



Driver Operator Pre-Trip and Brake Inspection-Rating Sheet

70% is required on pre-trip items for a passing score

100% is required on Brake Inspection COALS +4

FRONT OF APPARATUS:

- Clearance Lights –** Properly Mounted Secure (PMS), Not cracked or broken, Working properly, and **Amber** in color.
- Windshield –** Properly Mounted Secure, Not cracked or broken, Clean, and Free of **Illegal** decals and stickers.
- Windshield Seal –** Properly Mounted Secure, Not ripped or torn. Not Missing.
- Windshield Wipers -** Properly Mounted Secure, Blade not torn in good condition, Working properly.
- Grill, Bumper, -** Properly Mounted Secure, No missing nuts or bolts, **Grill** Nothing behind the grill to block airflow to the radiator
- Headlights -** Properly Mounted Secure, Not cracked or broken.
- Turn Signals -** Properly Mounted Secure, Not cracked or broken, working properly, **Amber** in color.
- Undercarriage -** Free of Leaks, Nothing under the Truck.(Look Under Truck)

Engine Compartment: Tilt Cab

“CAPTAIN SIDE”:

- Water Pump -** Properly Mounted Secure, no missing nuts or bolts, not leaking, **Belt Driven**
- Coolant Reservoir -** Properly Mounted Secure, Not leaking, Not cracked or broken, No missing Cap, nuts or Bolts, Filled to the proper level.
- Washed Fluid -** Properly Mounted Secure, Not leaking, Not cracked or broken, No missing Cap, nuts or bolts, Filled to the proper level. (Inside Captain’s door)
- Radiator Hoses -** **All my Hoses** are Properly Mounted Secured, with No missing clamps, No Abrasion, Bulges, or Cuts/Cracks.
- Frame –** Not cracked or broken, no illegal welds

“ENGINEER SIDE”:

- Alternator -** Properly Mounted Secure, No missing nuts or bolts, no frayed wiring, **Belt Driven**
- Serpentine Belt -** Properly Mounted Secure, Not Frayed, No more than $\frac{3}{4}$ play.
- Electrical Wires -** Properly Mounted Secure, not frayed, or fried wires.



Driver Operator Pre-Trip and Brake Inspection-Rating Sheet

- Air Hoses** - Properly Mounted Secure, No Abrasion, Bulges or Cuts (ABC), No audible air leaks.
- Transmission Dipstick** - Properly Mounted Secure, and not leaking, If I were to check my transmission fluid, I would check it by pulling the dipstick while my engine was running and at operating temperature.
- Oil Dip Stick** - Properly Mounted Secure, and not leaking, If I were to check my oil I would check it by pulling the dipstick while my engine was cool and turned off.
- Air Compressor** - Properly Mounted Secure, No audible air leak, Not cracked or broken, No missing nuts or bolts, **Gear Driven**.
- Governor** – Properly Mounted Secure, No missing nuts or bolts, not leaking,
- Radiator Hoses** - **All my Hoses** are Properly Mounted Secured, with No missing clamps, No abrasions, Bulges, or Cuts/Cracks.
- Power Steering Reservoir** - Properly Mounted Secure, Not leaking, Not cracked or broken, No missing Cap, nuts or bolts, Filled to the proper level,
- Steering Gear Box** - Properly Mounted Secure, Not leaking,
- Pitman Arm** - Properly Mounted Secure, Not Bent or Broken, No excessive oil.
- Draglink** - Properly Mounted Secure, Not Bent or Broken, No excessive oil.
- Frame** – Not cracked or broken, no illegal welds
- Brackets** – Front and Rear leaf Spring Brackets, Properly Mounted Secure, Not Bent or Broken, No missing nuts or bolts
- A-Arms/Leaf Springs** - Properly Mounted Secure, Not Bent or Broken, No missing leaves, nuts or bolts.
- Torsion Bar** - Properly Mounted Secure, Not Bent or Broken, No missing, damaged covering/wrapping
- U Bolts** - Properly Mounted Secure, Not Bent or Broken, No missing nuts or bolts.
- Shock Absorber** - Properly Mounted Secure, Not leaking Not Bent or Broken, No missing nuts or bolts.
- Brake Chamber and Hose** - Properly Mounted Secure, **Clamp not missing**, No audible air leaks, No abrasions, bulges or cuts.
- Push-Rod** –(If applicable) Properly Mounted Secure, No more than **1-inch play** (Pull it)
- Slack Adjuster** –(If applicable) Properly Mounted Secure, is at a **90-degree** angle.
- Brake Drum/Brake Pad** - Properly Mounted Secure, Brake pad has a minimum $\frac{1}{4}$ of an inch, no excessive grease or oil in the area



Driver Operator Pre-Trip and Brake Inspection-Rating Sheet

- Tires I.C.D. -** (Inflation, Condition, Depth) Properly Mounted Secure, the Valve stem is good, not missing cap, I would check the air pressure with air gauge and inflate to manufacturer specifications, No abrasions bubbles/bulges or cuts, The depth no less than 4/32.
- Rims -** Properly Mounted Secure, No Cracks, No illegal welds.
- Lug Nuts -** Properly Mounted Secure, None Missing, No signs of rust trails or shiny metal.
- Hub Seal -** Properly Mounted Secure, Not missing cap or bolts, Not leaking. If I was to check the level I would do so by removing the cap seal.
- Air Dryer -** Properly Mounted and Secure, No missing nuts or bolts, not leaking, no audible air leak
- Battery Box -** Properly Mounted Secure, If I removed the lid I would check for no corrosion on terminals.

“ENGINEER SIDE OF APPARATUS”

- Mirrors and Brackets -** Properly Mounted Secure, Not bent or broken, No missing nuts or bolts, Mirror not cracked and is clean. (point out the bracket and mirror glass.)
- Side Windows -** Properly Mounted Secure, Not cracked or broken, Seal is good.
- City Logo -** Properly Mounted Secure, Visible.
- Door Handle -** (open and close door) Properly Mounted Secure, Open and closes, Handle not broken.
- Handrail -** Properly Mounted Secure, Not bent or broken, No missing nuts or bolts
- Drive Shaft -** Properly Mounted Secure, Not bent or damaged, U joints secure, no excessive oil or grease.
- Steps -** Properly Mounted Secure, Not bent or Broken, No missing nuts or bolts
- Sideboard -** Properly Mounted Secure, No missing bolts, Not cracked or broken.
- Fuel Tank -** **Has 2 Straps**, Properly Mounted Secure, No missing nuts or bolts, No leaks (look under tank), Fuel cap not missing.
- Def Tank -**, Properly Mounted Secure, No missing nuts or bolts, No leaks (look under tank), cap not missing.
- Reflectors -** Properly Mounted Secure, not cracked or broken, Front is **Amber**, Rear is **Red**.
- Air Tanks -** Properly Mounted and Secure, Hoses have no abrasions, bulges or cuts/cracks, and no audible air leaks, Pull the release valve daily to remove any debris.
- Frame -** Not cracked or broken, no illegal welds
- Brackets -** Front and Rear leaf Spring Brackets, Properly Mounted Secure, Not Bent or Broken, No missing nuts or bolts
- Leaf Springs -** Properly Mounted Secure, Not Bent or Broken, No missing leaves, nuts or bolts.



Driver Operator Pre-Trip and Brake Inspection-Rating Sheet

- U Bolts** - Properly Mounted Secure, Not Bent or Broken, No missing nuts or bolts.
- Brake Chamber and Hose** - DUAL Properly Mounted Secure, **Clamp not missing**, No audible air leaks, No abrasions, bulges or cuts.
- Push-Rod** -(If applicable) Properly Mounted Secure, No more than **1-inch play** (Pull It)
- Slack Adjuster** -(If applicable) Properly Mounted Secure, is at a **90-degree** angle.
- Brake Drum/Brake Pad** - Properly Mounted Secure, Brake pad has a minimum $\frac{1}{4}$ of an inch, and no excessive grease or oil in the area.
- Door Handle** - (open and close door) Properly Mounted Secure, Open and closes, Handle not broken.
- Spacing on Wheels** - No rubbing, Free of debris.
- Tires I.C.D.** - (Inflation, Condition, Depth) Properly Mounted Secure, Same Size, the Valve stem is good, not missing cap, I would check the air pressure with an air gauge and inflate to manufacturer specifications, No abrasions bubbles/bulges or cuts, The depth no less than $\frac{2}{32}$.
- Rims** - Properly Mounted Secure, No Cracks, No illegal welds.
- Lug Nuts** - Properly Mounted Secure, None Missing, No signs of rust trails or shiny metal.
- Axle Seal** - Properly Mounted Secure, Not missing cap or bolts, Not leaking. If I was to check the level I would do so by removing Axle Plate.

“REAR OF TRUCK”

- Tail Light** - (point them out) Properly Mounted Secure, Not cracked or broken, Working properly, **Red** in color
- Brake Light** - (point them out) Properly Mounted Secure, Not cracked or broken, Working properly, **Red** in color
- Reflector** - (point them out) Properly Mounted Secure, Not cracked or broken, Working properly, **Red** in color
- Tailboard** - Properly Mounted Secure, not loose, broken, cracked
- Steps** - Properly Mounted Secure, not loose, broken, cracked
- Equipment/Caps** - Properly Mounted, Stored, Secure, not loose
- Mud Flaps** - Properly Mounted Secure, Not ripped, Torn, or Missing
- Brake lights / Taillights** - Properly Mounted Secure, Not cracked or broken, **Red** in color
- License Plate** - Visible, Matches Registration
- Look under the truck to make sure there are no leaks and no debris**



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“PASSENGER SIDE”

- I would check this side the same as I checked the driver side with the exception of the **Equipment/Caps, and Exhaust.**
- Exhaust -** Properly Mounted Secure, Not cracked or broken, No Holes, No Carbon Trail

****Engine Compartment: Lower/Secure Cab****

- “CHECK ALL LIGHTS” Ask the examiner to assist you in checking all lights.

Front – (6-Point Front)	Rear – (5-Point Rear)
Clearance Lights	Taillights
Head Lights/High Beam	Brake Lights
Left Blinker/Right Blinker	Left Blinker/Right Blinker
4 Way Flashers	4 Way Flashers

Tell examiner: “With that, I conclude my Pre-Trip Inspection-Next is my In Cab Inspection”

IN-CAB INSPECTION CHECKLIST

- Safety Belt** – Properly Mounted Secure, Not ripped or torn, Latches and unlatches.
(Leave Safety Belt On.)
- **START VEHICLE **– S A F E S T A R T** – (Let all gauge’s cycle before starting)
- Lights and Turn Signals** – Left turn Signal, Right turn signal, 4 Way Flashers, High Beams
- Mirrors** – Properly Mounted Secure, Not cracked or broken, Clean, and Properly adjusted to me.
- Steering Wheel** - Properly Mounted Secure, No more than **10 degrees free play.**
- Horn** – Tap the horn
- Windshield** - Properly Mounted Secure, Not cracked or broken, clean, No **illegal** stickers or decals.
- Wipers and Washer** - Properly Mounted Secure, Proper Fluid, (turn on wiper with fluid, Grey button),
Blades Not Torn.



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Gauges:

- Oil Gauge – Reads _____ psi
- Transmission Gauge- Reads _____ but will rise in temperature as I drive the vehicle
- Water Temp Gauge – Reads _____ but will rise in temperature as I drive the vehicle
- Tach Gauge - RPM
- Speedo – Reads 0 mph because the vehicle is not moving.
- Fuel – My fuel is at _____
- DEF Gauge - Bars
- Voltmeter – Reads _____ volts
- Primary-Rear Air/Air 1 – Read psi _____
- Secondary-Front Air/Air 2 – Read psi _____
- Heater-Defroster – Working Properly (turn it on and off)
- Fire Extinguisher – 10B: C (Properly mounted Secure, fully charged)
- Transmission Selector** - Properly Mounted Secure, Working properly

Begin Brake Test

Tell the examiner: “Now I will proceed with my **COALS +4**”

- Perform all steps required to complete the Air Brake Inspection
- Any incomplete step/error is considered a failure. These tasks can be performed in any order.
- Verbalize all required minimum and maximum pressures required for each task and the actual gauge readings.
- Clearly inform the rater when you have completed the Air Brake Inspection



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		Pass/Fail
Cut In	<ul style="list-style-type: none"> With full air tanks, (or with needle stopped) pump the service brake to reduce air pressure by approximately a maximum of 10 psi (1 pump) and wait 20 seconds. Step on the accelerator to 1500 rpm's and see if the needle of the air gauge begins to rise denoting the compressor has turned on. If not, repeat the procedure until the needle of the air gauge begins to rise denoting the compressor has turned on. CUT IN must occur before the minimum of 100 psi. Inform the examiner at what psi the needle began to rise, and the compressor turned on. If cut in doesn't happen by 100 psi, turn the vehicle in for repair. 	
Cut Out	<ul style="list-style-type: none"> Watch the needle rise and stop, (denoting the compressor has turned off). CUT OUT must occur by the maximum 140. Inform the examiner at what psi the needle stopped, and the compressor turned off If cut out doesn't happen by 140 psi, turn the vehicle in for repair 	
Applied Air Leakage	<ul style="list-style-type: none"> With full pressure in the air tanks (cut out) Shut the engine off Turn the key to "accessory" Release the parking brake (s) Apply the service brake Let the gauges settle After initial air loss, wait for 1 minute APPLIED AIR LEAKAGE must not drop more than 3 psi for a straight truck or 4 psi for a combination tractor/trailer. Inform the examiner what psi is acceptable to lose and how much psi the vehicle has lost. If the truck loses more than the allotted psi, turn the vehicle in for repair. 	
Low Pressure	<ul style="list-style-type: none"> Pump the service brake until the red light appears and the alarm sounds. LOW PRESSURE must occur between 75 and 55 psi. Inform the examiner at what psi the audio and visual alarms appeared. If the low-pressure alarms have not come on by 55 psi, turn the vehicle in for repair. 	
Spring Brake	<ul style="list-style-type: none"> With the parking/emergency brake, and/or tractor protection (class A) valve in the off position (open), pump the service brake to reduce air pressure until the parking brake/tractor protection valve pops out (closes) SPRING BRAKE TEST must occur between 45 and 20 psi If the spring brake does not pop on by 20 psi turn the vehicle in for repairs 	



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<u>Anti-lock Brake System (ABS) Check</u>	<ul style="list-style-type: none">• On all ABS equip vehicles, when starting the vehicle, check to ensure the ABS lighting indicator illuminates and promptly turns off.• If the ABS light remains illuminated, turn the vehicle in for repair.	Pass/Fail
<u>Air Pressure Build-Up Test</u>	<ul style="list-style-type: none">• Engine must be running at normal operating idle.• With air pressure below 80 psi, watch the gauge when the gauge reads 85 psi time the compressor builds up to 100 psi.• The compressor must build the air from 85 psi to 100 psi within 45 seconds.• Inform the examiner how many seconds it took for the air pressure to build from 85 psi to 100 psi• If the buildup doesn't happen within 45 seconds, turn the vehicle in for repair	
<u>Parking Brake</u>	<ul style="list-style-type: none">• Remove Wheel blocks if placed• With the parking brake engaged, and the engine on, place the vehicle in drive, testing the vehicle's forward movement.• If the vehicle moves, turn the vehicle in for repair.	
<u>Service Brake</u>	<ul style="list-style-type: none">• With the parking brake in the off (closed) position, put the vehicle in drive, accelerate to 5 mph and apply the service brake to see if the vehicle stops and/or pulls to one side or the other.• If the vehicle does not stop or pulls to one side or the other, turn the vehicle in for repair	