



**PEASLEE  
TECH**



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## In-Vehicle/Engine Start

**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

**ENTER THE TRUCK USING THREE POINT METHOD-MAKE SURE EXAMINER BUCKLES UP**

- 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





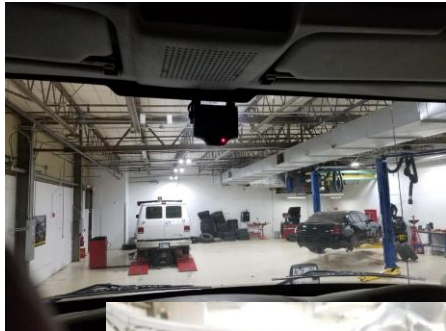
# In-Vehicle/Engine Start



## 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-Vehicle/Engine Start

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-Vehicle/Engine Start

## **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-Vehicle/Engine Start

## **EMERGENCY SPRING BRAKE (POP-OUT) TEST**

- WITH THE ENGINE OFF, THE KEY ON, AND THE AIR VALVES ARE PUSHED-IN. I 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-Vehicle/Engine Start

## 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 THE TRACTOR BRAKE. I WILL THEN RELEASE THE TRACTOR BRAKE AND TUG LIGHTLY AGAINST THE TRAILER BRAKE

## **AFTER THE PARKING BRAKE TEST**

- THE PARKING BRAKE TEST HAS BEEN PASSED







## In-Vehicle/Engine Start

### **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 WITH BOTH HANDS 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





# External Light Check

**YOU WILL ASK THE EXAMINER TO ASSIST YOU.**

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.

**TURN THE ENGINE OFF AND SET BRAKE, EXIT WITH THREE POINT-METHOD**





# Front of Vehicle/Engine Area

Starting at the front of the truck, top to bottom.

Pointing at the items say these phrases

- THE MARKER LIGHTS ARE THE PROPER COLOR, YELLOW OR AMBER, AND NOT CRACKED, BROKEN, OR DIRTY
- THE HEADLIGHTS ARE THE PROPER COLOR, CLEAR, AND NOT CRACKED, BROKEN, OR DIRTY
- THE TRUCK IS NOT LEANING, MEANING THERE ARE NO SUSPENSION OR TIRE PRESSURE ISSUES
- THE LOWER RADIATOR HOSE IS PROPERLY MOUNTED, NOT LEAKING AND ALL HARDWARE PRESENT

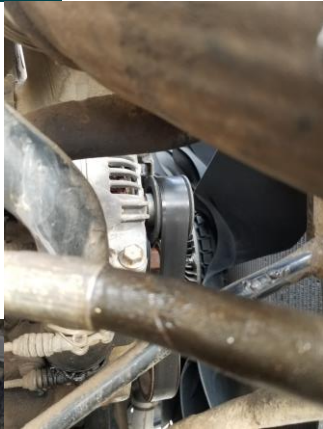




# Front of Vehicle/Engine Area

With the hood open, from the driver's side of the truck, pointing at the items say these phrases

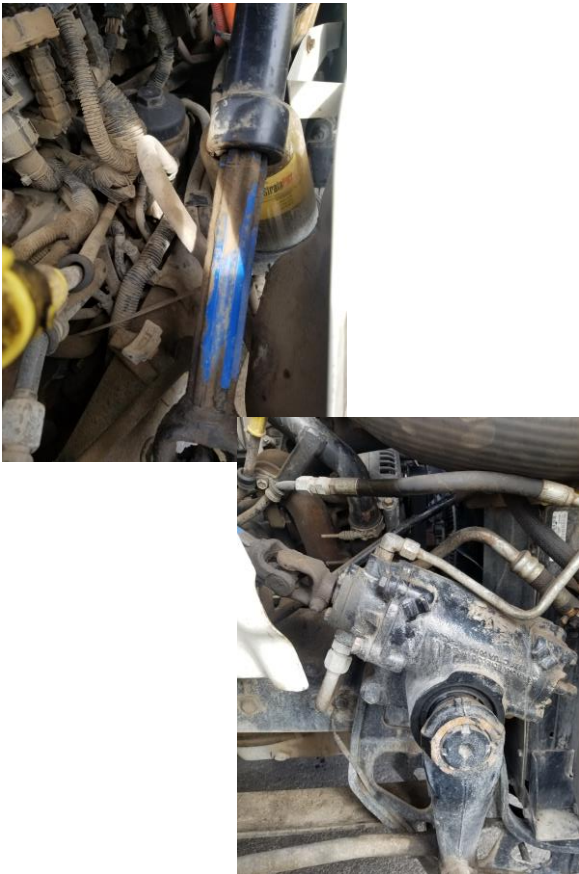
- THE ALTERNATOR IS SECURELY MOUNTED AND NOT DAMAGED, ALL WIRES ARE SECURE. THE BELT IS NOT CUT OR DAMAGED AND HAS NO LESS THAN ½" OF PLAY AND NO MORE THAN ¾" OF PLAY
- TO CHECK THE OIL LEVEL, REMOVE THE DIPSTICK WIPE CLEAN, RE-INSERT, REMOVE AND CHECK THE OIL LEVEL. LEVEL MUST AT, OR BELOW FULL, BUT ABOVE ADD
- THIS IS THE POWER STEERING RESERVOIR DIPSTICK. THE RESERVOIR IS AT THE PROPER LEVEL, NOT LEAKING AND IS SECURELY MOUNTED. THE HOSE HAS NO SPLITS OR CUTS, IS SECURELY MOUNTED AT BOTH ENDS, AND DOES NOT LEAK





# Front of Vehicle/Engine Area

With the hood open, from the driver's side of the truck, pointing at the items say these phrases



- THE AIR COMPRESSOR IS GEAR DRIVEN AND IS SECURELY MOUNTED AND NOT DAMAGED. THERE ARE NO AUDIBLE LEAKS (not visible, point to the rear of the engine)
- THE POWER STEERING PUMP IS SECURELY MOUNTED AND NOT DAMAGED. THERE ARE NO LEAKS ON THE GROUND
- THE STEERING SHAFT IS SECURELY MOUNTED AND NOT CRACKED OR BROKEN AND HAS NO EXCESSIVE PLAY
- THE POWER STEERING BOX IS SECURELY MOUNTED TO THE FRAME AND NOT DAMAGED. ALL HARDWARE IS PRESENT AND THERE ARE NO LEAKS







# Front of Vehicle/Engine Area

With the hood open, from the driver's side of the truck, pointing at the items say these phrases

- THE PITMAN ARM IS SECURELY MOUNTED, AND NOT CRACKED OR BROKEN. THE CASTLE NUTS AND COTTER PINS ARE PRESENT AND NOT DAMAGED
- THE DRAG LINK IS PROPERLY SECURE AND NOT BROKEN OR CRACKED. THE RUBBER BUSHINGS HAVE NO DAMAGE
- THE UPPER AND LOWER CONTROL ARMS AND TIE ROD ARE NOT BENT OR BROKEN AND ALL HARDWARE IS PRESENT AND SECURELY MOUNTED





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# STEERING AXLE

With the hood open, from the driver's side of the truck, pointing at the items say these phrases



- THE SHOCK ABSORBERS ARE SECURELY MOUNTED AND NOT LEAKING. THE RUBBER BUSHINGS ARE NOT WORN
- THE AIR HOSE TO THE BRAKE CHAMBER IS SECURELY MOUNTED ON BOTH ENDS. THERE ARE NO SPLITS OR CUTS AND IS NOT LEAKING
- THE BRAKE CHAMBER IS SECURELY MOUNTED. IT IS NOT CRACKED OR BROKEN AND HAS NO LEAKS







# STEERING AXLE

With the hood open, from the driver's side of the truck, pointing at the items say these phrases



- THE ABS LINE IS SECURELY MOUNTED AND NOT FRAYED
- THE SLACK ADJUSTER HAS NO BROKEN OR LOOSE PARTS. THE PUSH ROD IS AT A 90° ANGLE TO THE CHAMBER AND HAS NO MORE THAN 1" OF PLAY





# STEERING AXLE

With the hood open, from the driver's side of the truck, pointing at the items say these phrases



- THE BRAKE PAD IS SECURELY MOUNTED AND NOT BROKEN OR CRACKED. THE PAD MUST HAVE A MINIMUM OF ¼" DEPTH WITH NO SIGNS OF CRACKING, GLAZING, GREASE OR OIL CONTAMINANTS
- THE BRAKE DRUM IS SECURELY MOUNTED. IT IS NOT CRACKED OR BENT AND HAS NO BLUEING FROM EXCESSIVE HEAT AND NO GREASE OR OIL CONTAMINANTS





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# STEERING AXLE

With the hood open, from the driver's side of the truck, pointing at the items say these phrases



- THE WHEEL IS NOT DAMAGED, CRACKED, OR BENT INSIDE OR OUTSIDE. THERE ARE NO WELDS
- CHECK FOR PROPER TIRE INFLATION WITH AN AIR GAUGE
- THE TIRE SIDEWALLS HAVE NO SPLITS OR CUTS AND THE TREAD IS EVENLY WORN AND NOT A RETREAD
- THE TIRE MUST HAVE A TREAD DEPTH OF AT LEAST 4/32"





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# STEERING AXLE

With the hood open, from the driver's side of the truck, pointing at the items say these phrases



- THE VALVE STEM IS SECURELY MOUNTED, NOT DAMAGED AND HAS A METAL CAP
- THE LUG NUTS ARE NOT CRACKED, BROKEN OR MISSING. THERE ARE NO RUST TRAILS OR SHINY THREADS FROM LOOSE LUG NUTS
- THE HUB SEAL IS NOT CRACKED, BROKEN, OR LEAKING. THE OIL LEVEL IS ADEQUATE





# SIDE OF VEHICLE

This inspection is from the front of the driver's door to the end of the tractor. Pointing at the items say these phrases

- THE TURN SIGNAL MARKER LIGHT IS THE PROPER COLOR, YELLOW OR AMBER, AND NOT CRACKED, BROKEN, OR DIRTY
- THE BATTERY HOUSING IS SECURE AND THERE ARE NO DEFECTS
- THE FUEL TANK IS SECURELY MOUNTED, WITH RUBBER FUEL TANK STRAP LINER AND NOT LEAKING. THE CAP IS TIGHT, SEAL INTACT, AND THE CHAIN IS PRESENT
- THE FRAME IS NOT BENT OR TWISTED AND THERE ARE NO ILLEGAL WELDS







# Combination Vehicles

**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



# Combination Vehicles

**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







# Combination Vehicle

**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



# Trailer Only

- THE LANDING GEAR IS SECURELY MOUNTED, NOT DAMAGED, AND ALL HARDWARE IS PRESENT. THE HANDLE IS UP, SECURE AND OPERATIONAL
- THE DOT TAPE IS SECURELY MOUNTED, IS NOT DIRTY, AND IS PROPERLY INSTALLED





# Rear of Trailer



- THE LIGHTS ARE THE PROPER COLOR, RED, AND ARE NOT CRACKED, BROKEN, OR DIRTY
- THE DOT TAPE IS SECURELY MOUNTED, IS NOT DIRTY, AND COVERS 100% OF THE REAR OF THE TRAILER
- I WILL CHECK THE PASSENGER SIDE IN THE SAME MANNER

