

DIRT SCHOOL — PRE-TRIP INSPECTION CHEAT SHEET

CLASS 1 / CLASS 3 — MEMORIZE THIS SEQUENCE

1 ENGINE COMPARTMENT

- Oil — level + condition (not milky/gritty)
- Coolant — reservoir MIN/MAX, no leaks
- Power steering fluid — MIN/MAX
- Brake fluid — MIN/MAX (< ¼ full = MAJOR)
- Washer fluid — sufficient
- Belts — tension, no cracks/fraying
- Hoses — secure, no kinks/leaks/cracks
- Battery — no corrosion, secure mount
- Under engine — no fuel/oil/coolant leaks

2 IN-CAB (BEFORE START)

- Seat adjusted, seatbelt functional
- Mirrors adjusted + clean
- Windshield — no cracks in sweep area
- Docs: licence, registration, insurance
- Trip inspection report + schedule present

3 IN-CAB (AFTER START)

- Oil pressure — rises within seconds
- Coolant temp — rises to normal
- Voltmeter — shows charging (13.5–14.5V)
- Air pressure builds 100–130 PSI (< 3 min)
- Low pressure warning OFF above 60 PSI
- Wipers, washers, heater, defroster — work
- Horn, four-way flashers, interior lights

4 LIGHTS CHECK

- Low/high beams, turn signals (L + R)
- Tail lights, brake lights, clearance lights
- Licence plate light

5 MECHANICAL CIRCLE CHECK (Front → Driver → Rear → Pass)

- Front: bumper, frame, windshield
- Mirror: secure + clean
- Exhaust: secure, no leaks
- Fuel cap: tight
- Fifth wheel: NO DAYLIGHT between plate + apron
- Locking jaws closed around kingpin
- Glad hands connected + locked (blue + red)
- Electrical 7-pin plugged + locked
- Suspension: no broken springs, loose U-bolts
- Air bags not cracked/deflated
- Tires: proper inflation, no bulges/exposed cord
- Tread depth OK, no sidewall separation
- Wheels: no cracks, rust streaks, loose nuts
- Duals not touching
- Mud flaps: present, not rubbing tires
- Rear: licence plate, lights, bumper/ICC bar

6 AIR BRAKE INSPECTION

- Build pressure to governor cut-out (~125 PSI)
- Low pressure warning: ON at/before 60 PSI
- Emergency brakes apply: ~20–45 PSI
- Static loss (brakes off): ≤ 2 PSI/min
- Static loss (brakes on): ≤ 4 PSI/min
- Pushrod stroke: within stamped limit on chamber
- Slack adjusters: < 1 inch (25mm) movement

7 BRAKE TESTS

- Parking brake tug: vehicle must NOT move
- Trailer brake tug: trailer must resist
- Foot brake response: smooth stop, no pull
- Breakaway switch: pull pin → trailer holds
- Steering wheel slack: ≤ 40mm free play

! MAJOR DEFECTS — DO NOT DRIVE

- Flat tire / exposed cord / duals touching
- Both rear brake lamps out | Air loss > limit
- Pushrod stroke exceeded | No low-P warning
- Cracked spring leaf | Loose wheel fastener
- Fuel/brake fluid leak | Brake fluid < ¼ full
- Fifth wheel — daylight visible (not seated)

~ MINOR DEFECTS — RECORD + REPORT

- One lamp out (not both brake lamps)
- Slow air leak | Steering lash > normal
- Wiper streaking | Hub oil low
- Brake fluid below min (but > ¼ full)

MEMORY SEQUENCE — "E-C-L-M-A-B"

- E** ngine compartment
- C** ab (before + after start)
- L** ights circle check
- M** echanical circle check
- A** ir brake inspection
- B** rake tests

HOS HOURS OF SERVICE — QUICK REF

- Max daily driving: 13 hours
- Max daily on-duty: 14 hours
- Min off-duty before driving: 10 hrs consecutive
- Cycle 1 (7-day): 70 hrs on-duty max
- Cycle 2 (14-day): 120 hrs on-duty max
- Short-haul exempt: within 160 km of home terminal
- + return same day + 10 hrs off
- On-duty = driving + inspections + loading + waiting