



**PEASLEE
TECH**



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.

Brake lights, taillights, left turn, right turn, 4-way flashers.

Right Side of Truck.

Clearance, right turn, 4-way flashers.





External Light Check

Front of Trailer.

Clearance lights.

Left Side of Trailer.

Clearance, left turn, 4-way flashers.

Back of Trailer.

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

Right Side of Trailer.

Clearance, right turn, 4-way flashers.





Connections

This inspection is between the cab and the trailer.

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. Say exactly the words as written below.

Air/Electric Lines.

- AT BOTH ENDS, THE AIR CONNECTIONS ARE PROPERLY ATTACHED AND NOT DAMAGED
- AT BOTH ENDS, THE ELECTRICAL LINE IS LOCKED IN PLACE WITH THE SAFETY LATCH. THE AIR AND ELECTRICAL LINES ARE NOT LEAKING, CUT, OR SPLIT. THEY ARE NOT TANGLED OR DRAGGING ON THE CATWALK
- THE SPRING TIE BACK IS IN PLACE AND HOLDING CONNECTION LINES OFF CATWALK



Connections

This inspection is under the front of the trailer.

Fifth Wheel Assembly.



- THE TRAILER APRON HAS NO CRACKS OR BREAKS AND IS NOT BENT
- THERE IS NO GAP BETWEEN THE APRON AND THE SKID PLATE. THE SKID PLATE IS PROPERLY GREASED.
- THE SKID PLATE IS SECURELY MOUNTED TO THE PLATFORM. IT IS NOT CRACKED OR BENT AND IS MISSING NO HARDWARE
- THE PLATFORM IS SECURELY MOUNTED TO THE FRAME AND HAS NO MISSING OR BROKEN BOLTS



Connections (continued)

This inspection is under the front of the trailer.

Fifth Wheel Assembly.



- THE RELEASE HANDLE IS IN AND THE SAFETY LATCH IS IN PLACE. THE HANDLE IS NOT DAMAGED
- THE SLIDING FIFTH WHEEL LOCKING PINS ARE IN PLACE AND NOT DAMAGED. THERE IS NO MISSING HARDWARE AND NO AIR LEAKS FROM THE HOSE, AIR ACCUATER IS NOT LEAKING AND LOCKING PINS ARE IN PLACE
- THE LOCKING JAWS ARE AROUND THE KINGPIN AND NEITHER ARE CRACKED OR DAMAGED
- PIVOT PIN AND COTTER PIN ARE IN PLACE AND NOT CRACKED OR DAMAGED



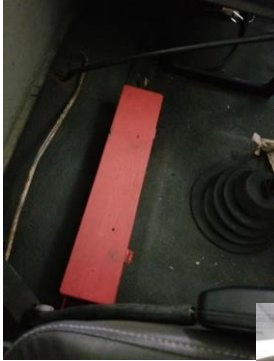


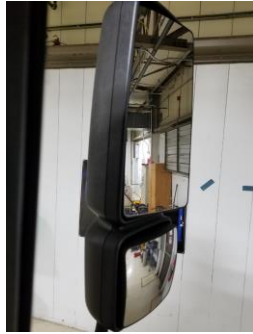
In-Cab Inspection with Brake Check

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. Say exactly the words as written below.

Safety Items (5).

- BEFORE ENTERING THE TRUCK, VERIFY THE FIRE EXTINGUISHER IS SECURELY MOUNTED. IT IS PROPERLY CHARGED AND RATED
- THE THREE TRIANGLES ARE SECURELY MOUNTED. THEY ARE NOT BROKEN OR CRACKED
- THE SPARE FUSES ARE PRESENT
- THE SEAT BELT IS SECURELY MOUNTED. THE BELT LATCHES AND UNLATCHES, ADJUSTS PROPERLY AND IS NOT CUT OR FRAYED
- THE AIR AND ELECTRIC HORNS WORK PROPERLY





In-Cab Inspection with Brake Check

KEY ON, ENGINE OFF

In-Cab Items (5).

- THE MIRRORS ARE CLEAN, NOT CRACKED, PROPERLY ADJUSTED AND THERE ARE NO ILLEGAL STICKERS
- THE WINDSHIELD IS SECURELY MOUNTED, NOT BROKEN AND THERE ARE NO ILLEGAL STICKERS
- THE WIPER ARMS AND BLADES ARE SECURELY MOUNTED AND HAVE NO CRACKS, LEAKS OR SPLITS. THE WIPER FLUID IS WORKING PROPERLY ON HIGH, LOW, AND FLUID
- THE HEATER AND DEFROSTER BOTH WORK PROPERLY
- THE DASHBOARD INDICATOR LIGHTS, LEFT AND RIGHT TURN SIGNALS, 4-WAY FLASHERS, AND HIGH BEAMS ARE WORKING PROPERLY





Safe Start

Parking brake is set, transmission in neutral, and clutch depressed. Look out both mirrors. Start engine and look for ABS light to come on then go off. Then say the following phrases

Gauges (5).

- THE OIL PRESSURE IS RISING TO AT LEAST 20 PSI AND THERE ARE NO WARNING LIGHTS
- THE TEMPERATURE GAUGE IS RISING AND NOT EXCEEDING 200 DEGREES
- THE AMMETER/VOLTMETER GAUGE IS WORKING RISING TO 12 TO 14 VOLTS AND THERE ARE NO WARNING LIGHTS
- THE AIR GAUGES ARE BUILDING TO 90 TO 120 PSI AND THERE ARE NO WARNING LIGHTS. IF PRESSURE GOES ABOVE 150 PSI, THE AIR CUT OUT IS STUCK





In-Cab Inspection with Brake Check

Brake Check (5).

IMPORTANT: explain each step in the brake check BEFORE performing the step.

Air compressor test:

- THE ENGINE HAS REACHED 120-140PSI AND THE GOVERNOR HAS CUT OUT (you'll hear air release after the cut out)

Note: Turn the engine off. Turn the key on for the last 3 steps. This simple step will save an automatic failure.





In-Cab Inspection with Brake Check

Brakes Applied Test:

- I WILL PUT THE TRUCK IN GEAR, TURN THE ENGINE OFF. THEN I WILL RELEASE THE CLUTCH AND TURN THE KEY ON. I WILL THEN RELEASE THE AIR VALVES AND PRESS THE BRAKE PEDAL DOWN AND HOLD IT. WHEN THE PRESSURE HAS STABILIZED, I WILL START THE TIMER. THE AIR GAUGES CANNOT LOSE MORE THAN 4PSI IN 1 MINUTE

AT THE END OF THE BRAKE TEST

- THE AIR PRESSURE DID NOT LOSE MORE THAN 4PSI IN 1 MINUTE

Low Air Warning:

- WITH THE ENGINE OFF, THE KEY ON, AND THE AIR VALVES PUSHED-IN, I WILL FAN THE BRAKE PEDAL UNTIL THE AIR GAUGE READS 60 PSI AT WHICH POINT THE LOW-AIR LIGHT AND BUZZER SHOULD COME ON



AT THE END OF THE LOW AIR WARNING TEST

- THE LOW AIR WARNING LIGHT AND BUZZER CAME ON AT 60PSI





In-Cab Inspection with Brake Check

EMERGENCY SPRING BRAKE (POP-OUT) TEST

- WITH THE ENGINE OFF, THE KEY ON, AND THE AIR VALVES ARE PUSHED-IN. IT WILL FAN THE BRAKES UNTIL THE AIR PRESSURE REACHES 40-20PSI, AT WHICH TIME THE BRAKE VALVES SHOULD POP OUT ON THEIR OWN

AFTER EMERGENCY SPRING BRAKE TEST

- THE EMERGENCY SPRING BRAKES POPPED OUT BETWEEN 40 AND 20PSI





In-Cab Inspection with Brake Check

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.

PARKING BRAKE TEST

- I WILL START THE TRUCK AND LET THE AIR PRESSURE BUILD TO A SAFE OPERATING LEVEL. I WILL THEN RELEASE THE TRAILER BRAKE AND TUG LIGHTLY AGAINST IT.

AFTER THE PARKING BRAKE TEST

- THE PARKING BRAKE TEST HAS BEEN PASSED





In-Cab Inspection with Brake Check

SERVICE BRAKE TEST

- I WILL RELEASE THE PARKING BRAKE BY PUSHING BOTH VALVES IN AND PULL FORWARD TO 5 MPH, DEPRESS THE CLUTCH AND BRAKE WHILE GRIPPING THE STEERING WHEEL TO CHECK IF THE VEHICLE PULLS TO THE LEFT OR THE RIGHT

AFTER THE SERVICE BRAKE TEST

- THIS CONCLUDES MY IN-CAB WITH SERVICE BRAKE CHECK TEST

