

Daily Pre-Trip Inspection

by RJ Long

Upon approaching the vehicle, check for anything unusual hanging from under the coach, and for any fresh fluid leaks. Check engine oil level, belts and hoses, water level.

Enter coach

Start engine

Check oil pressure gauge and warning light

Check voltage gauge for charging condition

Check air pressure gauge for air build up

Check & adjust mirrors

Check seat adjustment & seat belt

Turn on:

Headlights -- high beam

Emergency flashers

Fast idle switch (if equipped)

Governor cut-out (130 psi. max.)

Exterior Check

Front - Using a Top-to-Bottom, Left-to-Right (TTB-LTR) pattern, check:

Front steps condition

Top clearance lights

Windshield for cracks & cleanliness

Mirror securement

Headlights -- high beam

License plate

Emergency flashers

Wiper blades for condition

Left Side (TTB-LTR)

Front Clearance light and reflector

Left front mirror and mount

Front wheel, tire tread depth (4/32" minimum), oil seal and lug nuts

Physically check lug nuts for tightness - look for rust streaks

Front side turn signal

General appearance -- windows, dents, scratches, lettering

Middle clearance light and reflector (if equipped)

Rear dual tire tread depth (2/32" min) and inflation, wheels, oil seals and lug nuts
Physically check lug nuts for tightness - look for rust streaks
Rear side turn signal (if equipped)
Rear side clearance light and reflector

Rear (TTB-LTR)

Top clearance lights
Brake lights
Emergency Flashers
License plate & light
Fluid leaks with engine running
Exhaust tailpipe

Right Side (TTB-LTR)

Rear side clearance light and reflector
Rear dual tire tread depth (2/32" min) and inflation, wheels, oil seals and lug nuts
Physically check lug nuts for tightness - look for rust streaks
Rear side turn signal (if equipped)
General appearance -- windows, dents, scratches, lettering
Middle clearance light and reflector (if equipped)
Check fuel tank cap
Front tire tread depth (4/32" min), wheel, oil seal and lug nuts
Physically check lug nuts for tightness - look for rust streaks
Front side turn signal
Front clearance light and reflector

Re-enter Coach

Interior Check In Driver's Seat:

Turn headlights onto low beam
Turn off emergency flashers
Check parking brake for "On" position
Turn off fast idle (if equipped)
Foot on service brake, place transmission in reverse
Release service brake slowly. If bus moves, have brakes serviced immediately
Transmission back in neutral
Fast idle on (if equipped)
Check all gauges
Check wipers and horn(s) operation

Exit coach

Check low beam headlamps
Chock RF wheel
Return to driver's seat

Air Brake check:

Governor cut-in (85 psi minimum)
Governor cut-out (130 psi max.)

Static air loss:

Shut off engine, observe air gauge (2 psi/minute max.)
Release parking brake (RF wheel chocked!), observe air gauge (2 psi/minute maximum loss)
Service brake on, observe air gauge (3 psi/minute maximum loss after initial application drop)

Low Air Warning:

Master (ignition) switch ON
Engine OFF
Pump air down, observe air gauge for point at which low air warning light & buzzer comes on (55 - 75 psi.)

Emergency Brake Operation:

Master switch ON, engine OFF, Parking brake OFF.
Pump air down, observe air gauge for point parking brake "pops" on (30 - 45 psi.) (DD3 and spring brakes only)
Remove RF wheel chock
Start engine, place transmission in Drive, try to move bus. If bus moves, have brakes inspected or serviced immediately.
Push down and hold parking brake knob. Allow bus to roll, release knob. Bus should come to an immediate stop.

Final Checks

Transmission in Neutral
Fast Idle ON (if equipped)
Check all switches for proper operation
Check Emergency equipment:
Fire extinguisher (pressure, seal, date, rating)
Reflectors (3)
Recheck mirror adjustment
Recheck seat adjustment and seat belt
Two service brake stops before leaving yard, or pulling into traffic.

Remember to "CLAP"

An easy way to remember the air brake check is to spell out "CLAP."

C = Compressor: At what psi does the compressor governor cut-in and cut-out?
L = Lines: Any leaks in the air lines? (This is the static air loss portion)
A = Alarms: Do the low air pressure warning systems work?
P = Parking: Does the emergency-parking brake work correctly?

Remember to "CLAP" every day before moving your coach!

The above pre-trip inspection procedure follows established Federal DOT, California State DMV and DOE guidelines as required by law. Compiled, edited & © RJ Long, 2001 - 2022