In Cab Air Brake System Device Inspection

Please refer to BW1396 (Air Brake System Troubleshooting) for Troubleshooting Information

Date:	Invoice Number:	Customer Name:
Completed By:		

Brake System Component	Check For:	OK	Requires Repair or Adjustment	Needs Further Diagnosis	Quoted	Symptom	Notes/Clarification/Impact
Low Pressure Warning Indicator							
	Operation of an Audible and Visual Alarm					With the ignition on and the system air pressure below 60 PSI, there must be a visual alarm. There may be both a visual & audible alarm. *See Dual Circuit Brake System Troubleshooting (Test 1/Checklist 1)*	FMVSS 121 requires in cab low pressure warning devices. The driver must be warned if the primary or secondary brake systems fail.
ABS Dash Light or Lights							
	Operation of ABS Warning Dash Lights					The ABS warning lamp should illuminate and extinguish when the ignition is turned on. If the ABS warning lamp remains lit, the system is not functional and needs further diagnosis. Contact the system manufacturer for troubleshooting information.	Non functioning ABS systems can increase stopping distance and cause vehicle instability. After repairs, some ABS warning lamps will remain on until the vehicle is driven over 5 mph.
Air Dryer							
	Purge Cycle					The air dryer needs to purge at maximum system pressure. The initial purge of Bendix® air dryers is a loud blast of air followed by a slowing escape of air for 20 to 30 seconds.	Short purge cycles are an indication of air system leakage or the need for air dryer maintenance. If not repaired, contamination will enter the air system.
Compressor							
	Compressor Build-Up Time					The compressor should build from 85 PSI to 100 PSI in 40 seconds at maximum engine RPM. *See Dual Circuit Brake System Troubleshooting (Test 1/Checklist 1)*	Excessive build times are an indication of a problem in the Supply system or excessive system leakage. Excessive build times can cause compressor failure and possible dragging brakes.
Dash Air Gauges							
(Requires: Full Pressure, Engine Stopped, Parking Brake Applied)	Supply System Leakage					Build full system pressure, apply the parking brakes, stop the engine and allow the pressure to stabilize. The pressure should not drop on the dash gauges more than 2 PSI in two (2) minutes. *See Dual Circuit Brake System Troubleshooting (Test 2/Checklist 2)*	Excessive system leakage can cause compressor failure, the air dryer to cycle more often, excessive water build up in the reservoir and can lead to possible dragging brakes.
Dash Air Gauges							
(Requires: Full Pressure, Engine Stopped, Parking Brake Released)	Service System Leakage					*Apply and hold the service brakes while conducting this test.* Build full system pressure, release the parking brakes, and stop the engine and allow the pressure to stabilize. The pressure should not drop on the dash gauges more than 4 psi in two (2) minutes. *See Dual Circuit Brake System Troubleshooting (Test 3/Checklist 3)*	Excessive system leakage can cause compressor failure and possible dragging of the vehicle brakes.