

# **“Are your brakes ready for the day? Have no doubt – inspect!”**

## **BRAKE INSPECTION CHECKLIST**

### **FMCSA Brake Regulations 393.40 – 393.55**

#### **Tools you need to inspect your brakes:**

- Blocks/chocks to place behind tires
- Chalk to mark push-rods
- Small ruler to measure push-rod travel and brake linings
- Brake application device (to apply brakes) or a “second” person to assist

#### **Before you inspect:**

- Park on a level road surface
- Block/chock the tractor wheel(s) and trailer wheel(s), if hooked
- Confirm air pressure at 90-100 psi
- Shut off engine – Remove keys from ignition
- Release spring (parking) brakes
- Check each brake to confirm normal released position
- Listen for air leaks



#### **Inspect for:**

- Chaffing/rubbing air hoses against other hoses and/or other components
- Hoses that are worn to second color or nylon braids are visible
- Damaged, broken, or missing components; i.e. broken brake chamber bracket, missing clevis pin, hanging slack adjuster
- Brake pads/linings; Air Drum brake pad, measured at the center, must be above ¼ inch. Air Disk brake, must be above 1/8 inch.
- Cracked pads/linings or rust-jacked lining from shoe (upper & lower)
- Excessive up/down & sideways movement on the camshaft (worn bushings)
- Rusted drum due to inoperative brake
- External cracks on the brake drum
- Rusted (holes) brake chamber

#### **Measure the push-rod travel stroke by:**

- Check air pressure gauges are holding 90-100 psi
- Make certain spring (parking) brakes are fully released
- Confirm you’ve made a chalk mark on each push-rod at the rear of the brake chamber
- Via the brake pedal apply full (service) brake application (approx. 80 psi)
- Measure distance from the chalk mark to rear of brake chamber
- Confirm travel is within DOT Standards via brake chamber size & if short or long stroke:

*\*Brakes out of adjustment? Do NOT adjust, inspect for issues & repair\**

<b>Brake Chamber Type &amp; Size</b>	<b>Location</b>	<b>Maximum Travel Limit Allowed</b>
<u>Short stroke</u> 20 or 24 (round air port)	Steer axles	1-3/4 inches
Short stroke 30	Truck drives & Trailer axles	2 inches
<u>Long stroke</u> 20 or 24	Steer axles	2 inches
Long stroke 30 (square air port)	Truck drives & Trailer axles	2-1/2 inches

National Transportation Safety Board (NTSB) warns continuously adjusting automatic slacks is not recommended. Have your brakes checked and repaired, if needed, before getting back on the road.