**“B” PM Instructions**

The PM Process is the most important item you can do to a truck to ensure safe, efficient & trouble free operation of truck. These trucks make people money. They are just tools. Expensive tools that need maintenance. This PM Process requires your 110% attention.

This PM form is laid out so that the PM Process begins at time of walking out to truck. Bring the PM form on a clip board with you, as you will start checking off items as soon as you get to truck. Fill out the very top of form while sitting in drivers seat, the odometer is right in front of you.

Check off items as you go. DO NOT wait until you’re halfway done with it to check off items. Again, check off items as you go. This is mandatory!!

Any defect found during PM gets notated on back of PM form, legibly.

Perform complete PM, then address defects.

**Fire Extinguisher Condition & Mounting**

Inspect fire ext. mount. Ensure it is fastened with at least two screws/bolts to mounting surface. Ensure strap that secures fire ext. securely hold fire ext. to bracket. Strap has to be attached to mount. Must not be modified. Strap has to be easily unlatched. It cannot be rope, string cable ties, etc

**Seat belt Condition**

Inspect both drivers & passenger’s seat belt. Both the male & female. Make sure the both would lock by “jerking” quickly on seat belt. Ensure seat belt is securely fastened to cab. Some seat belts actually attach to seat frame. If so, then there must be a strap that goes from this point of fasten on seat to another fasten point to floorboard. Ensure both seat belts latch & unlatch easily. Ensure there are no rips or tears in seat belt fabric.

**Steering Wheel free Travel**

DOT regulations are as follows (Appendix G,7,a):

For power steering systems with engine running, the max wheel free travel is as follows

For 16” diameter wheel, 4.5”

For 18” dimeter wheel, 4.75”

For 20” diameter wheel, 5.25”

For 22” diameter wheel. 5.75”

Note: Measure the width of your hand, now you have an approximate measuring device for quick reference.

**Air Loss test**

DOT regulations are as follows: allowed 3lb of air lose per minute with brakes released. If you hear any air leak, this is a PM Defect and must be noted & repaired.

Apply service brakes & listen for service brake air leaks. Use assistance if needed

**Low Air Buzzer & Light Operation.**

Pump down brakes and ensure both buzzer & light come on at approx. 60PSI air pressure.

**Inspect Door Latches, Window Cranks**

Make sure all door latches work, both from inside & outside. Ensure both window cranks make window go up & down. Ensure striker posts are in decent shape. Ensure door doesn’t rattle on striker post, that something is too wore and now door is loose when closed. Make sure these latches & cranks are fastened tightly, not that they are ready to fall off. The spinner knob needs to be on window crank Lube door latches that attach to striker post with White Lithium Spray grease.

**Safety reflectors & Triangles.**

Ensure these are in truck, all three in box that they are supposed to be in.

**Check Climate Control System**

DOT regulations only call for the defroster to be operational. But we also check to ensure that when knob is turned for the different directional flow of air, that it actually does this. Ensure fan works on all speeds. Ensure temperature control knob turns. You won’t be able to feel the temp difference as the engine must be at operating temp, just make sure it turns freely, but not too easy as it may be broken.

**Check Defroster Operation**

As stated above, DOT requires this, therefore this must a separate line item that is checked

**Windshield Wipers & Washers**

Make sure they both work & don’t smear. Make sure both nozzles spray correctly, not clogged nozzle. Make sure nozzles are not hanging off of arm.

**Check Clutch Adjustment & Operation**

When a clutch is adjusted correctly, the clutch brake works as it should (which is the last inch to flor will engage clutch brake & tranny will go into gear smoothly) and when you let clutch out, it should almost immediately engage & truck should move. Some drivers don’t like that, but what they want is not right & is not good for clutch. Make it right.

**Check both horns, Air & City Electric**

They must both must work, simple as that.

**Test Parking Brake Operation**

The dash valve is supposed to pop out at approx. 60 PSI. That checks the tractor protection valve, which is required by law. To check parking brake get truck rolling alittle, pull dash valve & the wheels should lock up. Only the wheels with spring brakes will lock. Some trucks have one axle with spring brakes, some have two.

**Inspect Dash Lights**

Self-explanatory, check the HVAC control & switch(es) lights up too

**Inspect Heated Mirror Operation**

Turn mirrors switch on. Then when you walk around truck, feel mirrors, should be warm.

**Inspect All decal/Body Condition**

The purpose of this is so that trucks don’t run up & down highway with decals missing…that looks real bad. Also if corrosion has taken over truck, document that on back of this PM form. We want truck to look nice.

**Check Headlights, bright & dim**

Self-explanatory

**Turn Signals, Brake & reverse Lights**

Self-Explanatory, law states one reverse light. But if truck has two, make them both work

**Marker, Tail, Dome & Sleeper Lights**

Self-explanatory, nobody pays attention to dome light until they need it, when you open door, it should come on…simple. Also check sleeper inside lights. Sometimes a bulb is blown out & no one ever says anything. Do NOT leave interior lights on though

Notice License plate light is not on this form. It should be. On a tractor, law states there is supposed to be one, even though a rear license plate is not required

**Check Mudflaps & Quarter fenders**

Mudflaps must be 7” off ground. Quarter fenders must have flaps on top of them & pipe(s) not rusted out. If you don’t have flaps, document on back of this PM sheet. Looks bad without them, but most customers don’t care.

**Check Con. Tape & Its Placement**

Con. Tape is conspicuity tape. This tape must be must be white, on back of cab, on top, each side, in “L’ pattern. Some trucks have white reflectors there. Con Tape must be on mudflap brackets if brackets have room for it, if not, there are supposed to be pieces of metal that one could bolt to mudflap hanger, this metal is where con tape goes.

**Document AVIR Date**

AVIR is Annual Vehicle Inspection Report (DOT Inspection). So write the date that is on the sticker in the ADJ REG box. If it close to expire, contact customer and ask if they want a DOT done. Our PM is a DOT inspection, and more. If you have the pre-printed style decals, then change the date on sicker now.

**Inspect Glad-hand Seals**

Self-explanatory, they are inexpensive, replace if a doubt. It don’t hurt to take alittle 5th wheel grease and put a light film of these grease on the seal itself. Not too much or it becomes a mess.

**Test Light Cord**

Use 7 way tester to test it. If you don’t have one, then check each hole with a test light. DO NOT FORGET GROUND The ground side causes a lot of problems too. Use the 7 way checker that is in PM cart.

**Lube Seat Rails & Pivots**

Use White Lithium grease to do this

**Lube Clutch Linkage**

If clutch linkage is accessible in cab, spray liberal (small) amount of white lithium grease on it. Spray grease on linkage on outside/under truck. DO NOT make a mess and don’t leave any on floorboard.

**Lube Door Latches & Hinges.**

Some of trucks have grease fittings on door hinges. Otherwise use white lithium grease on hinge & on door latches, where it attaches to striker post. Again, no excess mess anywhere.

**Lube Hood Hinges & Cups**

Cups are referring to whatever is on firewall that hood “couples” and/or rests in. Some trucks have grease fittings on hood hinges. Use white lithium grease on hood hinges. Use regular grease on hood cups. International 9000 series need hood cups lubed with grease & the center hood post/locator thing needs grease on it. If not, when driving truck, hood makes so much noise, it sounds like truck is falling apart.

**Inspect Wheels**

Inspect lug nuts being for being tight. Inspect each stud, same amount of threads should be exposed on each stud. Ensure no cracks in wheels. Wheels crack normally between lug nut holes.

**Inspect Tires**

Ensure no cuts in sidewall. Below, document the read depth of tires. Note that on bottom of form, it says “if REAR axle has 3/32 less tread depth that the FRONT axle, rotate drives”. Document of back of PM form that drives need rotated if this applies. Also, when checking steer tire wear, if they need rotated and/or flipped on rim to get maximum life of tread, document that on back of PM form as well. Use area on form to document air pressure too. Remember, a tire is considered needing a flat repair if pressure is \_\_\_\_\_ under normal pressure. So don’t just air a low tire without addressing that it may need flat repair. Document this on back of PM form.

**Check Hubcap level.**

Self-explanatory. Some trucks will require removing the chrome hubcap(s) to check. Use car not to damage chrome hubcap. Some trucks have tag, lift, and auxiliary axles in the drive axle location. These may have hubcaps on them too. Check those as well. You are also checking condition of Hub oil. Check for silvery appearance which may indicate bearing failure, or oil may have chocolate milk appearance, as this may be an indication that oil may be contaminated. If truck does not have steer axle hubcaps, when front end is raised for inspection/lube, check/feel wheel bearing to ensure these sealed type bearings are not getting too wore.

**Replace oil & Filter(s)**

When draining oil, water will be on bottom if any. So watch oil when it first comes out. Also feel for debris in drain hole. After filters are removed, feel and look (must do both) for an extra or reaming oil filter seal on oil filter mount. Scratch with your finger nail to ensure no seal is there. Clean this surface with rag in preparation for n filter. All filters must be filled before installing.

**Torque Oil Pan Drain Plug**

Well, its says torque, but since we don’t have the torque specs of every oil pan, make sure it is tight, gasket good & going to be leak free.

**Inspect Tightness of Plug**

A second person is required to actually put a wrench on the oil pan drain plug & ensure that it is tight & will be leak free. That person MUST initial the box on this form. Keep the tool that you used for oil pan drain plug handy cause he will need it immediately.

**Replace fuel filters**

Just like oil filters, ensure that there are not two sealing rigs on filter base. If the new fuel filter comes with new orings, use them. Again, pre-fill all filters.

**Replace water filter**

Same as fuel filters mentioned above.

**Check Cabin Air Filter**

Too often, no one ever looks at this until HVAC performance is compromised. One rule of thumb is to replace cabin air filter at every engine air filter change. Or replace every 6 months. Some filters can be cleaned, some replaced.

**Check Engine Air Filter**

The experts say when you remove an engine air filter from housing, replace it. Some say don’t remove it from housing unless you’re going to replace it. The logic behind this is that you introduce dust & contaminants into the air intake system. Some non-experts say you have to blow out filter. The experts say this is bad because again, not only do you introduce containments into air intake, blowing out filters can damage & possibly make a hole in filter. Bottom line, most engine air filters are not that expensive. In a line haul operation, a good rule of thumb is to replace every 6 months.

**Check Water Level, Clean & Apply Protectant to batteries**

Rather self-explanatory. Use the power washer to clean batteries after PM, when your washing engine. DO NOT forget to reinstall battery box or DO NOT put battery box cover where your going to run it over. Many batteries are considered “maintenance free”. However, most of these just have decals over the openings to each cell. Once decal is removed, water level in battery can be inspected. The actual load testing of batteries is not performed during this PM.

**Check Power Steering Filter**

Most everyone don’t even know there is a filter in the power steering reservoir, and no one cares until the power steering system don’t work correctly. A good rule of thumb is either replace this every 6 months with engine air filter, or replace it once per year when you do an Annual Inspection.

**Check Hydraulic Clutch Master Cylinder Oil Level**

More & more newer trucks have a hydraulic activated clutch linkage system. So there actually is a reservoir on firewall, usually, that contains the fluid for this.

**Inspect Air Intake System tighten clamps**

The reasoning behind this is that sometimes these clamps get loose. This introduces massive amounts of contaminants into air intake system & will actually ruin an engine in a short period of time. Our job is to inspect this connections on air intake system & ensure they are tight. The connections are from air cleaner housing to Turbo. No one ever pays attention to these.

**Inspect All belts**

Serpentine belts…use the gates belt checker in PM Cart and measure belt. Visually inspect both sides of belts, looking for damage, wear, overheating, etc. Visually inspect the pulleys for hard spots, wear, overheating. Inspect the pulleys and front engine accessories. Do they wobble when running, are they straight ant lined up and true with other pulleys?

To use the Gates Serpentine Belt Wear Gauge

1. With the engine off, press the gauge into the belt grooves using gentle pressure to hold the gauge against the belt.  2. Attempt to rock the gauge in a lateral motion.  3. When the gauge remains tightly seated and resists movement, the belt has sufficient service life left.  4. When the gauge allows lateral rocking movement, the belt ribs have enough wear to allow the belt to slip and should be replaced.  - See more at: http://www.gates.com/products/automotive/tools-and-sales-aids/belt-wear-diagnosis/belt-wear-gauge#sthash.I8Cgr9Zk.dpuf

“V”-Belts…use the belt tension gage in PM cart to ensure proper belt tension. Visually inspect both sides of belts for wear. Inspect the pulleys and front engine accessories. Do they wobble when running, are they straight ant lined up and true with other pulleys?

**Inspect tensioners/Idlers**

Inspect the tensioner. With engine shut off, grab belt and watch tensioner. Does it have adequate tension? Examine closely, the large internal spring, is tensioner “leaning” ie: is spring wore out causing housing to appear to be crooked? Inspect the pulleys and front engine accessories. Do they wobble when running, are they straight ant lined up and true with other pulleys?

**Pressure test Cooling System**

Self-Explanatory…Use pressure tester, pressure test to 15PSI, inspect for leaks, hoses bulging, oil impregnation of hoses, clamps tight. Ensure no hoses are rubbing causing wear on them or what they be rubbing on. Secure with cable ties, hose protectors, whatever may be needed to prevent premature failure of hose or engine compartment items.

**Check Radiator Level**

Self-Explanatory---is radiator level correct. Look in cap with engine not hot. Is coolant/water clean? Free of rust, oil, excessive brown color?

**Document Radiator Temperature Level**

Use coolant test strips, document the protection temperature level in the Adj Reg box

**Document Radiator DCA Level**

Use coolant test strips, document the DCA level in the Adj Reg box

**Power Steering Level**

Self-Explanatory---ensure power steering level is correct. Inspect fluid condition, checking for burnt smell, brownish color, metal in oil

**Top Off Windshield Washer Fluid**

Self-Explanatory--- Inspect fluid condition, make sure someone put antifreeze in washer tank

**Inspect Fuel Systems**

Ensure truck has NO fuel leaks, and/or signs of leaking fuel. Inspect fuel lines & routing, no rubbing, no kinks in fuel lines. If applicable, ensure the fuel tank crossover lines are not hanging, unsecured, loose. Ensure fuel tank mounting straps are secure, in good condition & tight. Ensure the rubber lining material between straps & tanks is present, not hanging out, and in good condition. Sometimes a tank may come loose and turn and kink the fuel lines between tank & frame rail. Often crossover lines are routed poor, unsecure and hanging.

**Inspect Hose Routing & Condition**

The is real important. Too often during a PM, many hoses are routed improperly and rubbing everywhere. Use hose protectors, cable tires, whatever to ensure no premature failure. This goes for fuel lines, coolant hoses, air lines, even wiring looms, everything.

**Grease All fittings**

Self-Explanatory

U-Joints get greased until grease comes out of all 4 caps. If not, the u-joint becomes a PM defect

Some hood hinges have grease zerks

The cross shafts on transmission are often forgot about

You can over grease & under grease a throw out bearing on clutch. Put right amount in. A slight bit of grease coming out of clutch brake side is normal…SLIGHT is key word here.

5th wheels—some 5th wheels have grease zerks for pivot pins, some don’t. Some 5th wheel slider plates have grease zerks on them.

Kingpins---it is imperative that the vehicle front end is raided off ground to grease kingpins. It is important to check for play in kingpins & steering components prior to greasing them.

**Set All Brakes to ½” Pull**

Air brakes, Self Adjusting Slack Adjusters--Using the Slack Adjuster brake tool, ensure the brake slack adjuster pull is approx. (real close) to ½”. If it is more than ½”, the brake being out of adjustment must be addressed. This is a PM defect. Adjust brake to specification, noting how far out of adjustment said wheel position is. This will assist in determining proper repair action.

Air Brakes, Manual Slack Adjusters---first question is truck to new to have manual slack adjusters on it. DOT regulations say the any truck manufactured on or after October 20,1994 must be equipped with Automatic Brake Slack Adjusters. So if manuals are acceptable, then adjust them correctly.

**Inspect Front Brake Components**

You are checking brake adjustment; cam shaft bushing play; ensuring the brake springs are attached to brake shoes; checking with a flashlight wheel deal for leak; ensuring air chambers on both sides are same size; ensuring they don’t leak air upon brake application; ensuring snap ring is on camshaft; ensuring proper shim washers locate slack adjuster correctly; ensure air chamber mounting hardware is present, correct & tight; ensuring air chamber isn’t rusted out.

**Front Brake Wear & Adjustment**

As you see, this is the third check for proper brake adjustment, yes, it is that important. Also is brake lining thickness adequate. Check for cracks in brake lining. Check for brake shoes/lining hanging out excessively from brake drum.

**/32 Brakes Remaining-Steer**

You are documenting in box provided, the thickness of brake pad. Understanding that the brake pad is thicker in center than on ends, document the thickness at the ends. Use the tread depth gage as measuring tool. Write the left dimension on left side of box and right dimension in right side of box. As a reference you are allowed ¼” thickness, NO LESS. The shoe TABLE is ¼” thick.

**Inspect Steering Components**

Again, do not grease until inspection is completed. So you will raise one wheel position, check kingpin wear, using a bar if necessary. Using same method, check for wheel bearing play. If the wheel bearing is a non-oil type, rotate wheel and feel on steering arm for a grinding, rough action. Sealed bearings are very difficult to check. This procedure is supposably one of the factory approved methods. Then place both hands at 3 O’clock and 9 O’clock and move tire in & out, checking for play in steering components (draglink & tire rod end). Use an assistant if necessary. Once all components have passed your inspection, grease & lower and repeat on other side. If a component has NOT passed your inspection, notify supervisor prior to greasing so that he may inspect for himself. This will determine proper repair action.

**Inspect Front Suspension.**

Inspect the leaf springs for cracks or out of place due to retention devices broke or missing. Inspect U-bolts for being tight. Often if a U-bolt is loose, there will appear to be a line around bottom of u-bolt washer and possibly a line around u-bolt where it goes thru axle. A line from corrosion or grease indicates u-bolt moving. Also, inspect bottom of leaf spring where axle seat/pad attaches, Inspect both front and back. If the axle has moved, you may see wear marks or corrosion or clean area. Inspect the rear spring hangers for wear. Sometimes it’s easier to look from front to back, understanding where the centerline of spring pin is and see if it’s the center hine of spring eye/hanger pin eye. If not, this is a PM Defect. Many times if difficult to raise frame of front end of truck and see if any movement/play in these spring pins. The reason for difficulty is twofold. 1. There is no place for jack to raise this kinda weight. 2. Even if you do raise it, there is a fine line from ‘free load” to weight applied to raised suspension. Sometimes suspension is in a bind, not allowing for movement when raised, even though play exists. That’s why visualizing where center of spring pin in relation to attaching points usually works. Check the shocks, rusted out, bushings wore out

**Check Transmission Fluid**

Self-Explanatory—looking at fluid level, fluid condition, fluid odor. Shiny fluid may be metal in fluid. Clean oil from side fill plug if magnetic type. Inform supervisor of said metal immediately before cleaning. Supervisor may want to see what you have.

**Check Driveshaft & U-Joint Condition**

Again, perform inspection prior to greasing. With both hands, rotate all drivelines to check for play. Raise & lower driveline by carrier bearing & inspect for play. Inspect rubber of carrier bearing. Inspect for excessive rust from one or more bearing cap. This indicates water has been in U-Joint and now it leaves rust behind. Insect all mounting hardware at each U-Joint cap, ensuring they are tight and secure. Ensure you joint is in correct position in yoke. Sometimes, the bearing cap may be out of position, like on top of “dick” that locates u-joint in yoke. Ensure all drivelines are in phase, even the one after carrier bearing.

**Inspect Air drier, drain water from tanks**

When running truck, you should not hear air drier cycle too often. If there is excessive oil at exhaust port of drier, this may indicate air compressor is about wore out & pushing oil. Ensure the heater wiring is connected. Ensure mounting of air drier is secure. Drain all water from all tanks with drains. Often this will leave a giant mess as no one drain tanks anymore.

**Inspect Exhaust System**

DOT says there can be no exhaust leaks from back of cab to engine. Cab and sleeper are the same thing. Ensure clamps are tight. Turbo clamps come loose. Flex pipe may be bad, but hard to tell its leaking. Rusted out elbows on underneath require really bending over and looking at that.

**Inspect all Air Lines**

The is real important. Too often during a PM, many air lines are routed improperly and rubbing everywhere. Use hose protectors, cable tires, whatever to ensure no premature failure. This goes for fuel lines, coolant hoses, air lines, even wiring looms, everything.

**Check Drive Axle(s) Lube**

Self-Explanatory—looking at fluid level, fluid condition, fluid contamination, fluid odor. Shiny fluid may be metal in fluid. Clean oil from side fill plug if magnetic type. Inform supervisor of said metal immediately before cleaning. Supervisor may want to see what you have.

**Clean Axle Vents**

Many times, wheel seals and pinion seals will fail due to axle vents clogged/inoperative. If axle vent is a “cap” style, just grab cap and turn it back & forth several times. You will be amazed at how much crud falls from cap. If vent has a hoe on it, ensure it is not clogged. When you checked axle lube, was there a vacuum on removal of plug. If so, the axle vent isn’t venting.

**Replace Axle Filer (every 6 months)**

Some front drive axles will have a large spin on filter. If not this box gets an N/A

**Document Air Bag Ride Height**

No one even checks this. Yet this measurement is so important to the life of driveline and free of vibration. Every manufacture of truck and/or suspension has a specific measurement or range of measure that ride height is supposed to be at. Access our quick reference book and measure ride height.

**Inspect Rear Suspension**

Inspect the leaf springs for cracks or out of place due to retention devices broke or missing. Inspect U-bolts for being tight. Often if a U-bolt is loose, there will appear to be a line around bottom of u-bolt washer and possibly a line around u-bolt where it goes thru axle. A line from corrosion or grease indicates u-bolt moving.

Also, inspect bottom of leaf spring where axle seat/pad attaches, Inspect both front and back. If the axle has moved, you may see wear marks or corrosion or clean area.

Inspect the rear spring hangers for wear. Sometimes it’s easier to look from front to back, understanding where the centerline of spring pin is and see if it’s the center line of spring eye/hanger pin eye. If not, this is a PM Defect. Many times if difficult see if any movement/play in these spring pins. The reason for difficulty is there is a fine line from ‘free load” to weight applied to raised suspension. Sometimes suspension is in a bind, not allowing for movement when raised, even though play exists. That’s why visualizing where center of spring pin in relation to attaching points usually works.

Inspect the torque arms/ radius arms/panhard rod. Check the bushings, check the mounting hardware.

Check the leveling valve & linkage linkage and its securing attachment points.

Check the shocks, rusted out, bushings wore out

**Inspect Rear Brake Components**

You are checking brake adjustment; cam shaft bushing play; ensuring the brake springs are attached to brake shoes; checking with a flashlight wheel deal for leak; ensuring air chambers on both sides are same size; ensuring they don’t leak air upon brake application; ensuring snap ring is on camshaft; ensuring proper shim washers locate slack adjuster correctly; ensure air chamber mounting hardware is present, correct & tight; ensuring air chamber isn’t rusted out.

**Rear Brake Wear & Adjustment**

As you see, this is the third check for proper brake adjustment, yes, it is that important. Also is brake lining thickness adequate. Check for cracks in brake lining. Check for brake shoes/lining hanging out excessively from brake drum.

**/32 Brakes Remaining-Front Drive**

You are documenting in box provided, the thickness of brake pad. Understanding that the brake pad is thicker in center than on ends, document the thickness at the ends. Use the tread depth gage as measuring tool. Write the left dimension on left side of box and right dimension in right side of box. As a reference you are allowed ¼” thickness, NO LESS. The shoe TABLE is ¼” thick.

**/32 Brakes Remaining-Rear Drive**

You are documenting in box provided, the thickness of brake pad. Understanding that the brake pad is thicker in center than on ends, document the thickness at the ends. Use the tread depth gage as measuring tool. Write the left dimension on left side of box and right dimension in right side of box. As a reference you are allowed ¼” thickness, NO LESS. The shoe TABLE is ¼” thick.

**Inspect Frame & Crossmembers**

Self-Explanatory—ensure there are no cracks anywhere. Typical places would be at rear, rear crossmember; and/or where crossmember bolts to frame; and/or where someone welded frame together, esp on bottom of frame; and/or anywhere around 5th wheel; and /or on 5th wheel plate

**5th wheel/remove Old Grease/Inspect & Lube**

Some 5th wheels have grease zerks on pivot pins, on slider pins/parts. Use an old box & cardboard and remove all the old grease that accumulates on side of 5th wheel. That is just sloppy. Apply new grease to top plate of 5th wheel, smearing it on top plate. DO NOT leave “beads” of the wheel grease on top plate. That looks and is just being lazy.

Ensure the operating handle is in good condition, not bent. Ensure any safety latches are present and work properly. You could use tool to check for 5th wheel play, but we do not require that. Look inside kingpin slot, but don’t physically torch anything as the 5th wheel jaw may have an extremely sharp edge on it from kingpin wear and cut you like a razor blade.

**Clean & Inspect batteries & Cables**

Every truck gets engine and batteries washed after PM. If the cables have corrosion, use power washer and/or wire brush to remove said corrosion. Use power washer to clean around the batteries also. The batteries and battery box will be clean when PM is complete. Spray battery protectant as/if needed. Load testing batteries are NOT part of PM.

Late model trucks have may wires in battery box. These wires are extremely important. Many control the ECM(S). Wiggle these wires to ensure the terminals are strong and have good connection.

Use the power washer to clean batteries after PM, when your washing engine. DO NOT forget to reinstall battery box or DO NOT put battery box cover where your going to run it over

**Inspect ECM Wires & Terminals in batt Box**

Yes, its that important that two checks are made on this. Late model trucks have may wires in battery box. These wires are extremely important. Many control the ECM(S). Wiggle these wires to ensure the terminals are strong and have good connection.

**Pressure Wash/ Steam Clean Engine & Drivetrain**

Every truck gets engine and batteries washed after PM.

Choose the cleaning chemicals carefully. Red Degreaser and Acid never touches stainless steel, polished aluminum and glass. Otherwise it will tarnish these items, customers will be unhappy because now their truck is down because FAST is buying them new components. And a truck wont leave here with damaged components with our name written all over it for them to show everyone how careless and dumb we are.

Use red degreaser on engine, but pay attention to what is written above. Wet the windshield WITH WATER prior to using degreaser so that when you blow degreaser on windshield, it wont pit it.

Use acid on engine if you want, but engine has to be dry, otherwise acid wont pretty the aluminum CAC tubes.

DO NOT forget to reinstall battery box or DO NOT put battery box cover where you’re going to run it over.

Engines and engine compartments will look nice when truck is completed.

**Test Drive**

When test driving, your test drive starts when turning key on. Ensure the ABS light comes on and then goes off (ABS system is doing a self check) and by light coming on & going off, ABS system is supposed to be operational. Ensure no dash lights remain on. If so, this is a PM Defect. Start truck listening on how starter operated. Watch how fast air pressure builds.

When driving truck, you are paying attention to the truck and your safe driving. You are looking, listening, feeling the truck. Listening for CAC leaks, maybe even apply brakes & throttle at same time to place load on turbo. You are checking to see if steering wheel is centered, many times on a truck, the steering wheel will be way off center. This would be considered a PM defect.

**Put Service reminder on Windshield.**

You can do this at start of PM, just bring a reminder sticker with you when you first start. Or do sticker at time of test drive.

**Apply Date to AVIR decal**

Earlier in PM, when you documented the AVIR date on PM form, this is the time that if the customer had pre-printed AVIR decals, to apply the current date. If not, then this box is checked N/A

**Bottom of PM Form**

Use the tire area to document the tire tread depth and to document the tire pressure. These boxes are represented of the actual wheel positions of truck, so fill out boxes correctly. Notice that if the front drive tires have 3/32 or more of tread depth, the rotating the drives becomes a PM defect and gets notated on back of form.

Also notice that there is a place for technician to sig. it is imperative and required by law to have a signed form if using form for DOT Inspection, which we do on occasion., so please sign this form.