

Class 1A Air Tests

- 1) Chock wheels.
- 2) Drain air tanks.
- 3) Start engine, low air pressure alarm should go out minimum 60 psi.
- 4) Pressure should build from 85 to 100 psi in less than two minutes at max 800 rpm.
- 5) Governor should cut out compressor between 120 and 145 psi.
- 6) Push both valves in, governor should cut in compressor at minimum 100 psi.
- 7) Air up to max pressure, shut down engine.
 - a) Break service line, should be no air loss.
 - b) Break supply line, should be no air loss from trailer, trailer brakes should dynamite, and air loss from tractor should stop at a minimum of 20 psi.
 - c) Check that slack adjusters on trailer are about 90 degrees to pushrods.
 - d) After air loss stops, check that
 - a) trailer supply valve popped, tractor park brake valve has not popped
 - b) air pressure is above 20 psi
 - c) no air loss on full brake application
 - d) connect air lines.
- 8) Start engine, supply trailer after alarm stops.
- 9) Air to max pressure, shut down engine, turn key on.
- 10) Make full brake application for one minute, should be no more than 4 psi loss.
- 11) Fan brakes, low air pressure alarm should come on at minimum 60 psi.
- 12) Fan brakes, trailer supply valve should pop out at minimum 20 psi, tractor park brake valve doesn't have to pop, but tractor park brakes must apply at minimum 20 psi.
- 13) Start engine, do immediate tug.
- 14) Pick up chocks.
- 15) Supply trailer.
- 16) At minimum 100 psi
 - (a) do another tug
 - (b) pop trailer valve, release tractor brakes, tug
 - (c) supply trailer and roll ahead, then pull spike to stop
 - (d) roll ahead, use brake pedal to stop.
- 17) Pop trailer valve, release tractor park brakes, ensure air pressure above 100 psi, shut down, pocket key, chock drive wheels, check drive axle slack adjusters.
- 18) Air tests complete! Complete paperwork and drive!