DAILY TRIP INSPECTION — OPERATORS

DATE:_____ **TIME:** _____ **METER IN:**_____ **UNIT(s):**_____

SECTION:_____ **ODOMETER:**_____ **INSPECTION LOCATION:** _____

OIL CHANGE DUE AT:_____ **hrs** **GREASING DUE AT:**_____ **hrs**

	☑		☑
1. UNDER HOOD AND FLUIDS		**5. TIRES, RIMS & WHEELS**	
1.1 Engine(s) oil level		5.1 CONDITION OF TIRES tread and sidewall	
1.2 RADIATOR recovery tank		5.2 TIRE PRESSURE gauge	
1.3 POWER STEERING		5.3 RIMS rusted, cracked	
1.4 BELTS, HOSES, WIRING, FAN		5.4 SPACERS collapsed, rusted	
1.5 DIFF'S		5.5 CLAMPS tightness, gap	
1.6 TRANSMISSION/ DRIVESHAFTS/ U JOINTS		5.6 STUDS & NUTS bent, broken, torque	
1.7 HYDRAULICS oil level		5.7 HUBS clean, no cracks, no leaks	
2. LIGHTS		**6. FRAMES/SUB-FRAME/ACCESSORIES**	
2.1 HEAD		6.1 CRACKS look for rust	
2.2 PLOW		6.2 BROKEN or LOOSE BOLTS, look for rust	
2.3 TAIL		6.3 LEAF SPRINGS check for cracks	
2.4 CLEARANCE		6.4 PINS - BOX, HOIST, CYL. ATTACHMENTS	
2.5 BACK-UP		6.5 EXHAUST SYSTEM check for leaks	
2.6 SIGNAL-BRAKE		6.6 HITCH, hitch PLATE, hitch PINS/BOLTS	
2.7 HAZARD		6.7 PLOW FRAME, BLADES AND CONNECTIONS	
2.8 LED BEACON (blue/amber)		6.8 WING FRAME, BLADES AND CONNECTIONS	
2.9 WIG WAG'S (blue/amber)		6.9 DRUM	
2.10 SANDER/WING		6.10 CONVEYOR CHAIN, SPINNER/AUGER/CROSS AUGER	
2.11 FOG		6.11 ACCESSORIES circle, bucket, etc.	
3. CAB/OPERATING STATION		6.12 TRAILER DECK CONDITION	
3.1 INSTRUMENTS DASH-DOME LIGHTS		6.13 GLAD HANDS AND HOSES condition	
3.2 CONTROLS LEVERS SWITCHES		6.14 LOAD SECURITY	
3.3 REVERSE WARNING BUZZER		6.15 SAFETY CHAINS	
3.4 HORN(S) check		6.16 FUEL SYSTEM	
3.5 SEATBELTS/SEAT/MIRRORS (adjust)		6.17 ELECTRICAL BATTERY BOX/CONTENTS	
3.6 GLASS, CRACKS, BRUISES, CLEAN		**7. REGULATORY / PAPER WORK**	☑
3.7 WIPERS & BLADES		7.1 SGI Sticker(Orange)/Inspection (green) & both valid	
3.8 HEATER/DEFROSTER		7.2 Vehicle Registration	
3.9 FIRE EXT., FLARES, FIRST AID KIT		7.3 Permits in truck (vehicle specific)	
3.10 WASHERS & FLUID		7.4 Schedule 1 in truck	
3.11 CLUTCH ADJUSTMENT (1" to 1.5")		7.5 Certificate of Safety Fitness in truck	
4. BRAKES	☑	7.6 Circle Check in truck (signed)	
4.1 AIR BRAKE inspection			
4.2 TANKS drain			
4.3 SLACK ADJUSTERS			
4.4 SLACK ADJUSTERS, PINS GREASED		**Grease - Spring pin/Box pins (daily)**	

Remarks / Needs Repairs / Received Repair (reference # noted above):

☐ **No Defects Found (According to Schedule 1)**

Pre-trip Procedure for Air Single Unit

1. Check security and condition of compressor, belts and air lines under hood.
2. Start engine and let air pressure build up.
3. With wheels blocked, release park brakes.
4. Check brake adjustments (push rod travel) manually.
5. Verbally explain the proper procedure for adjusting an automatic slack adjuster.
6. Governor operation (be sure spring brakes are released): cut-out pressure between 120 and 145 psi (828 and 1000 kPa), cut-in pressure; fan brakes until compressor cuts in at a min of 100 psi (690 kPa).
7. At maximum pressure: ensure the park brake is released, shut off engine.
8. Make and full foot-brake application: max air loss after initial application must not exceed 1 psi in 1 min.
9. With ignition key on, fan brakes to lower air pressure: low warning system should operate at min 60 psi (414 kPa), truck park-brake valve may shut off although on some vehicles the button may never close. Always ensure the spring brakes have been fully applied. On some vehicles the button may never close however always ensure the spring brakes have been fully applied.
10. Run the engine between 600 and 800 rpm and observe the time needed for air pressure to rise from 85 to 100 psi (586 to 690 kPa) on the truck only. It should be less than 2 min.
11. Final tests: apply park brakes and gently try to pull ahead; release park brakes, move slowly ahead and make foot-brake application.

***At end of the day be sure to drain air tanks starting with the wet tank**
***Do a six pack of full brake applications daily (min 90 PSI app. pressure)**

Pre-trip for Air Combination Unit

12. Charge trailer system and rebuild pressure. Shut off engine.
13. Break service line (no air loss should occur).
14. Break supply line: trailer brakes should apply immediately, there should be no air loss from trailer line, air from truck should shut off at a min pressure of 20 psi (138 kPa).
15. Reconnect lines, charge trailer and rebuild pressure.
16. At max pressure: release park brake, shut off engine.
17. Make and hold full foot-brake application: max air loss after initial application is 4 psi (28 kPa) in 1 min, listen for audible air leaks.
18. With ignition key on, fan brakes to lower air pressure: low warning system should operate at a min of 60 psi (414 kPa), trailer-supply valve should shut off air to trailer at a min of 20 psi (138 kPa), truck park-brake valve may shut off although on some vehicles the button may never close. always ensure the spring brakes have been fully applied.
19. Final tests: with trailer emergency brakes applied and truck park brakes released try to gently pull ahead to test emergency application of trailer brakes, charge trailer apply park brakes on truck only and try to gently pull ahead, release park brakes move slowly ahead and apply trailer brakes with hand valve (if equipped), move slowly ahead and make foot-brake application.

I declare that the vehicle above has been inspected in accordance with the applicable requirements.

OPERATOR (Print Name):_____ **OPERATOR'S SIGNATURE:**_____