange seal.
 3. If axle has a hub-oilier and a sight glass check oil level.
 - ✓ **Spring Mount:** (front and back)
 1. Check for cracked or broken spring mounts, damaged or missing bushings.
 - ✓ **U-Bolts:**
 1. Missing or loose bolts including the 4 bolts that hold the 2-U clamps,
 - ✓ **Springs:**
 1. Check for any missing, broken or SHIFTED springs.
 - ✓ **Torque Arms/Torsion Bar:**
 1. Not bent, loose, bushings intact and mounted securely.
 - ✓ **Tires: I.C.D**
 1. **Inflation:** Proper tire inflation should be between 95 and 105 PSI or the tire manufactures guideline. *(Using a tire pressure gauge)*
 2. **Condition:** Tread is evenly worn, no cuts, damage to tread or sidewalls, valve Caps not missing, stem not pinched, damaged or missing
 3. **Tread depth:** Minimum depth on trailer tires 2/32nds
 - ✓ **Spacers or Budd spacing**
 1. Checks the space between the tires for debris and foreign objects.
 2. “Dayton rims” if equipped spacer collar, not bent, or rusted through, evenly centered, with dual wheels and tires evenly separated.
 - ✓ **Rims:**
 1. Check for damaged, cracked or bent rims, no repair welding
 2. No welding repairs. (Budd rims)
 - ✓ **Lug Nuts:**
 1. Check that all nuts are present,
 2. No loose nuts, cracks, spidering or wallowing from the lug bolts holes or distortion of the bolt holes.

- ✓ **Doors:**
 1. Doors are not bent, broken, or damaged
 2. Hinges secure, latches secure at the top and bottom of the doors and fully closed.
 3. Weather stripping not damaged.
 4. Check for locks or seals.
 5. If trailer is equipped with a lift-gate it should be operational, fully retracted and securely latched.
 6. With a flatbed type trailer check that the tie-down devices are securely fastened and stowed.
 7. Check that the tie-down devices are properly securing the load.
- ✓ **Lights/Reflectors Rear:**
 1. Clean
 2. None are missing or broken
 3. Proper color (red on rear).
 4. All lights are operational. (L-R-4-TL-BL-C)
 5. All reflector tape is present and affixed.
- ✓ **Splash Guards:**
 1. Check that splash-guards are or are not damaged
 2. Mounted securely not dragging the ground
- ✓ **I.C.C. Bumper/Rear Impact Guards:**
 1. Check for damage to bumper, broken welds.
 2. Not dented no more than 3 inches

CHECK THE RIGHT SIDE OF THE TRAILER AS YOU DID ON THE LEFT SIDE.
CHECK FOR ANYTHING THAT MAY BE UNIQUE OR DIFFERENT TO THE
RIGHT SIDE OR UNDERSIDE.

IN-CAB INSPECTION

Before starting the truck first find the oil pressure gauge and depress in clutch.

- ✓ **Clutch/Gearshift:**
 1. Check for free play in clutch, up to 2 ½ inches of play. (from the top of the clutch).
 2. Push clutch all the way down to the floor and hold.
 3. Keep depressed, when starting the engine until engine reaches idle speed.
 4. Gearshift should then be put in neutral position, (feel for pressure spring).
 5. Then release clutch slowly
- ✓ **Oil Pressure Gauge:**
 1. Checks that oil pressure is steadily building. Rate of rise should be no less than 5 seconds. If the gauge does not rise within 5 seconds of starting the engine, then shut the engine down.
- ✓ **ABS light, if equipped:**
 1. Check to see if ABS light illuminates then goes out.
- ✓ **Ammeter/Voltmeter:**
 1. Checks that gauge shows alternator is charging or warning light is off.
- ✓ **Temperature Gauge:**
 1. Gauge should begin to climb to normal operating range
- ✓ **Air Gauges.**
 1. Are building to governed cut-out range of 120-140 psi - LISTEN for Purge
- ✓ **Lighting Indicators:**
 1. Checks dash indicator lights, making sure that they all illuminate on dash for corresponding signals, left turn signal, right turn signal, four-way flashers, headlight high beams.
- ✓ **Horns:**
 1. Checks that electric and air horns work.
- ✓ **Wipers/Washer: (please simulate this operation on the range trucks)**
 1. Check for washer fluid.
 2. Check for wiper operation.
- ✓ **Heater/Defroster: (simulate the heat on the range trucks)**
 1. Turn the heat and defroster on. Check for air out of defroster and floor heater.
- ✓ **Windshield:**
 1. No cracks (no more than 3 inches)
 2. Clear no hazing and any illegal stickers or obstructions to view.
- ✓ **Mirrors:**
 1. Checks for proper adjustment, not cracked or loose (fittings),
 2. Visibility not impaired due to dirty mirrors.
- ✓ **Emergency Equipment:**
 1. Fire extinguisher; B&C rating, the extinguisher is properly charged and secured
 2. Triangles; 3 red reflective triangles.
 3. Fuses: If truck is equipped with fuses checks for spare electrical fuses.
- ✓ **Safety Belt:** Checks for properly secured, mounted, & adjusted belt, latches properly. Belt should not be ripped or frayed

AIR BRAKE SYSTEMS CHECK AND PUMP DOWN

Leaks...Alarms...Brakes

Warning! These next steps must be done correctly, performed and verbalized in their proper order or it will be an automatic failure on the pre-trip test.

Truck tires must be chocked.

- 1) **Air Build Up:** With engine running, driver first must build the air pressure to govern cut out **of 120-140 psi**...Listen for purge of air.

Shut off the engine. Turn key to accessory position

- 2) **Push in** the tractor parking brake **yellow knob**. (*when coupled to the trailer, push in both yellow and red*), apply foot brake.
- 3) Once the air pressure gauge needles have settled, or you no longer hear the sound of air escaping from the knobs then begin the checks:

Turn the key to the on position

1. **Apply pressure** to the foot brake and hold it. Check the air gauges to see that the air pressure drops no more than **“4 psi in one minute’s time”**.

2. **Alarm:** Begin fanning off air pressure by rapidly applying and releasing the foot brake. The low air pressure warning alarm (alarm and light) should activate before air pressure drops below 55 psi or level specified by manufacturer.

Note, this alarm may activate before 55 psi but should never activate below 55 psi.

3. **Brake Application:** Driver continues to fan off the air pressure. At approximately 40 psi the tractor protection valve/parking brake valve should pop out (yellow knob).

- ✓ **Compressor Check:** “Rate of Rise”
 1. Start engine to rebuild air pressure.
 2. Once the air gauges reaches 85 psi, then time the rate of rise, **from 85 to 100 psi;** should take approx. **45 seconds of time.**

- ✓ **Governor Check.**
 1. Continue to build up the air pressure. The governor should stop the compressor from building air beyond approx.120-140 psi. (The air governor operates between 100 psi to approx. 120 psi, some equipment varies at what psi is the cut off).

- ✓ **Parking Brake Truck,** PSI should be at governed cut out 120-140 psi
Remove chock.
 1. Parking brake, **yellow** knob pulled out, (*when hooked to a trailer red knob is in*)
 2. Put truck in low gear and gently tug forward checking to make sure the parking brake is holding.

- ✓ **Emergency Brake on Trailer**
 1. Emergency brake **red** knob pulled out (*yellow knob pushed in*)
 2. Put truck in low gear and gently tug forward checking to make sure the emergency/trailer brake is holding.

- ✓ **Service Brake.**
 1. Release both the parking and emergency brakes
 2. Put truck in low gear and pull forward slowly appx. 5 mph
 3. Apply foot brake. The truck should stop quickly without pulling the steering wheel to one side or another or without jerking unit and no (4 PSI) air loss.

- ✓ **Lights:**
 1. Have partner assist in the inspection of the outside lights.
 2. **Driver** should direct partner as to what lights to check
 3. Beginning with the front of truck.
 4. Headlights, low and high beam
 5. Right and left turn signal
 6. 4-way flashers
 7. Marker lights.
 8. Front of trailer lights top and bottom of trailer
 9. Rear of tractor
 10. Side of trailer lights top and bottom
 11. Rear of trailer check lights all functions: LT, RT, 4-ways, brake, taillights clearance upper & lower

Truck Trailer Combination, Pintle.

Truck air and electrical connectors:

- ✓ Checks that trailer air connectors are sealed and in good condition.
- ✓ Checks fittings out of truck and trailer
- ✓ Checks all connections from truck and trailer
- ✓ Checks that glad hands are locked in place and free of damage
- ✓ Checks that trailer electrical plug is firmly seated and locked in place on both units.
- ✓ Trailer tongue storage area: Storage area is solid and secured to the tongue; cargo in the storage area, chains, binders etc. are secure.

Truck Coupling System:

Mountain bolts:

- Checks for loose or missing brackets, clamps, nuts, or bolts
- Checks that all mounting appears solidly attached and in place.
- Checks for loose or missing mounting bolts and for broken welds for pintle hook or other type of hitch mount, and tongue/draw-bar assembly, to ensure that they are solidly attached in place.

Pintle Hook:

- Checks the pintle hook for cracks or breaks and excessive wear.

Hitch Release Lever:

- Checks to see that the hitch release lever is in place and secure.

Safety Devices:

- Checks to make sure the latch is secured and locked in place, cotter pin is not missing, is in place and not damaged.
- Safety chains are hooks and crisscrossed, free of kinks and excessive slack, cotter pins to hooks are in place and hooks are secured with hooks pointing outward position.
- If trailer is equipped with electric brakes, checks that breakaway chains or cables with battery backup are not missing or damaged.

Trailer Coupling System

Tongue and Drawbar:

- Checks that the tongue/draw bar is not bent or twisted and checks for broken welds and stress cracks.
- Checks that the tongue/draw bar eye is not worn excessively.

Mounting Bolts:

- For ball hitch, draw-bar/eye, etc. driver inspects all coupling components and mounting brackets for missing or broken parts.

Safety Devices:

- Driver inspects the locking mechanism for missing or broken parts and security. If present, safety cables or chains must be secure and free of kinks and excessive slack.

Sliding Pintle: sliding pintle is secured with no loose or missing nuts, bolts or cotter pins