

PRE-TRIP INSPECTION OUTLINE

“B” Class Vehicle



Approach the Vehicle

- ✓ 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.
- ✓ 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.
- ✓ 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.

Open the Hood

Starting on the right side of the vehicle (passenger side)

- ✓ **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 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. Check alternator support mounts, that wiring is properly attached.
3. Deflects no more than $\frac{3}{4}$ of an inch.
- ✓ **Oil level in crankcase.** With the dipstick, check for the oil to be above the refill mark. If oil is needed add 1 gallon.
- ✓ **Water Pump.** 1. Check for any water leakage.
2. Is water pump gear or belt driven?
3. Check that the pump is mounted securely.
- ✓ **Exhaust System.** 1. Checks system for damage and signs of leaking **carbon soot** 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.
- ✓ **Spring:** 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, missing bushings.
- ✓ **U-Bolts** check the presence of the four bolts.
- ✓ **Shock Absorbers.** 1. Check that shock is securely mounted
2. No fluid leaks on the lower part of the tube.
- ✓ **Brake Hoses.** Check for cracked, worn, or frayed hoses and for secure fittings.
- ✓ **Brake Chamber.** 1. Not cracked or dented
2. Securely mounted
3. clamp is on tight.

- ✓ **Slack Adjuster/Pushrod.** 1. No bent, loose or missing parts, including cotter keys and pins.
2. *Pushrod is not bent.* Check the angle between the push rod and adjuster arm for proper brake adjustment.
3. The adjustment should be up to a 90-degree angle or closer in towards the chamber.
4. If pulled by hand, brake rod should not be able to be pulled out no more than "**1**" i
- ✓ **Brake Drum.** 1. Checks for cracks, or holes.
2. No oil or grease present on drums.
- ✓ **Brake Shoe.** 1. No less than ¼ inch of pad.
2. No oil or grease present on shoes/linings.
- ✓ **Axle Seals:** (Inner Seal) No cracks or distortions in wheel/axle mounting, and there
2. No signs of leaking lubricants.
- ✓ **Inner Rims:** 1. Check for damaged, bent or cracked rims, 2. no welding repairs.
- ✓ **Tires: T.C.P. Tread, Condition, Pressure**
1. Depth of Tread: Minimum depth on steering axle is 4/32nds
2. Condition: Tread is evenly worn, no cuts, foreign objects or damage to tread or inner and outer sidewalls. The valve caps and stems are not missing, damaged or broken
3. Pressure: Proper tire inflation should be between 95 and 105 PSI or the tire manufactures guideline.
- ✓ **Outer Rim:** Check for damaged, bent or cracked rims. Should not have any welding repairs. Factory weld only.
- ✓ **Lug Nuts.** Check for missing or loose nuts. No rust trails, cracks, spidering, wallowing or distortion of the bolt-holes.
Axle Seal: (Outer seal) No cracks or distortions in wheel/axle mounting, and there are no signs of leaking lubricants.
If axle has a sight glass, (hub-oiler), check that oil level is adequate.

Go to the Left Side of Engine Compartment. (drivers side)

- ✓ **Wires and Hoses** check the same as you did on the right side of the engine.
- ✓ **Coolant level in radiator/reservoir.** Check for adequate coolant level.
- ✓ **Air Compressor.** Check the support mounts. Check the air hose connections, listen for any air escaping or wetness around hoses. **Note, the air compressor is it 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 ¾ of an inch.
- ✓ **Power Steering Fluid.** Check the fluid level with the dip-stick. **Note is power steering belt driven?**
- ✓ **Power Steering Hoses.** Check hoses for any fluid leaks, damage, cuts, frays and secure fittings.
- ✓ **Steering Box:** Check for any missing nuts, bolts, or damage to the box. Check for any power steering fluid leaks
- ✓ **Steering Linkage. *Pitman arm... drag link... steering knuckle... tie rod ends.***
Checks that these connecting links from the steering box to the wheel are not worn or cracked, joints and sockets not worn or loose, no loose or missing nuts or bolts, check castle nuts for cotter pins.

- ✓ **Drivers Door and Mirrors:** Check that doors are not damaged, and that they open and shut properly; hinges should be secure (no sagging doors) with weather seals intact. Check door window for damage, operation and clarity. Check for any broken mirrors: check for secure mirror brackets.
 - ✓ **Fuel Tank/Leaks/Cap:** Check fuel tank straps/brackets are secure to the frame, all mounting bolts are present. Check fuel level in tank in reference to the gauge on dash. Check that fuel cap is secure.
No fuel leakage from the tank and no damage to the tank.
 - ✓ **Steps:** All steps and handrails are solid and securely bolted.
 - ✓ **Drive Shaft:** Shaft is not bent or twisted; U-joints appear to be secure, free of debris.
 - ✓ **Frame/Cross Members:** No cracks or bends in longitudinal frame members and no loose, cracked, bent, broken or missing cross members.
 - ✓ **Bulkhead/Header-board:** Check the bulkhead to see that it is free of damage, such as cracks bulges or holes. Is adequate to contain or hold cargo in the event of a panic stop.
 - ✓ **Front of Box:** Check for holes or visible damage to the front of the box that .
 - ✓ **Clearance Lights/Reflectors:** Front of box, none are missing or broken and clean. That they are the proper color, amber. All operational.
 - ✓ **Frame:** Check frame and or cross-members for any breaks, no missing or sheared off rivets. No holes in the floor or box of the trailer.
 - ✓ **Lights/Reflectors Side:** Check that none are missing, broken, of proper color; amber, and the lights are operational. All reflector tape is present and affixed.
 - ✓ **Brake Hoses:** Check for cracked, worn, frayed hoses and for secure couplings.
 - ✓ **Brake Chamber:** Not cracked or dented and securely mounted. Clamp is tight.
 - ✓ **Slack Adjuster/Pushrod:** No bent, loose or missing parts (cotter key and pin). Push rod is not bent. 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. If pulled by hand the push rod should not travel any more that 1 inch.
 - ✓ **Brake Drum/Linings:** Check for cracks, holes on drum. No missing or loose bolts from inner wheel assembly. Checks brake shoes/linings for no less than ¼ inch thickness. Checks drum and linings for contaminants such as oil or grease.
 - ✓ **Axle Seals:** (Inner seal) No cracks or distortions in wheel/axle mounting, and there are no signs of leaking lubricants.
 - ✓ **Spring Mount:** (front and back) Check for cracked or broken spring mounts, broken, missing or loose bolts including the 4 bolts that hold the 2-U clamps, damaged or missing bushings.
 - ✓ **Spring:** Check for any missing, broken or SHIFTED springs.
 - ✓ **Torque Arms/Torsion Bar:** Not damaged and are mounted securely.
 - ✓ **Shock Absorbers:** Check that shock absorbers are secure and that there are no fluid leaks from the lower part of the tube
 - ✓ **Air Bag:** If equipped, bag is fully inflated, check for any damage such as cuts, frayed bag, or any air leaks and all mounting bolts are present and secure
- Tires-T.C.P:**
- ✓ **Tread:** depth of tread on drive tires should be not less than **2/32nds**
Condition: Check that tread is evenly worn, no cuts, damage or foreign objects to the tread or inner and outer sidewalls, stem and valve caps are not missing, or broken.

- ✓ **Pressure:** Check for proper inflation 95-105 psi. or tire manufactures guide .
- ✓ **Spacers:** Check for even spacing, no damage or foreign objects between the wheels. “Dayton rims” spacer collar, not damaged, no rust holes, evenly centered, and parallel to each other.
- ✓ **Rims:** Check for damaged, cracked or bent rims; no welding repairs. (Budd rims)
- ✓ **Lug Nuts:** Check that all nuts are present, no loose nuts (rust trails), no cracks spidering or wallowing from the lug bolts holes or distortion of the boltholes.
- ✓ **Axle Seals:** (Outer seal) No cracks or distortions in wheel/axle mounting. No signs of leaks from flange seal. If axle has a hub-oilier and a sight glass check oil level.
- ✓ **Doors:** Doors are not bent or broken, hinges secure, latches secure at the top and bottom of the doors and fully closed. Weather stripping not damaged. Check for seals or locks. If box is equipped with a lift-gate it should be fully retracted and securely latched.
- ✓ **Lights/Reflectors Rear:** Clean, none are missing or broken, of proper color (red on rear). All lights are operational. (L-R-4-TL-BL-C) All reflector tape is present and affixed.
- ✓ **Splash Guards:** Check that splash-guards or mud-flaps are not damaged and are mounted securely.
- I.C.C. Bumper/Rear Impact Guards:** Check for damage to bumper, dented in no more than 3 inches or broken welds. REAR AXLES,

IN-CAB INSPECTION

Before starting the truck first find the oil pressure gauge.

- ✓ Automatic transmission, Put transmission in neutral or park
- ✓ **Oil Pressure Gauge.** 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,** Check to see if ABS light illuminates then goes out.
- ✓ **Ammeter/Voltmeter.** Checks that gauge shows alternator or generator is charging or warning light is off. Needle may jump or flutter, then indicate charge.
- ✓ **Temperature Gauge.** Gauge should begin to climb to normal operating range or temperature light should be off.
- ✓ **Air Gauges.** Build to governed cut-out range of 120-140 psi.
- ✓ **Lighting Indicators.** 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.** Checks that electric and air horns work.
- ✓ **Wipers/Washer :** Check for washer fluid. Check for wiper operation.
- ✓ **Heater/Defroster.** Turn the heat and defroster on. Check for air coming out of defroster.
- ✓ **Windshield.** Check windshield to make sure it has no cracks, dirt and any illegal stickers or obstructions to view.
- ✓ **Mirrors.** Checks for proper adjustment, not cracked or loose (fittings), visibility not impaired due to dirty mirrors.
- ✓ **Emergency Equipment:**
 1. Fire extinguisher; ABC rating and that the extinguisher is properly charged.

2. 3 red reflective triangles.
 3. Checks for spare electrical fuses. Checks to see if vehicle is equipped with circuit breakers or fuses.
- ✓ **Safety Belt:** Checks for properly secured, mounted, and adjusted safety belt.

AIR BRAKE SYSTEMS CHECK AND PUMP DOWN

✓ **Air Brake Checks. *Truck tires must be chocked.***

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

Shut off the engine. Turn key to accessory position. Push in the parking brake **yellow knob**. Apply foot brake, Once the air pressure gauge needles have **settled**, begin brake check. . Check the air gauges to see if the air pressure drops no more than 3 psi in one minutes time.

- 2) **Alarm:** Begin fanning off air pressure by rapidly applying and releasing the foot brake. The low air pressure warning alarm (buzzer and light) should activate approx. around **55 psi**. (*note this alarm may activate before 55 psi but should never activate below 55 psi's*).

- 3) **Brake Application:** Driver continues to fan off the air pressure. Between 20 and 40 psi the spring brakes will apply popping the knobs out on the dash.

- ✓ **Parking Brake Truck, Remove chock.** Parking brake out, (yellow knob).
- ✓ **Service Brake.** Release the parking brakes, put truck in low gear and pull forward slowly, then apply foot brake. The truck should stop quickly without pulling the steering wheel to one side or another or without jerking unit.
- ✓ **Lights:** Headlights, low and high beam... right and left turn signal...4-way flashers marker lights.
- ✓ Front of box lights top and bottom
 - ✓ Rear of truck, check lights all functions: LT, RT, 4-ways, brake, taillights
 - ✓ Side of box lights top and bottom
 - ✓ Rear of the truck: LT, RT, 4-ways, brake, tail, clearance upper & lower