

AIR BRAKE SYSTEMS CHECK AND PUMP DOWN

Leaks...Alarms...Brakes

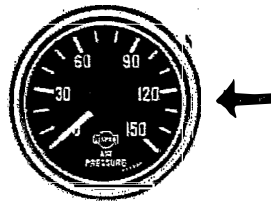
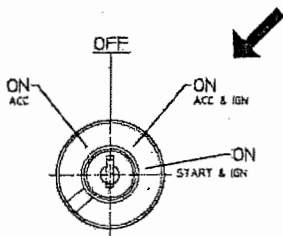
WARNING!

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

Truck tires must be chocked.

Step 1: AIR BUILD UP

With the engine running, first build the air pressure to the govern cut out of 120-140 psi. This is an estimated PSI - see the note below for more information.

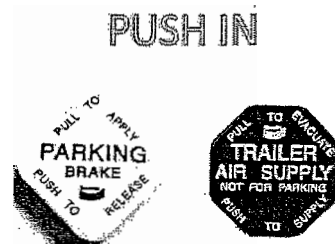
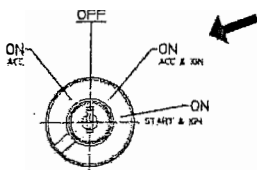


Note:

Some vehicles may be set at various psi cut out but you should always hear the air purge from the air dryer spitter valve.

Step 2: LEAKS

Turn the engine off, turn the key to the on/accessory position so the gauges operate, do not restart the engine. Push in the tractor parking brake **Yellow Knob** (When connected to the trailer, push in both **Red & Yellow Knobs**) and apply foot brake. Once the air pressure gauge needles have settled, or you no longer hear the sound of air escaping from the knobs then begin the test:



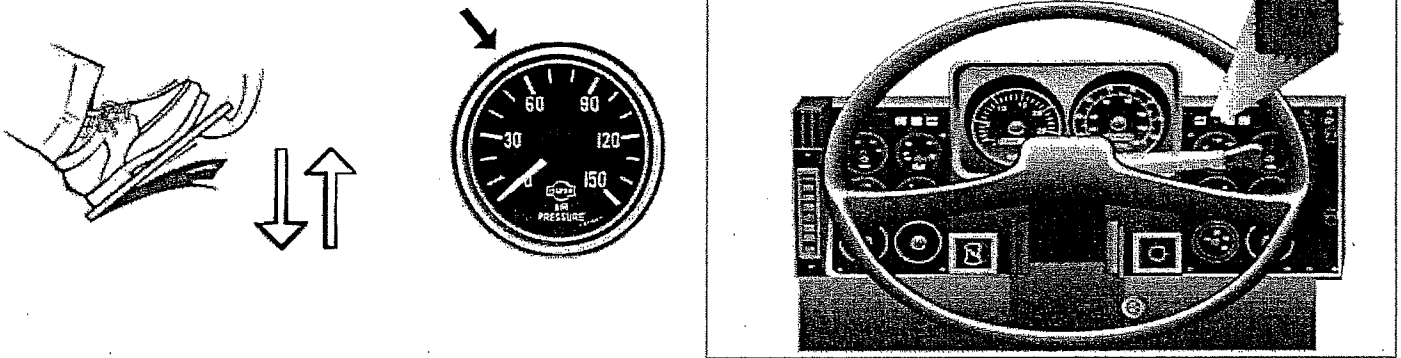
Apply pressure to the foot brake and hold it. Check the air gauges to see that the air pressure drops no more than **4 psi** in 1 minutes time for a combination vehicle or **3 psi** air loss in a single unit.. Cell phones are not permitted , must be a watch or counted out.



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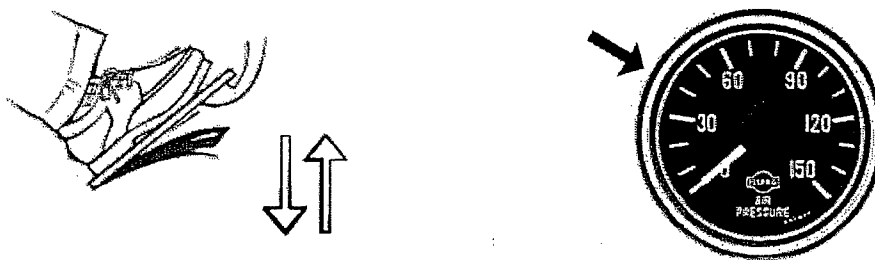
Step 3: ALARMS

Without re-starting the engine, driver begins fanning off air pressure by rapidly applying and releasing the foot brake. The low-pressure warning system (alarm & light) **must activate no lower than 55psi**



Step 4: BRAKE APPLICATION/BUTTONS OUT

Driver continues to fan off the air pressure.



Between 20 & 40 psi the spring brakes will apply, popping both knobs out on the dash.



Note:

Tractor trailer combination

At 40 psi the spring brakes should pop out on the trailer.

At 20 psi the spring brakes should pop out on the tractor.