

BRAKE SAFETY WEEK

WITH THE LEVEL 1 INSPECTIONS

AUG 22-28

Air Lines

- Any chaffing in the air lines can be a **VIOLATION**.
- If the reinforcement ply is broken, you will be put out of service.
- **VIOLATION** - The reinforcement ply looks like threading material - see pic .
- Make sure there aren't any leaks at your glad hand connection.
- Carry a few extra glad hand washers with you.
- The protection springs on air lines from truck to trailer sometimes will rub and chaff the air lines.
- Make sure this isn't occurring and make sure they are not detached and sliding back and forth on the lines themselves.
- Walk around your trailer with air supplied to it, to listen for leaks!



Brake Hose Swelling



Brake Hose Crimped



Brake Hose Damaged



Brake Hose Damaged Through Reinforcement Ply

Low Air Warning Device

- A warning light and buzzer must come on when your pressure gets to approx. 55psi, At 20-45 lbs. your tractor and trailer protection valves (yellow and red Valves) must pop out.

ABS System

- **VIOLATION** - if either your tractor OR trailer abs system isn't working properly.
- When power is provided to your trailer, the yellow abs light at the end of your trailer on the driver's side, should come on for a few seconds only. If it stays continuously or does not come on at all, you have a **VIOLATION**.
- **VIOLATION** - if the light comes on when your foot brake is applied.
- **VIOLATION** - Illuminated abs malfunction lights on your dash.

Slack Adjusters

Are difficult to check by yourself. But the best preventative maintenance is the following:

- Once a day with all brakes released (be on a flat surface or wheels chocked), pump your brakes hard six times. (a six pack) This will adjust them as much as possible. Slack adjusters only adjust with hard braking.

Brake Pads

- In general require a minimum of 1/4 "of thickness at the center of the pads for drum brakes, 1/8" for disc bakes. there should be no cracks wider than 1/16" or longer than 1 1/2".

- In general, if you have cracks, get your pads replaced.

- There should be no contamination from oil or grease on your pads. See Pics.



Contaminated Brake Lining



Brake Lining Cracked



Brake Lining Cracked



Brake Lining Less Than 1/4 inch (38.1 mm)

Brake Drums

Should have no cracks.



While your fire extinguisher isn't a part of your brake system, it will likely be the first thing an inspector sees. Make sure it's filled and secure. Keep the interior of your trucks clean. Know where your permit book is & that the paper work is current.

Make sure your logs are current and accurate. Do the timestamps on any paperwork match your logs? Pull over somewhere safe 10-20 miles before an inspection station to double check your tires and lights. Do all valve stems have metal covers?

Be respectful to the DOT inspectors.
They're just trying to do a job & get home like you are.

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CHECKLIST

Air Lines	
<input type="checkbox"/>	NO chaffing in the air lines.
<input type="checkbox"/>	The reinforcement ply is NOT broken.
<input type="checkbox"/>	There are NOT any leaks at your glad hand connection.
<input type="checkbox"/>	Have a few extra glad hand washers with you.
<input type="checkbox"/>	The protection springs on air lines from truck to trailer are NOT detached and sliding back and forth on the lines themselves.
<input type="checkbox"/>	Walk around your trailer with air supplied to it, to listen for leaks!
Low Air Warning Device	
<input type="checkbox"/>	A warning light and buzzer come on when your pressure gets to aprox. 55psi, At 20-45 lbs. your tractor and trailer protection valves (yellow and red Valves) must pop out.
ABS System	
<input type="checkbox"/>	Your tractor OR trailer abs system is working properly.
<input type="checkbox"/>	When power is provided to your trailer, the yellow abs light at the end of your trailer on the driver's side, should come on for a few seconds only. It does NOT stay continuously.
<input type="checkbox"/>	The light DOES NOT come on ABS system
<input type="checkbox"/>	NO Illuminated ABS light on your dash.
Brake Pads	
<input type="checkbox"/>	A minimum of 1/4 "of thickness at the center of the pads for drum brakes, 1/8" for disc brakes. There should be no cracks wider than 1/16" or longer than 1 1/2".
<input type="checkbox"/>	NO cracks or get your pads replaced.
<input type="checkbox"/>	NO contamination from oil or grease on your pads.
Brake Drums	
<input type="checkbox"/>	Have NO cracks.
Slack Adjusters	
<input type="checkbox"/>	Once a day with all brakes released (be on a flat surface or wheels chalked), pump your brakes hard six times. (a six pack) This willl adjust them as much as possible. Slack adjustors only adjust with hard braking.
<input type="checkbox"/>	Extinguisher IS filled and secure.
<input type="checkbox"/>	The interior of your trucks IS CLEAN !!!
<input type="checkbox"/>	You know where your permit book is
<input type="checkbox"/>	The paper work is current.
<input type="checkbox"/>	Your logs are current and accurate.
<input type="checkbox"/>	The timestamps on any paperwork match your logs.
<input type="checkbox"/>	Pull over somewhere safe 10-20 miles before an inspection station to double check your tiers and lights.
<input type="checkbox"/>	All valve stems have metal covers

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