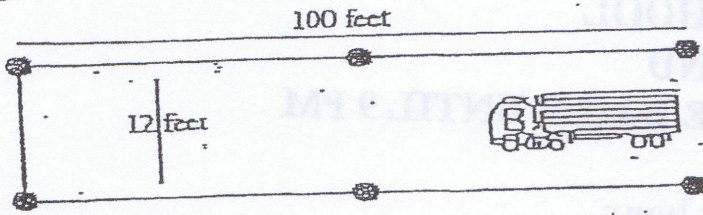


CDL SKILLS TESTS

1

FORWARD STOP and STRAIGHT LINE BACKING



FORWARD STOP:

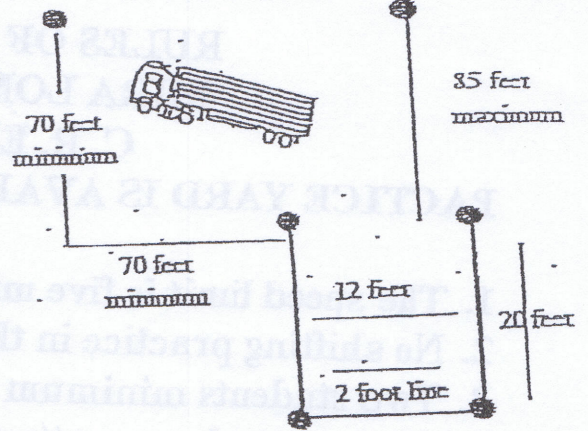
Drive through the alley without going over the boundary lines or hitting a cone and stop with your front bumper as close as possible to the line at the end of the alley without going past it. You may stop only once. Once you have stopped do not pull ahead. Do not lean out of the window or open the door to see better. I will signal you when to move forward. When you finish, set your parking brake and tap your horn. Do you have any questions?

STRAIGHT-LINE BACKING

Drive straight forward until I signal you to stop. I will then signal you to back down the alley. Keep your vehicle within the 12 foot lane outlined by the cones. Do not touch any cone. Stop once your rear bumper has cleared the last set of cones at the end of the alley. When you finish, set your parking brake and tap your horn. Do you have any questions?

2

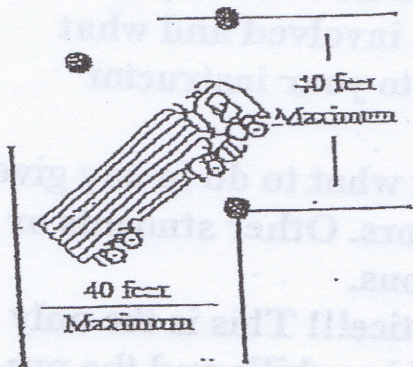
ALLEY DOCK



Drive past the entrance to the alley and set yourself up so that your vehicle is positioned on the left side of the cone (point to reference cone). Stop and then back into the dock. Keep the vehicle within the alley dock outlined by the cones and do not touch any cone. You may pull forward to correct the vehicle, however, you can not pull forward past the cone positioned 85 feet in front of the alley dock opening (point to the boundary cone). Try to get as close as possible to the back of the alley without going past the markers. When I wave you forward you may begin. When you finish, set your parking brake and tap your horn. Do you have any questions?

3

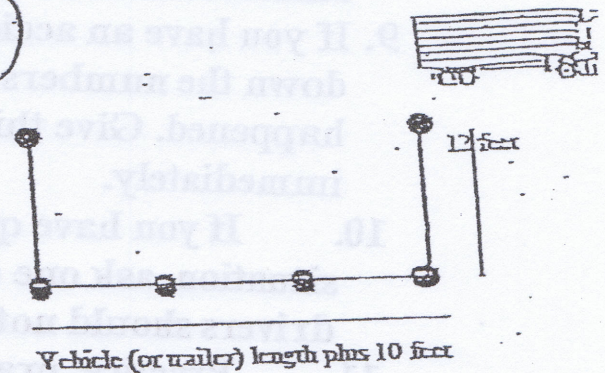
MEASURED RIGHT TURN



Drive slowly forward and make a right turn around that cone. Bring the rear wheels of the vehicle (or trailer) as close as possible to the base of the cone without hitting it. I will walk up to the cone. When I wave you forward, you may begin. When you finish, set your parking brake and tap your horn. Do you have any questions?

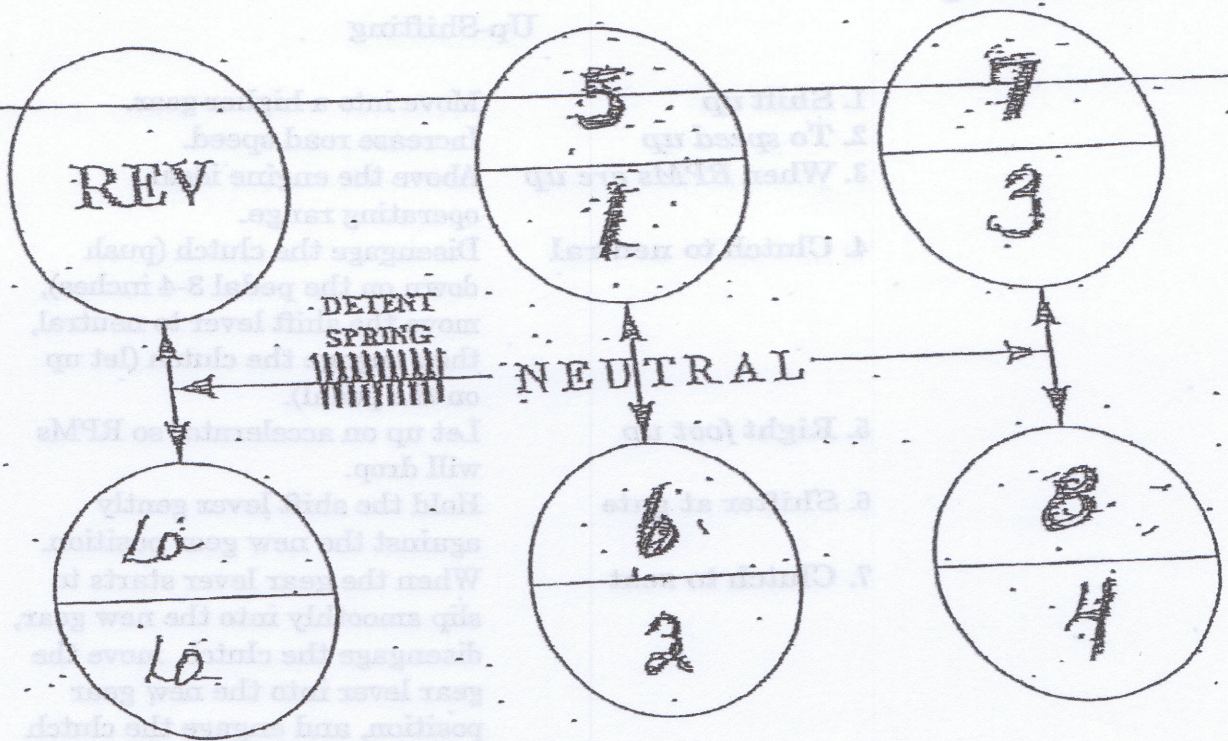
4

PARALLEL PARKING



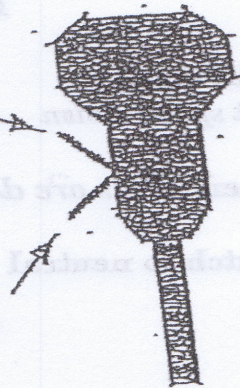
Drive by the parallel parking space, stop, then back into it. Get the vehicle (for Class A, only the trailer) completely in the space without hitting a cone or going over the boundary lines. When I wave you forward you may begin. When you finish parking, set your parking brake and tap your horn. Do you have any questions?

SHIFT PATTERN - 9 SPEED



HI-SIDE
(BUTTON UP)

LO-SIDE
(BUTTON DOWN)



PRE-SELECT

JUST BEFORE SHIFTING TO NEUTRAL

Note: Transmission will only change ranges when passing through neutral.
Use only the LO-SIDE of transmission when in reverse.

Shifting

Simple Steps for Shifting Shifting can be summarized into 7 simplified steps.

Up-Shifting

1. Shift up
2. To speed up
3. When RPMs are up
4. Clutch to neutral
5. Right foot up
6. Shifter at gate
7. Clutch to seat

Move into a higher gear.
Increase road speed.
Above the engine ideal operating range.
Disengage the clutch (push down on the pedal 3-4 inches), move the shift lever to neutral, then engage the clutch (let up on the pedal).
Let up on accelerator so RPMs will drop.
Hold the shift lever gently against the new gear position.
When the gear lever starts to slip smoothly into the new gear, disengage the clutch, move the gear lever into the new gear position, and engage the clutch to complete the shift.


Downshifting

1. Shift down
2. Get speed down
3. When RPMs are down
4. Clutch to neutral
5. Right foot down
6. Shifter at gate
7. Clutch to seat

To move into a lower gear...
Use brakes to slow vehicle down and decrease RPMs.
Below the engine ideal operating range.
Disengage the clutch (push down on the pedal 3-4 inches), move the shift lever to neutral, then engage the clutch (let up on the pedal).
Push down on accelerator so RPMs will rise.
Hold the shift lever gently against the new gear position.
When the gear lever starts



The following table shows Premier Truck Driving School's policy in these different situations. But, if you cannot remember the specific exception, always take the ramp or curve at the slower speed.

Premier Truck Driving School Policy			
DRIVEN	Ramp or curve speed is posted	Ramp or curve speed is not	
Curved ramps and where the end of the ramp cannot be seen	Half the posted ramp speed	NO MORE THAN Half the posted highway speed	SLOWER THAN THE POSTED SPEED
Straight ramps where the end of the ramp can be seen from the beginning	10 MPH below posted ramp speed	10 MPH below posted highway speed	SLOWER THAN THE POSTED SPEED
Tight curves	Half the posted curve speed		Half the posted highway speed

In most states, the ramp speed limit signs are posted at the beginning of the *curve* on the ramp. This is helpful in that it lets you know when you have to be down to half the posted speed on those ramps. In these states, you will sometimes find ramp speeds posted at the beginning of the ramp and that would mean that the ramp starts with a curve and you need to be slowed before entering the ramp.

The only exception to this is in states where the ramp speed is always posted at the beginning of the ramp regardless of where the curve starts. Make sure you are aware of where ramp speeds are posted in the states you drive through.

Truck stops and Parking lots

- ❖ Most accidents that happen are slow speed accidents
 - ❖ They occur in truck stops and parking lots.
 - ❖ Many are DOT accidents.
 - ❖ Following the standards will reduce these accidents.
1. Slow down get in proper gear.
 2. Always idle and cover the brake.
 3. Set up early.
 4. Utilize all the available space.
 5. Be aware of trailer over swing.
 6. Stop before the truck enters the space.
 7. Stop again as the trailer enter the space.
 8. Stop at the midway point of the trailer.
 9. When you are pulling forward look back.
 10. Align the tandems and reference before turning.

RED IDENTIFICATION LAMP

RED SIDE MARKER SIDE REAR

TREAD FRONT 4/32" REAR 2/32"

SIDEWALL

VALVE STEM

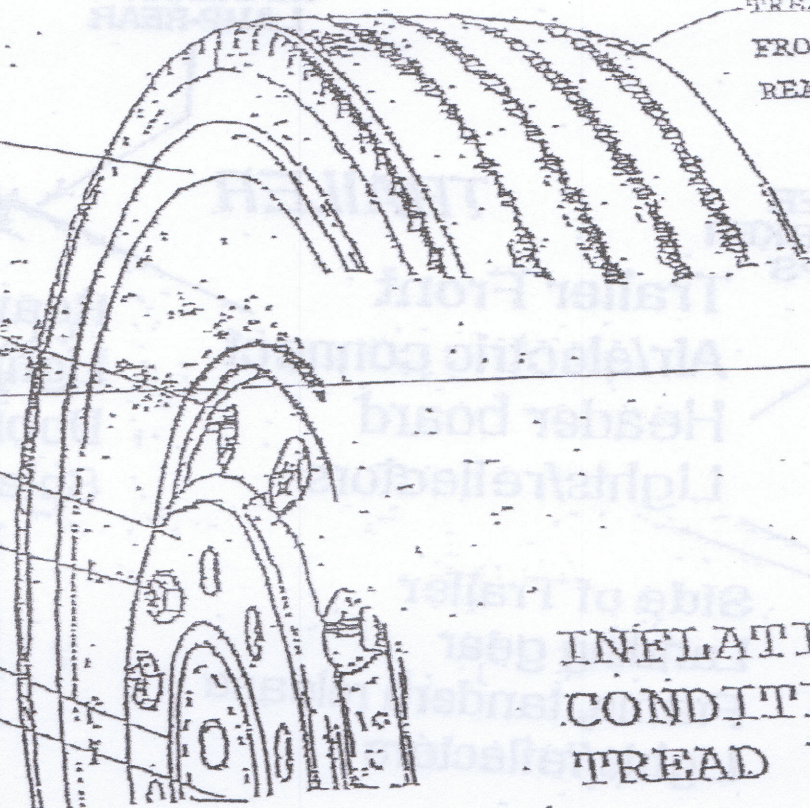
INFLATION

RIM

LUG NUTS

SEAL

HUB OIL



INFLATION
CONDITION
TREAD DEPTH

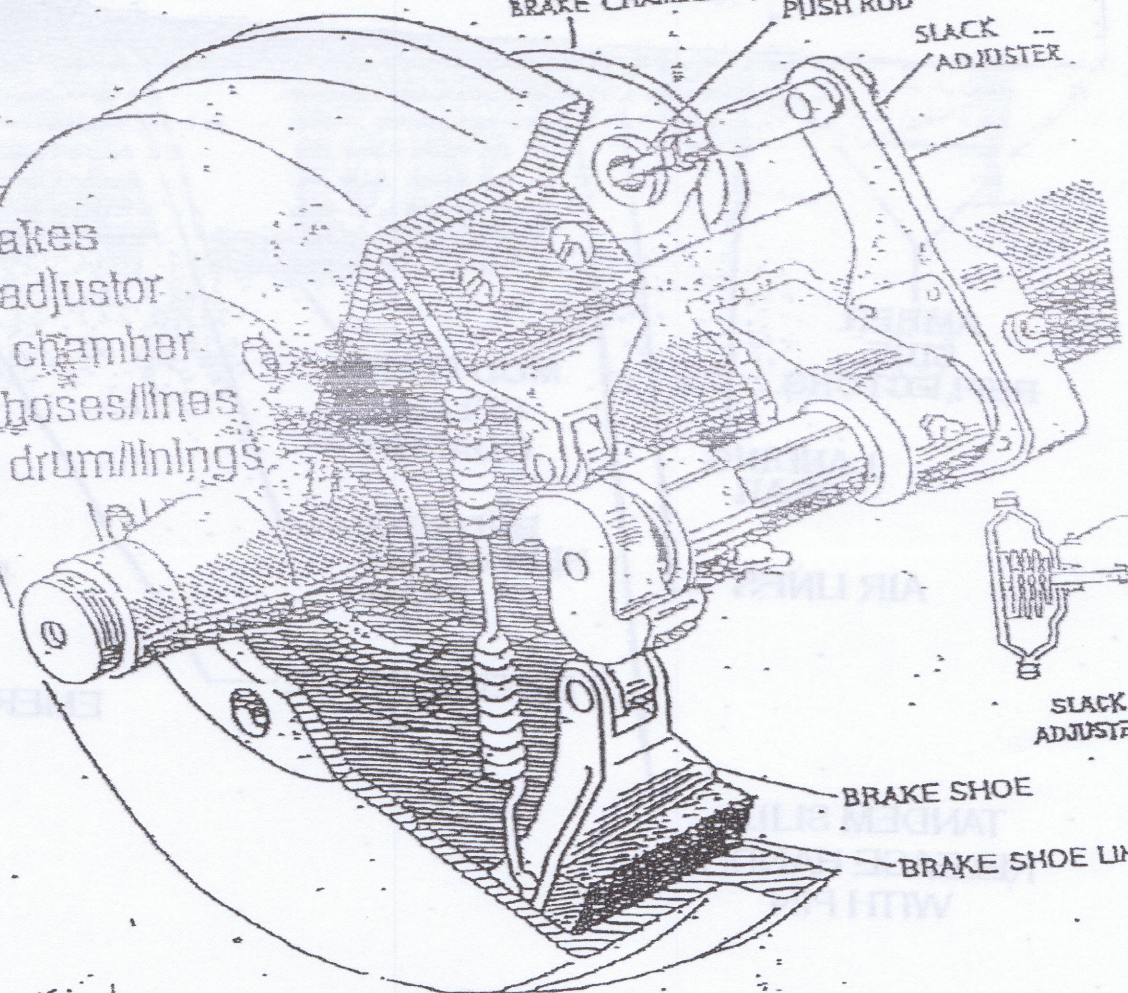
BRAKE DRUM

BRAKE CHAMBER

PUSH ROD

SLACK ADJUSTER

Brakes
*Slack adjuster
*Brake chamber
Brake hoses/lines
Brake drum/linings



BRAKE SHOE

BRAKE SHOE LINI

SLACK ADJUSTER

RED
SIDE MARKER
LAMP-REAR

RED
IDENTIFICATION
LAMPS

TRAILER

AMBER
SIDE MARKER
LAMPS

Trailer Front
Air/electric connect
Header board
Lights/reflectors

Rear of Trailer
Lights/reflectors
Doors
Splash guards

Side of Trailer
Landing gear
Frame, tandem release
Lights/reflectors

AMBER
SIDE
REFLECTORS

LANDING
GEAR

AIR LINES

MUD FLAPS
SPLASH
GUARDS

RED SIDE
REFLECTOR
REAR

LICENSE PLATE
LAMP

DOT BAR

RED TAIL & STOP
LAMPS

EMERGENCY & TURN
SIGNALS

TANDEM SLIDE
RELEASE HANDLE
WITH PIN

RED
REFLECTOR

Front of Vehicle

Steering box/hoses
Steering linkage

Frame

Steering Gear
Box

Steering Shaft

U-Joint

Power steering
pump - GEAR

Pitman Arm

DRAG LINK

BALL JOINT

check the fluid level

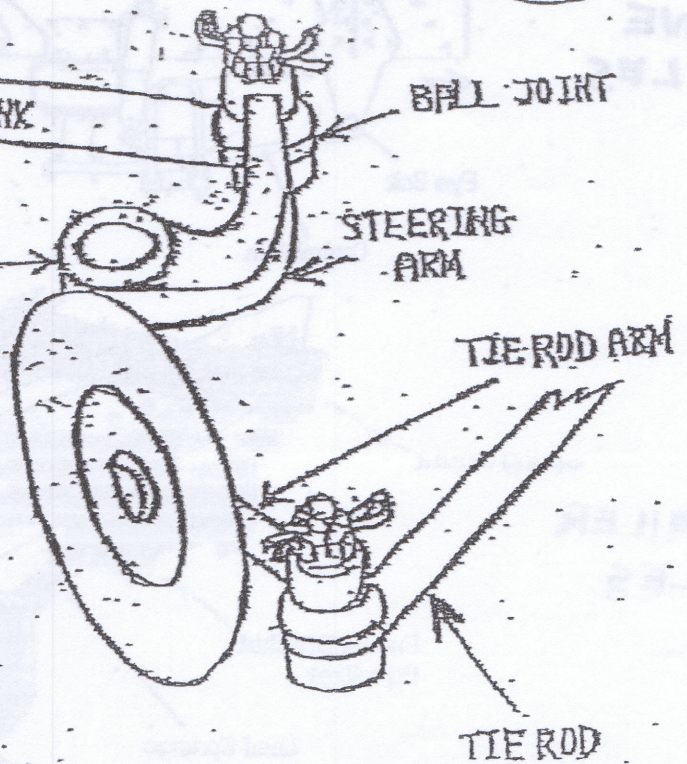
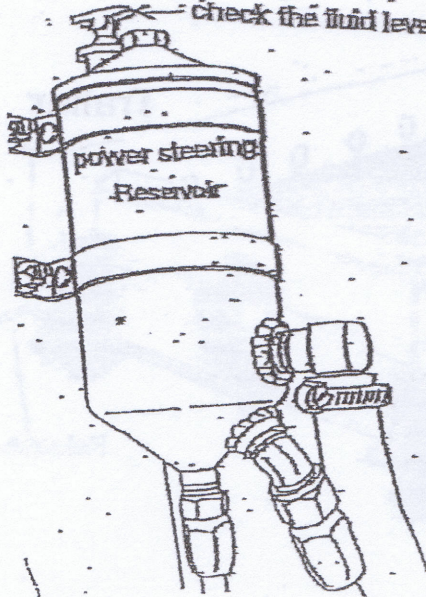
STEERING
KNUCKLE

STEERING
ARM

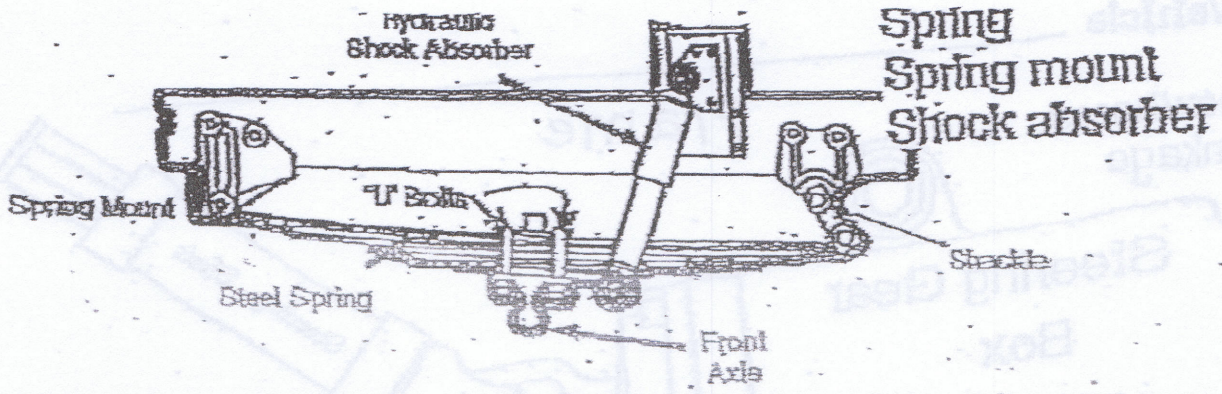
TIE ROD ARM

power steering
Reservoir

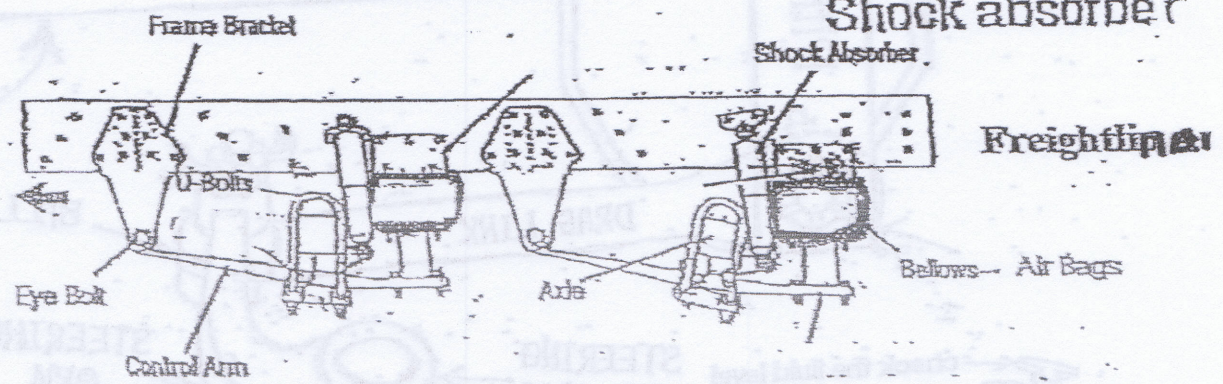
TIE ROD



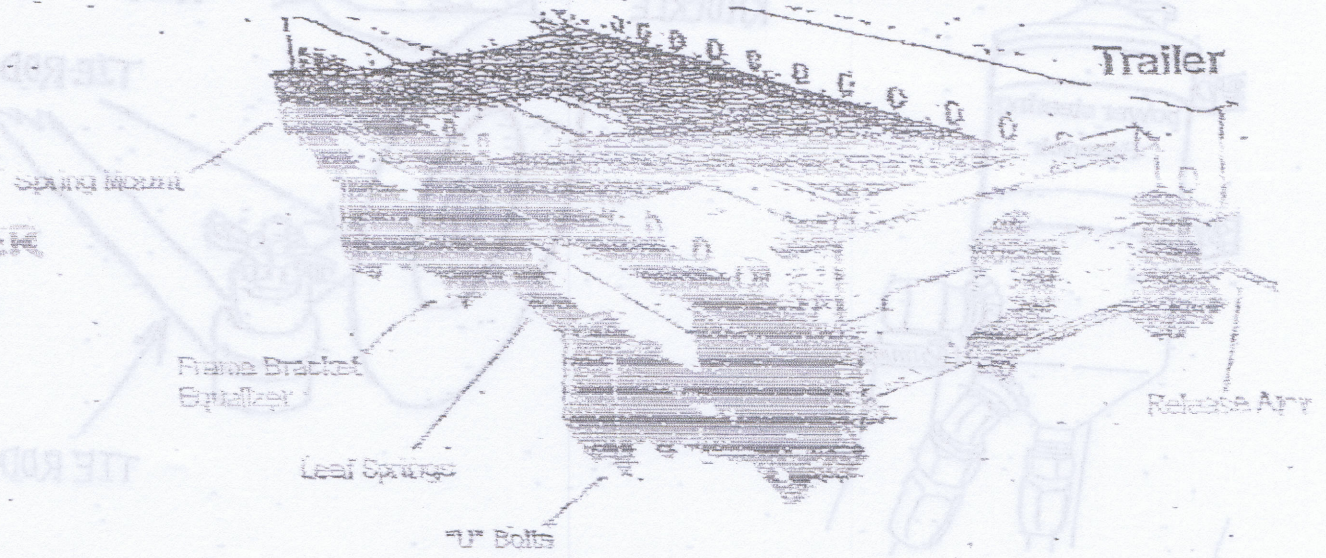
STEERING AXLE

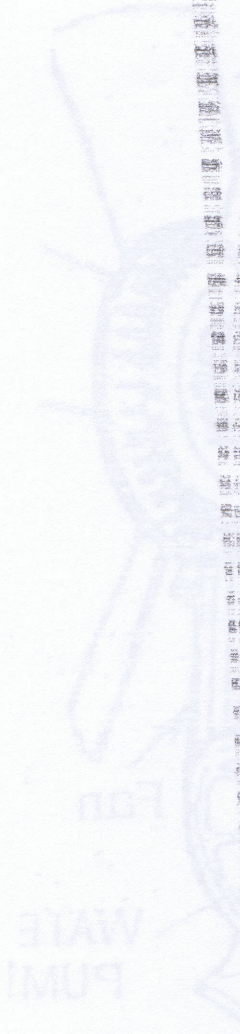
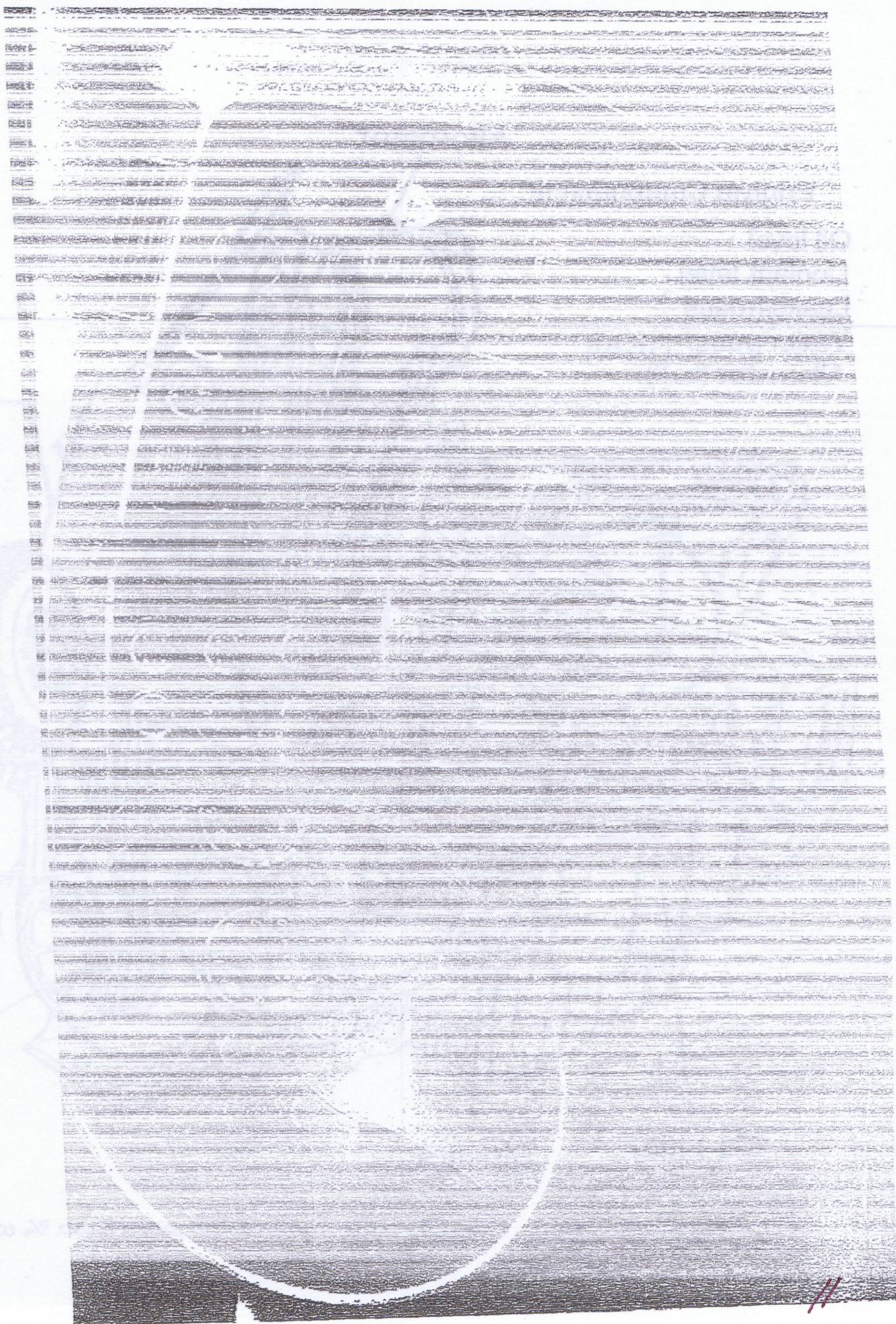


DRIVE AXLES



TRAILER AXLES





17

11

Alternator

Engine Compartment

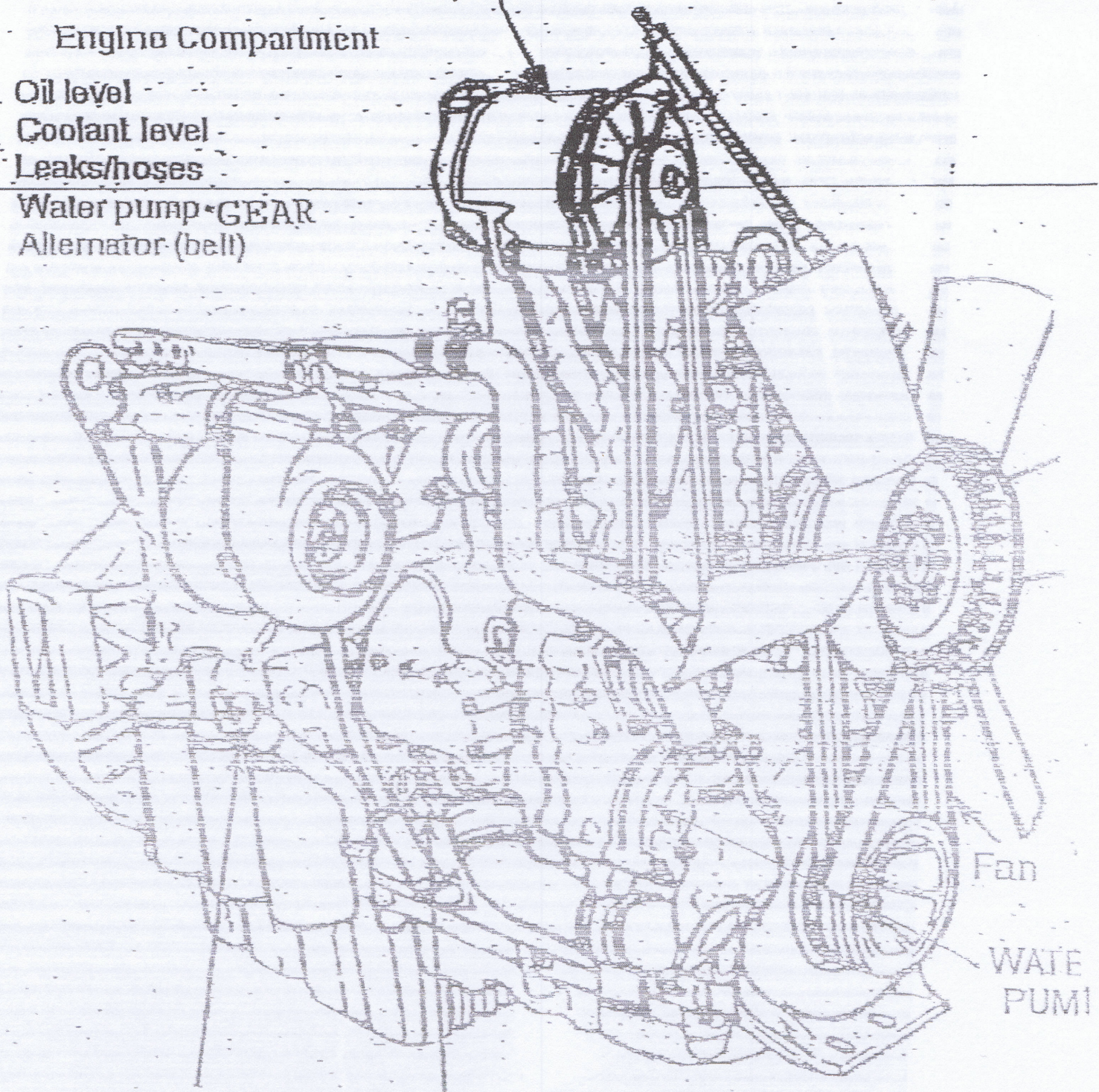
Oil level

Coolant level

Leaks/hoses

Water pump • GEAR

Alternator (belt)



Oil Filler

Dipstick

Fan

WATER PUMP

Belts are not broken, cracked, worn, and have no more than $\frac{3}{4}$ of an inch play in either direction.

PRE-TRIP PRACTICE

ENGINE COMPARTMENT

- HOSES/ LEAKS
- OIL LEVEL
- COOLANT LEVEL
- WATER PUMP (GEAR DRIVEN)
- POWER STEERING FLUID LEVEL
- AIR COMPRESSOR (GEAR DRIVEN)
- ALTERNATOR
- ALTERNATOR BELT 3/4"

*STEERING *

- STEERING BOX & HOSES
- PITMAN ARM
- DRAG LINK
- TIE RODS
- JOINTS/BOLTS
- CASTLE NUT/COTTER PINS

FRONT SUSPENSION

- FRAME
- SPRING MOUNTS
- U-BOLTS
- LEAF SPRINGS
- SHOCK ABSORBERS

FRONT BRAKE SYSTEM

- BRAKE HOSE
- BRAKE CHAMBER
- SLACK ADJUSTOR 1"
- BRAKE SHOES/LINNINGS
- BRAKE DRUM

FRONT TIRES AND WHEELS

- TIRE INFLATION
- TIRE CONDITION
- TREAD DEPTH 4/32"
- WHEELS NOT CRACKED OR DENTED
- LUG NUTS
- TIGHT /NOT MISSING
- NO RUST TRAILS
- HUB OIL SEAL/LEAKS

INDICATOR LIGHTS

- LEFT, RIGHT, 4 WAY, HIGH BEAMS

OUTSIDE LIGHTS FRONT, SIDE, BACK OF TRUCK SIDE & BACK OF TRAILER

AMBER ON FRONT AND SIDES - RED TO THE REAR

CAB

- TRUCK DOOR
- MIRRORS

DRIVER AREA

- FUEL TANK SECURED
- FUEL CAP
- TANK NOT LEAKING
- DRIVE LINE/SHAFT
- BATTERY/BOX
- EXHAUST
- CATWALK
- AIR & ELECTRIC LINES

TRUCK SUSPENSION

- FRAME
- SPRING MOUNTS
- U-BOLTS
- LEAF SPRINGS
- SHOCK ABSORBERS
- AIR BAGS/BELLOWS
- TORQUE ARM

TRUCK BRAKE SYSTEM

- BRAKE HOSE
- BRAKE CHAMBER
- SLACK ADJUSTOR 2"
- BRAKE SHOES/LINNINGS
- BRAKE DRUM

TIRES AND WHEELS

- TIRE INFLATION
- TIRE CONDITION
- TREAD DEPTH 2/32"
- WHEELS NOT CRACKED OR DENTED
- SPACERS/SPACE LUG NUTS
- TIGHT /NOT MISSING
- NO RUST TRAILS
- HUB OIL SEAL/LEAKS
- MUD FLAP

COUPLING

- MOUNTING BOLTS
- PLATFORM
- FIFTH WHEEL PLATE
- LOCKING JAW
- RELEASE ARM
- KINGPIN/APRON/GAP
- SLIDER PINS
- SLIDER AIR LINE

- *FRONT OF TRAIL*
- HEADER BOARD
- AIR & ELECTRIC CONNECTORS

- *SIDE OF TRAIL*
- LANDING GEAR

TRAILER SUSPENSION

- FRAME
- TANDEM RELEASE
- SPRING MOUNTS
- LEAF SPRINGS
- U-BOLTS
- TORQUE ARM

TRAILER BRAKES

- BRAKE HOSE
- BRAKE CHAMBER
- SLACK ADJUSTOR 2"
- BRAKE SHOES/LINNINGS
- BRAKE DRUM

TRAILER TIRES & WHEELS

- TIRE INFLATION
- TIRE CONDITION
- TREAD DEPTH 2/32"
- WHEELS NOT CRACKED OR DENTED
- SPACERS/SPACE LUG NUTS
- TIGHT /NOT MISSING
- NO RUST TRAILS
- HUB OIL SEAL/LEAKS

REAR OF TRAILER

- MUD FLAP
- DOORS, LATCHES, TIES

IN CAB

- SAFE START
- WINDSHIELD/MIRRORS
- HEATER/DEFROSTER
- WIPERS/WASHERS
- COOLANT TEMP
- OIL PRESSURE
- VOLTMETER
- AIR GAUGES (PRIM-SEC)
- STEERING PLAY
- HORNS
- PARK BRAKE TEST
- "C.O.L.A."
- SEAT BELT
- FIRE EXTINGUISHER
- TRIANGLES
- FUSES

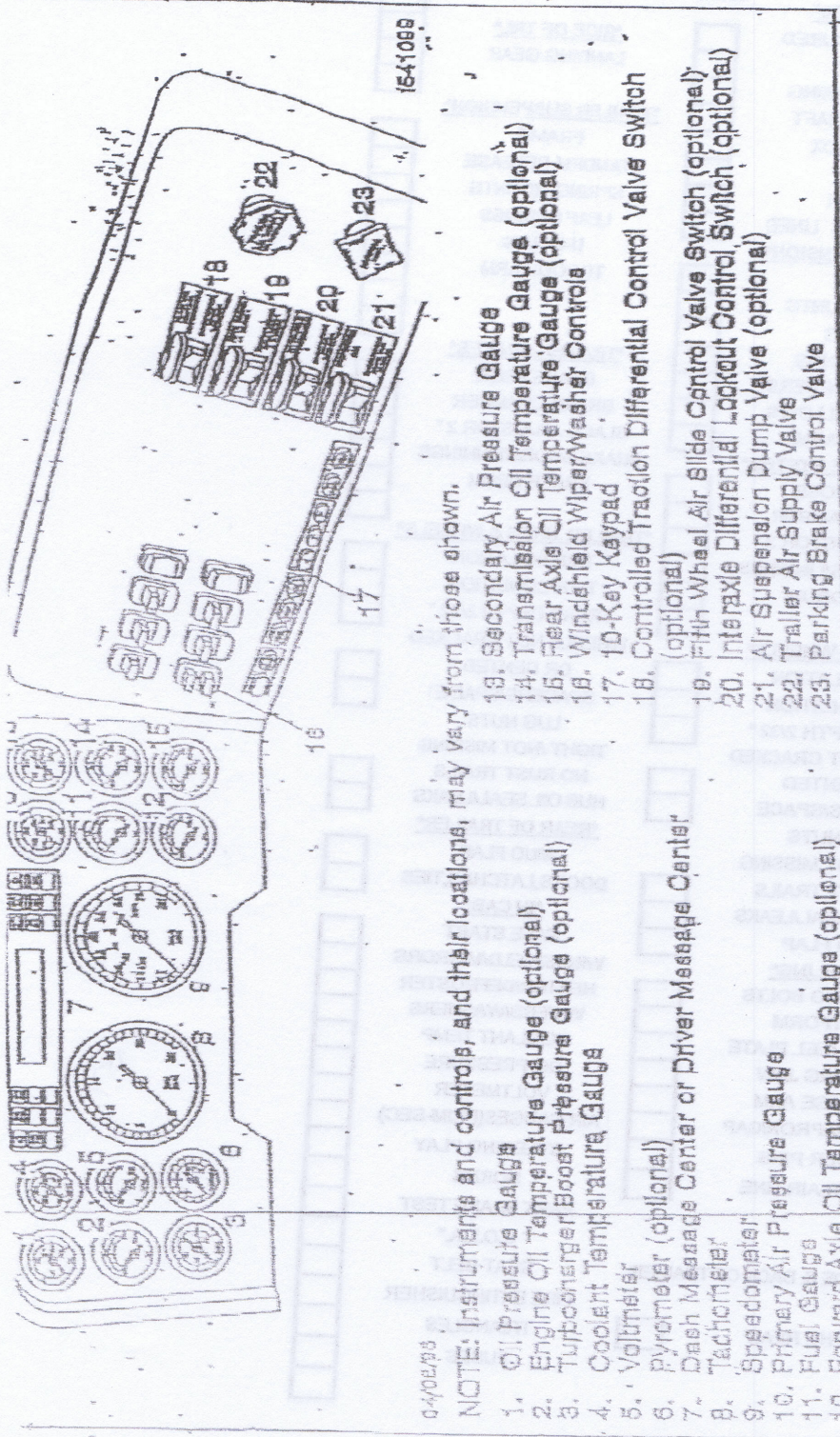
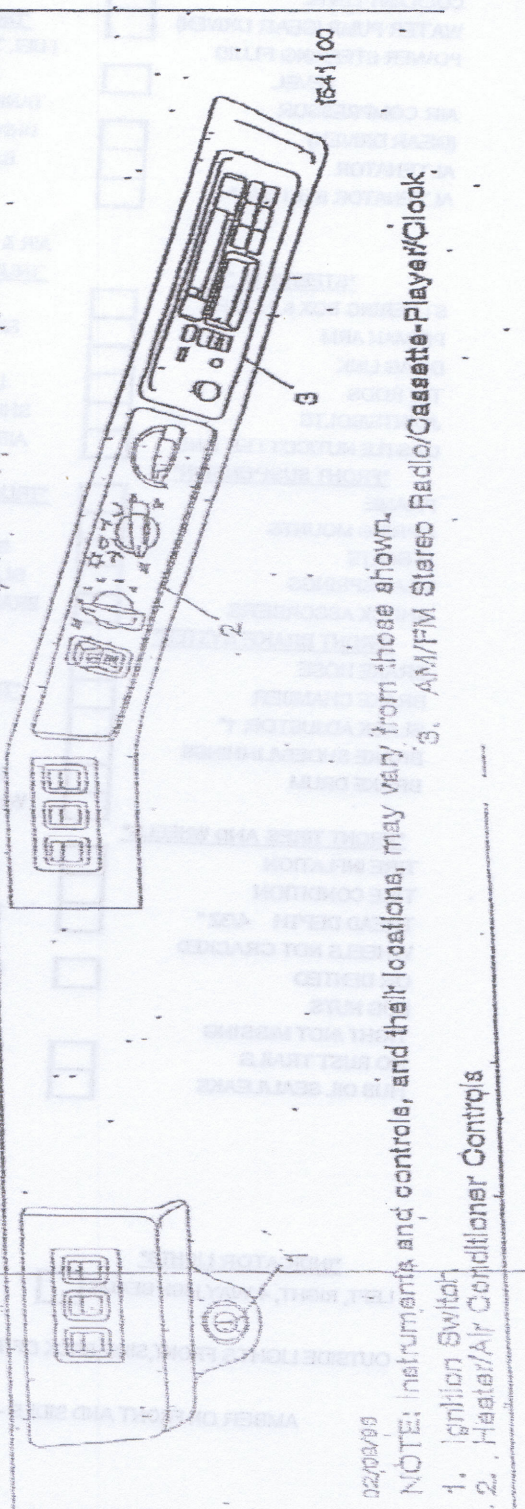


Fig. 2.1, Instrument and Control Panel Layout (upper LH-DR dash shown)



**** NOTE ****

After inspecting axle #2 COMPLETELY, tell the examiner you would check axle #3 the same as you checked axle #2. May I continue?

REAR OF TRACTOR: LIGHTS/REFLECTORS working, not broken, cracked or missing. Red to the rear.

SPLASH GUARDS: securely mounted, not ripped, torn or missing.

SIDE OF TRAILER: No damage. All lights/ reflectors, working, not broken, cracked or missing. Amber to the front, red to the rear.

LANDING GEAR: Entire frame not broken, cracked or damaged. Handle in stowed position, fully raised. All trailer cross-members securely mounted, none missing.

TRAILER/SLIDING TANDEM AXLES:

****NOTE****

Tell the examiner you would check tandem axles the same as you checked the drive axles (note the 3 differences) spring mount (welded not bolted), equalizer (not broken securely mounted) and oil seal (not leaking, filled to proper level).

SLIDING TANDEMS: Release arm in locked position and locking pins in locked position. Frame not broken or cracked, securely mounted.

SPLASH GAURDS: securely mounted, not ripped tom or missing.

DOOR TIE: not broken, cracked, and securely mounted.

REAR OF TRAILER:

LIGHTS/REFLECTORS: working, not cracked broken or missing. Red to the rear.

DOORS: check doors and door hinges. They are not damaged and open and close properly.

PASSENGER SIDE: CHECK THE SAME AS DRIVER SIDE.

Revised 1/26/2010.

12-11

FRONT WHEELS:

RIM: (both sides) not broken or cracked. No welds or hammer marks.

TIRE: (Both sides and tread) No abrasions, bubbles or cuts. 4/32 of an inch minimum tread at its most worn parts. Evenly worn tread pattern. No recaps. Check inflation to proper level. Valve stem in good condition. No leaks.

LUG NUTS: Not broken, cracked or missing. No rust or ovaling (signs of looseness).

OIL SEAL: Not broken, cracked or leaking. Proper fluid level. Rubber cap in good condition. No leaks.

DOOR: (open/close). Hinges and door seal in good condition. Mirror brackets. Not broken, cracked. Securely mounted.

FUEL TANK: Straps not broken or cracked. Securely mounted. Fuel cap tight with t- bar, chain and rubber seal. Cross over line has good connection at both ends, no visible leaks.

HEADERBOARD: No damage. All lights/ reflectors in place, not broken, cracked or missing.

TRAILER AIR AND ELECTRICAL LINES: No abrasions, bubbles or cuts. Not cut, frayed or dragging. Securely attached to the trailer. Glad hands have good rubber seals, no leaks.

CATWALK: Not broken or cracked. Free of debris. Securely mounted.

BATTERY BOX: Lid secure. No acid leaking.

DRIVESHAFT: Not cracked or broken. U- joints not cracked or broken. Securely mounted.

5th WHEEL: APRON/KINGPIN not bent, broken or cracked. No GAP between apron and platform. PLATFORM not broken or

cracked has ample grease. **RELEASE ARM** in locked position, not broken or cracked. **ALL MOUNTING BOLTS** securely mounted. **LOCKING PINS** in locked position. **AIR LINE** no abrasions, bubbles or cuts, not leaking. Securely mounted. **LOCKING JAWS** in locked position, not broken, cracked.

REAR SUSPENSION:

TORQUE ARM: not cracked, broken or bent. Securely mounted.

SPRING MOUNT: not cracked or broken. Securely mounted.

SPRING:(control arm) not cracked broken or missing. Securely mounted.

AIR BAG: no abrasions, bubbles or cuts. Securely mounted not leaking.

SHOCK ABSORBER: Securely mounted, not cracked, broken or leaking.

REAR BRAKES:

AIRLINE: No abrasions, bubbles, or cuts. Not leaking.

AIRBRAKE CHAMBER: Airbrake chamber not broken, cracked or leaking. Securely mounted.

SLACK ADJUSTER: Not broken, cracked, securely mounted. Has proper adjustment of less than 1-inch travel.

BRAKE DRUM: Not broken or cracked. Oil seal in place and is not leaking.

BRAKESHOES: Not broken, cracked or separated. Lining no less than $\frac{1}{4}$ of an inch at thinnest point.

REAR WHEELS:

RIMS: (both sides, both wheels) not broken or cracked. No welds or hammer marks. Rims are bolted flat against each other with no debris between the duals.

TIRES: (Both sides and treads) No abrasions, bubbles or cuts. $\frac{2}{32}$ of an inch minimum tread at its most worn parts. Evenly worn tread pattern. Can be recaps. Check inflation to proper level. Valve stem in good condition. No leaks.

PRETRIP: WALK AROUND INSPECTION

Remember this is a knowledge test: point to and identify each item you are checking and tell the examiner what you are checking the item for.

FRONT OF TRUCK:

No fluid leaks under truck.

ALL LIGHTS: Working- not broken, cracked or missing. Red to the rear, amber everywhere else. Headlights working high/ low beams.

RAISE HOOD:

PASSENGER SIDE ENGINE COMPARTMENT:

ALTERNATOR: (Belt driven) Belt not broken, cracked or frayed. No more than $\frac{3}{4}$ inch play in belt. Wires not cracked frayed or dragging. Alternator is securely mounted.

WATER PUMP: (Gear Driven) Not broken, cracked or leaking. Securely mounted.

ENTIRE EXHAUST SYSTEM: Not broken, cracked or leaking. Securely mounted. No black soot, which would be signs of a leak.

DRIVERS SIDE ENGINE COMPARTMENT:

COOLANT RESERVOIR: not broken, cracked or leaking. Securely mounted. Check coolant for proper level.

LEAKS/HOSES: All hoses and airlines no abrasions, bubbles or cuts. No EXCESSIVE leaks. Wires not cut, frayed or dragging. No EXCESSIVE leaks on side of engine.

ENGINE OIL: (VERBALIZE) Pull stick/ wipe off/ reinsert/Pull and read oil level on stick, add 1 gallon at a time at filler if oil is needed.

AIR COMPRESSOR: (Gear Driven). Not broken, cracked or leaking. Securely mounted.

ALL STEERING COMPONETS: Not broken, cracked or bent. Castle nut and cotter pin at each connection. Securely mounted.

STEERING BOX: Securely mounted. Not broken, cracked or leaking. Hoses no abrasions, bubbles or cuts. Not leaking. Reservoir not broken, cracked or leaking. Securely mounted. Check fluid for proper level.

SPRING MOUNTS: Not broken or cracked. Securely mounted.

SPRINGS: Not broken, cracked or missing. Securely mounted.

FRAME: Not cracked or broken. No drill holes/ welds.

SHOCK ABSORBERS: Not broken, cracked or leaking. Securely mounted.

FRONT BRAKES:

AIRLINE: No abrasions, bubbles, or cuts. Not leaking.

AIRBRAKE CHAMBER: Airbrake chamber not broken, cracked or leaking. Securely mounted.

SLACK ADJUSTER: Not broken, cracked, securely mounted.

Has proper adjustment of less than 1-inch travel.

BRAKE DRUM: Not broken or cracked. Oil seal in place and is not leaking.

BRAKESHOES: Not broken, cracked or separated. Lining no less than 1/4 of an inch at thinnest point.

IN-CAB INSPECTION: Start engine so that you can demonstrate gauges, lights, controls, etc.

LOCATE AND IDENTIFY:

MIRRORS: Not broken, cracked, clean, properly adjusted for drivers view.

WINDSHIELD: Not broken, cracked or pitted.

WIPERS: (Demonstrate working). Wiper arms and blades have proper tension, not cracked or frayed. Securely mounted.

OIL GAUGE: should rise in 3 to 5 seconds to 40 to 60 PSI.

WATER TEMPERATURE GAUGE: should rise as engine warms to reading of between 180 to 200 degrees.

VOLTAGE GAUGE: should read between 12 and 14 volts.

HEATER /DEFROSTER: (Demonstrate Both working)

STEERING WHEEL: Check for no more than 2 inches of free-play in a 20-inch steering wheel.

CITY HORN / AIR HORN:(Demonstrate Both working)

SIGNALS: Left turn/ right turn/ 4 ways/ high beam (Demonstrate All working)

EMERGENCY EQUIPMENT: F-E-T: Would check for a Fire extinguisher fully charged, current tag, pin in place. 3 reflective triangles not broken or cracked in working order and extra fuses.

PRE-TRIP INSPECTION

Remember to check All Items Everywhere that they appear on the truck!!

All Rubber Parts

No- Abrasions

Bubbles

Cuts

All Metal Parts

Not- Cracked or

Broken

Securely mounted

Wires

Not Cut, Frayed or Dragging

Containers- Anything that holds AIR,
WATER, OIL OR DIESEL- No LEAKS.

Lights/reflectors Identify color, not cracked or broken and should be working

Tires

I - Inflation (manufacturer specification) Check with commercial Tire gauge.

C - Condition (see ABC's)

D - Depth (4/32 for a steer tire and 2/32 elsewhere)

Rims

Not- Cracked

Bent

Broken

Brakes

Air hoses/lines (See ABC's)

Brake Chamber (See Metal Parts)

Slack Adjusters- $\frac{3}{4}$ inch travel

Lining- At least $\frac{1}{4}$ inch at Thinnest point

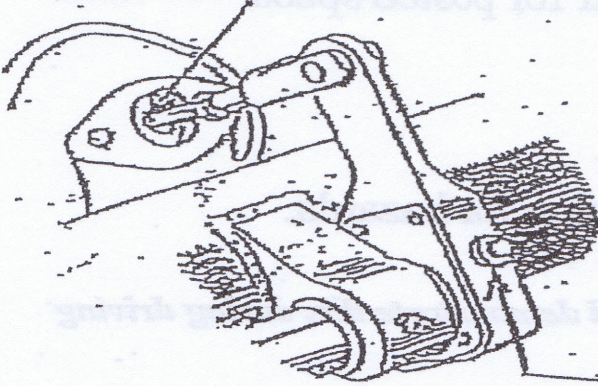
Brake Drum- (See Metal Parts) no Grease/Oil

BRAKE CHECK (MEASUREMENT)

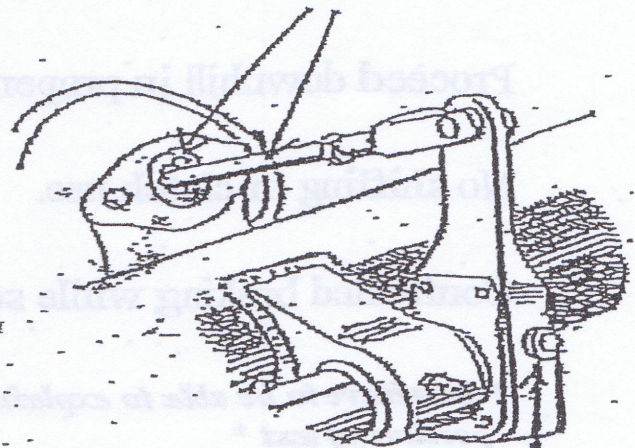
Park on level ground. Chock wheels, put in 1st gear. Shut engine and release clutch. Release all brakes (push both valves in). Mark all push rods (with chalk, etc.) at point where they go in brake canister. Apply brakes (pull both valves). Measure from chalk mark to brake canister. Less than two inches.

WITH BRAKES RELEASED

MARK THE PUSH ROD



WITH BRAKES APPLIED
MEASURE THE TRAVEL



ADJUSTING NUT

BRAKE CHECK (MEASUREMENT)

Park on level ground. Chock wheels, put in 1st gear. Shut engine off and release clutch. Release all brakes. (Push both valves in), Mark all push rods (with chalk, etc.) at point where they go into brake canister. Apply brakes (pull both valves). Measure from chalk mark to brake canister. Less than two inches.

PARKING ON HILLS

1. How to Park on Uphill: Turn wheels to left within 18° of curb, roll until you touch tire to curb. Set brakes and place in neutral.
2. How to Park downhill: Turn wheels to right within 18° of curb. Roll until you touch tire to curb. Set brakes and place in neutral.

* DOWNHILL PROCEDURE *

Stop at brake check or other safe area and check brakes.

Proceed downhill in proper gear for posted speed.

No shifting or clutch use.

Controlled braking while scanning for hazards.

** You have to be able to explain and demonstrate this during driving portion of test **

CA. AIR BRAKES SYSTEM CHECK

FASTEN YOUR SEATBELT FIRST

GOVERNOR CUT OUT TEST

1. If air system is above 90 PSI, pump service brake. If it is below, begin test.
2. Start Engine.
3. Build air pressure to capacity.
4. Announce air pressure reading when needles stop rising on gauges.
5. The purpose of this test: governor cuts out no higher than 130 PSI.

GOVERNOR CUT IN TEST

1. Pump service brake once.
2. Bring RPM's up to 1000 for 10 seconds maximum.
3. Watch for needles to rise. If needles rise, announce pressure reading.
4. If needles do not rise, repeat steps 1-3.
5. The purpose of this test: governor cuts in no lower than 85 PSI.

APPLIED PRESSURE TEST

1. Air must be at capacity.
2. Put transmission in low gear.
3. Shut off engine, then release clutch.
4. Release both brake valves.
5. Press foot brake and hold (let needles stop moving). Announce pressure, hold for 60 seconds.
6. Announce primary and secondary air pressure gauge readings before releasing foot brake.
7. The purpose of this test: Truck can't lose more than 4PSI in 60 seconds.

LOW AIR WARNING TEST

1. Turn ignition to the on position. Do not start engine.
2. Pump foot brake until low air warning light and buzzer come on.
3. Announce exact air pressure on gauges.
4. The purpose of this test: Warning light and buzzer must come on between 75 and 55 PSI.
5. Set all brakes. Put transmission in neutral.

PARKING BRAKE TEST

1. Build air to capacity.
2. Put transmission in low gear.
3. Release both brake valves.
4. Idle forward 10-15 feet.
5. Push in the clutch and pull the Parking Brake valve (YELLOW).
6. The purpose of this test: The truck stops without hesitation.

UNDERSTANDING THE AIR BRAKES TEST

GOVERNOR CUT OUT- We are checking the governor to see that it cuts out before the maximum PSI (130). This is important because excessive air pressure can cause the airlines to rupture causing the spring brakes to lock the tires bringing the truck to an **UNCONTROLLED** stop.

GOVERNOR CUT IN- we are checking the governor to see that it starts pumping air back to the tank before the air pressure drops below the minimum air pressure allowed for it to cut in. We want to know exactly where it cuts in and that it is above the min. (85 PSI)

This test is important because if the air is allowed to get to low the spring brakes will come on and (once again) bring the truck to an **UNCONTROLLED** stop. (This is why the low air must come on between 55-75 PSI. The spring brakes lock completely at about 40 PSI) However the brake start to drag and overheat at about 75 PSI)

APPLIED AIR TEST- This test checks ALL the air tanks and lines for leaks. To personalize all the lines uses a lot of air. That's why the air is brought up capacity first. Then we are going to put air in the spring brake lines (this releases the brakes) before we turn a 80000 pound truck loose in the yard we are going to secure it by other means. This is the purpose for putting the truck in gear. If your foot is pushing the clutch then the truck can still move **OUT OF CONTROL**. Any dangerous maneuver can be grounds for a failure on the test. The test consists of filling all the air lines, getting a base reading then with all the air line full of air waiting 60 seconds and comparing those reading with the gauges 60 seconds later. To get an accurate first your foot must not move on the brake pedal from the first reading until after the second reading.

LOW AIR WARNING- This test is to be sure that before the spring brakes start to come on that we have adequate warning in bring the truck to a controlled stop. The lower of the two gauges is what we are concerned with. We should read both gauges but only be concerned with the lower reading being within the 55-75 range.

Remember you are actually doing these tests if the truck fails the test and you do not identify that fact then you have not properly administered the test. A mechanical failure does not count against you. Failure to identify it does!

PARKING BRAKE TEST

1. Build air to capacity.
2. Put transmission in low gear.
3. Release both brake valves.
4. Idle forward 10-15 feet.
5. Push in the clutch and pull the Parking Brake valve (YELLOW).
6. The purpose of this test: The truck stops without hesitation.