

DRIVER/OPERATOR COMMERCIAL DRIVER	Revised on 7/30/2012
	Unofficial
SUBJECT: In-Cab Brake Check	Page 1 of 1

Cock the wheels before running the brake check.

Static Leakage Test

With a fully-charged air system,

Turn off the engine,

Release all brakes, and let the system settle (air gauge needle stops moving).

Time for one minute.

The air pressure should not drop more than: **2 psi** for single vehicles.

An air loss greater than those shown indicate a problem in the braking system and repairs are needed before operating the vehicle.

Applied Leakage Test

Apply firm, steady pressure to the brake pedal, and hold.

After the system settles again, **time for one minute.**

The air pressure should not drop more than: **3 psi** for single vehicles.

Low Air Pressure Warning Device Test

Engine off, **turn the electrical power on** and have enough air pressure to keep the low air pressure warning device from coming on.

Slowly pump the brake pedal to reduce air tank pressure.

The low air pressure warning device must activate between 55 and 75 psi (70 psi)

Air Compressor Governor Cut-Out Pressure Test

Engine is running.

Run the engine at a fast idle. The air compressor governor must cut-out prior to the needle reaching 130psi (*120 psi*). Where the needle stops rising is the governor cut-out pressure.

NOTE: The air dryer exhausting should not be referenced as governor cut-out.

Air Compressor Governor Cut-In Pressure Test

With the engine idling, **slowly pump the brake pedal to reduce the air tank pressure. Watch the air pressure gauge between pumps to identify when the compressor cuts in (needle starts to rise). This should occur no lower than 85 psi.**