

Class B Pre-Trip Inspection

1

Point to, or touch, every item that you are inspecting. Tell the tester how you know that the part you are inspecting is in good, safe working condition. Identify all defects or you may not receive credit.

FRONT APPROACH

3 L's. Leaks, Leans, and Lights.

Before opening the hood, check for **LEAKS** under the engine. Check that the truck is not **LEANING** to one side or the other which could indicate a suspension problem, low tire pressure, or a shifted load. Check the **LIGHTS** on the top and front of the truck. They must be the proper color and not cracked, broken, or dirty.

3 Fluids.

Coolant Reservoir: check for proper level, securely mounted, and not leaking. Hose is not damaged or leaking, and is securely mounted.

Oil level: describe the procedure for checking the oil (remove dipstick, wipe clean, re-insert, remove and check level). Level must be at, or below, FULL but above ADD.

Power Steering Reservoir: indicate where the dipstick is and ensure proper level. Reservoir is not leaking and securely mounted. Hose has no splits or cuts, is securely mounted, and not leaking.

3 Engine Components.

Alternator: securely mounted and not damaged, all wires secure; belt or gear driven: if belt driven, belt is not cut or damaged and has no more than 1/2" to 3/4" of play.

Water Pump: (follow bottom radiator hose to find w.p.) securely mounted and not damaged, not leaking, and belt or gear driven. If belt driven, belt is not cut or frayed and has no more than 1/2" to 3/4" of play.

Air Compressor: not damaged, securely mounted, no audible leaks, and belt or gear driven. If belt driven, belt is not cut or frayed and has no more than 1/2" to 3/4" of play.

Steering.

Steering Shaft: not cracked or broken and securely mounted; no excessive play.

Power Steering Box: securely mounted to frame and not damaged; no leaks.

Pitman Arm: securely mounted, not broken or cracked. Castle nuts and cotter pins present and not damaged.

Drag Link: properly secured, not broken or cracked, rubber bushings have no damage.

Upper and Lower Control Arms and Tie Rod: not bent or broken and all hardware is present and securely mounted.

Suspension.

Spring mounts: (front and rear) securely mounted to frame and not damaged.

Leaf Springs: not cracked, broken, not shifted (scissoring), or missing.

U-bolts: not broken or cracked, not loose or missing.

Shock Absorbers: mounted securely and not leaking. Rubber bushings are not worn.

Brakes.

Air Hose to Brake Chamber: securely mounted at both ends, no splits or cuts and not leaking.

Brake Chamber: mounted securely, not cracked or broken, and no leaks.

Slack Adjuster: no broken parts and not loose. Push rod is at a 90° angle to chamber and has no more than 1" of play.

Brake Pads: not broken, cracked, securely mounted. Must have minimum of 1/4" pad depth (not worn dangerously thin). No signs of heat (cracking or glazing).

Brake Drums: not cracked or bent, securely mounted, and no blueing from excessive heat.

Wheel and Tire.

Wheel (Rim): inner and outer wheel is not cracked or bent, securely mounted and no welding repairs.

Tire Inflation: check for proper inflation with a mallet or air gauge.

Tire Condition: sidewalls have no splits or cuts and tread is evenly worn. No re-treads on steers.

Tread Depth: 4/32" minimum tread depth on steer tires.

Valve stem: is not damaged, securely mounted, and has a metal cap.

Lug Nuts: not cracked, broken, or missing and not loose (look for rust trails or shiny threads).

Hub Seal: cannot be leaking, cracked, or broken; oil level is adequate.



SIDE APPROACH

Mirror bracket: must be securely mounted and not broken or damaged.

Door: must open and close properly. Hinges cannot be broken or bent. Seal is in place and not damaged.

Steps: should be mounted securely, no missing hardware and no excessive debris.

Fuel tank: must be securely mounted and not leaking. Cap is tight, seal intact, and the safety chain is present.

Box: the front and side of the box have no damage or holes, securely mounted.

Lights: are proper color and clean, not broken.

Frame: not bent or twisted, has no illegal welds, and everything is securely mounted to it.

Drive shaft(s): should not be bent or cracked and securely mounted; universal joints are free of foreign objects.

Exhaust: must be securely mounted and no missing hardware. No signs of leaks, such as carbon soot.

Suspension, Brakes, Wheel and Tire.

Spring mounts: (front and rear) securely mounted to frame and not damaged.

Leaf Springs: not cracked, broken, not shifted (scissoring), or missing.

U-bolts: not broken or cracked and securely mounted.

Shock Absorbers: mounted securely and not leaking. Rubber bushings are not worn.

Air Hose to Brake Chamber: securely mounted at both ends, no splits or cuts and not leaking.

Brake Chamber: mounted securely, not cracked or broken, and no leaks.

Slack Adjuster: no broken parts and not loose. Push rod is at a 90° angle to chamber and has no more than 1" of play.

Brake Pads: not broken, cracked, securely mounted. Must have minimum of 1/4" pad depth (not worn dangerously thin). No signs of heat (cracking or glazing).

Brake Drums: not cracked or bent, securely mounted, and no blueing from excessive heat.

Wheel (Rim): inner and outer wheel is not cracked or bent, securely mounted and no welding repairs.

Tire Inflation: check for proper inflation with a mallet or air gauge.

Tire Condition: sidewalls have no splits or cuts and tread is evenly worn.

Tread Depth: 2/32" minimum tread depth.

Dual Tires: no gap between wheels, no foreign objects between tires.

Valve stem: is not damaged, securely mounted, and has a metal cap.

Lug Nuts: not cracked, broken, or missing and not loose (look for rust trails or shiny threads).

Hub Seal: cannot be leaking, cracked, or broken; oil level is adequate.

Mud Flap: support is securely mounted to truck, mud flap is not damaged.

Rear of Truck.

Lift Gate (optional): securely mounted, not broken or bent.

Door: not damaged and securely mounted.

Roll Latch: not cracked or broken and securely mounted.

Door Seal: securely mounted, no splits or cuts.

Lights/Reflectors: proper color and not cracked, broken, or dirty.

DOT Tape: must be present and securely mounted; not dirty and covers 100% of rear of vehicle.

External Light Check

Front of Truck.

Clearance, headlights, high beams, left turn, right turn, 4-way flashers.

Left Side of Truck.

Clearance, left turn, 4-way flashers.

Back of Truck.

Clearance, brake lights, tail lights, left turn, right turn, 4-way flashers.

Right Side of Truck.

Clearance, right turn, 4-way flashers.

In-Cab Inspection with Brake Check

3

Safety Items (5).

Fire extinguisher: properly charged and rated, securely mounted.

Triangles: must have 3, not broken or cracked, securely mounted.

Fuses: check for spare fuses. If vehicle does not use fuses, mention to tester.

Seat belt: securely mounted, latches and unlatches, adjusts properly, not cut or frayed.

Horn(s): ensure horn(s) work properly.

Key on, engine off.

In-Cab Items (5).

Mirrors: clean, not cracked, properly adjusted no illegal stickers.

Windshield: securely mounted, not broken, no illegal stickers.

Wipers: arms and blades are securely mounted and have no damage. Wiper fluid must work properly.

Heater/defroster: ensure that both work properly.

Dashboard indicator lights: left turn, right turn, 4-way flashers, high beams.

Safe Start.

Parking brake is set, transmission in neutral, and clutch depressed. Start engine and look for ABS light to come on then go off.

Gauges (5).

Oil gauge: the gauge is working, rising to proper operating range, no warning lights.

Temperature gauge: the gauge is working, rising to proper operating range, no warning lights.

Ammeter/voltmeter: the gauge is working, rising to proper operating range, no warning lights.

Air gauges (2): air is building to proper range and no warning lights.

Brake Check (5).

Parking Brake test: release trailer brake, put truck in low gear, tug against parking brake.

Service Brake (brake pedal): release parking and trailer brakes, roll forward to 5mph; stop with hands lightly on steering wheel, ensure truck does not pull to right or left. **Do not set the brakes, leave truck in gear. Engine off, key on.**

Applied test (leaks): depress brake pedal and hold for 1 minute. Cannot lose more than 3psi.

Fanning test (low air warning): fan the brake pedal. At 60psi, the emergency light and buzzer should come on. Continue fanning. Brake valves should pop out between 40-20psi. Watch the valves, not the gauges.

Air compressor test: start the truck. Fast idle the engine until air pressure reaches 85psi. Stop fast-idling and verify that the air pressure rises from 85 to 100psi in 45 seconds or less. Fast idle to 120-125psi and verify the governor cut out (Pshhh!).

