



BANUR DRIVING SCHOOL LTD.

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12511 82 Ave, Surrey, BC V3W 3E8

**CLASS 3
PRE-TRIP
INSPECTION**

CLASS 3 PRE-TRIP INSPECTION

Step-by-Step Procedure • Professional Reference • Banur Driving School Ltd.
45-Minute Layout • Five-Step Flow •

FLOW: Door & Jockey Box → Under the Hood → In-Cab & Air → Circle Check → Four Brake Tests



CHECK FOR: Cuts, Cracks, Bubbles, Dents, Leaks, Fluid Levels, and Push-Rod Travel on Brake Chambers ($\frac{1}{2}$ inch to $\frac{3}{4}$ inch).

STEP

1

DOOR, JOCKEY BOX & EXTERIOR PREP

INITIAL SAFETY SETUP

- ✓ Brakes applied and parked, on level surface.
- ✓ Block the wheel.
- ✓ Truck has fire extinguisher, first aid kit, and safety triangles inside jockey/tool box.
- ✓ Battery secure No leak, No corrosion, wire secure and tight.
- ✓ Air tank secure No crack, No leak.
- ✓ This truck has ADIS system No need to drain the wet tank.
- ✓ DEF tank secure No crack, No leak, cap secure and tight.

STEP

2

UNDER THE HOOD

Passenger Side → Driver Side

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PASSENGER SIDE — ENGINE COMPARTMENT

- ✓ No leak on this side of engine.
- ✓ Cooling System: Coolant tank secure, No cracks, No leaks, cap tight and secure, coolant up to level.
- ✓ Radiator secure No crack, No leak.
- ✓ All pipes and hoses secure No cracks, No leaks, clamps secure and tight.
- ✓ Turbo and exhaust pipes secure No crack, No leaks, clamps secure.



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- ✓ Fender secure.

PASSENGER SIDE — SUSPENSION

- ✓ Body frame, hanger, leaf spring, U-bolt, axle, tie rod No crack, No bends.
- ✓ Shocks secure No cracks, No leaks.
- ✓ If air bag present: Air bag inflated.

PASSENGER SIDE — BRAKE SYSTEM

- ✓ Air lines No cut, No cracks, No leaks.
- ✓ Brake chamber secure Push rod travel $\frac{1}{2}$ to $\frac{3}{4}$ inch.

PASSENGER SIDE — WHEEL (HUB 2 HUB)

- ✓ Inside hub No leak, No crack, No bends. On rim No cut, No crack, No bubbles on tire.
- ✓ Top of tire: Even wear, holding air, tread more than 3 mm.
- ✓ Outside of tire No cut, No crack, No bubbles. Rim No crack, No dents. All lug nuts secure and tight. Hub not leaking.

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DRIVER SIDE — ENGINE COMPARTMENT

- ✓ No leaks on this side of truck all hoses and clamps secure, No cut, No cracks, No leaks.
- ✓ Fan blade secure and all blades present.
- ✓ Both belts secure No cuts, good tension.
- ✓ Engine oil filler cap secure pull dipstick and check oil level.
- ✓ Steering oil cap secure oil up to level, No leak.
- ✓ Air compressor and discharge lines secure No cut, No leaks.
- ✓ Governor secure No cut, No leaks.
- ✓ All air lines No cut, No crack, No leaks.
- ✓ Clutch oil reservoir secure oil up to level, No leaks, cap tight and secure. (Not present in automatic transmission.)
- ✓ Windshield fluid cap secure No leaks, enough for trip (digitally monitored).
- ✓ Steering rod minimal play. Gear-box No leaks. Pit-man arm, drag-link and knuckle secure No cracks, No bends.
- ✓ Fender secure.

DRIVER SIDE — SUSPENSION

- ✓ Body frame, hanger, leaf spring, U-bolt, axle, tie rod No crack, No bends.
- ✓ Shocks secure No cracks, No leaks.
- ✓ If air bag present: Air bag inflated.

DRIVER SIDE — BRAKE SYSTEM

- ✓ Air lines No cut, No cracks, No leaks.
- ✓ Brake chamber secure Push rod travel $\frac{1}{2}$ to $\frac{3}{4}$ inch.

DRIVER SIDE — WHEEL (HUB 2 HUB)

- ✓ Inside hub No leak, No crack. On rim tire OK, No cut, No crack, No bubbles.



- ✓ Top: Even wear, holding air, tread more than 3 mm.
- ✓ Outside No cut, No crack, No bubbles. Rim No crack, No dents. All lug nuts secure and tight. Hub not leaking.

STEP

3

IN-CAB & AIR BRAKE TESTS

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IN-CAB PRE-START

- ✓ Key on: All warning lights working (on dash).
- ✓ Start the truck.
- ✓ Temperature gauge working and oil pressure gauge rising.
- ✓ DEF and fuel enough for the trip. Battery charging (13.6V).
- ✓ Air gauge both primary and secondary holding air pressure.
- ✓ Map light working. Valid inspection, insurance, and registration.
- ✓ Windshield clean No cracks. Windows rolling up and down No cracks.
- ✓ Mirrors set and clean No cracks.
- ✓ Steering wheel minimum play. Highway and city horn working.
- ✓ Lights on: Panel lights working, dimmer working, 4-way flasher working, left/right turn signal, high beam working.
- ✓ Wiper and windshield fluid working.
- ✓ Defroster working. Differential switch (off). Air suspension (on).
- ✓ Seat set and secure. Seatbelt locks/unlocks No cuts.

AIR BRAKE SEQUENCE

1. Release truck and trailer air brakes.
2. Fan down air to 60 PSI low air warning activates (visible and audible).
3. Fan down to 45–20 PSI brake pops out. Shut off the truck immediately.
4. Go to rear of trailer all four slack adjusters and push rods must form 90° angle and NOT move.
5. Remove both glad hands and electric cable. Check for leaks on air lines on truck and trailer.
If no leak from trailer side: Confirm trailer one-way valve is working.
6. Push and hold foot valve (brake pedal) for 5 seconds check for leaks. (No leak = tractor protection valve working.)
7. Reconnect glad hands seals clean, No cracks. Electric cable clean No corrosion, all 7 pins present.
8. Both airlines and electric cord free of cuts and cracks, hanging securely.

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IN-CAB AIR BUILD-UP TEST

- Start truck at 1,000–1,200 RPM.
- When first gauge reaches 50 PSI start timer (build-up must be UNDER 3 minutes).
- When both gauges reach 90 PSI stop timer and mention the time to examiner.



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Release truck and trailer brakes.
Governor unloads between 105–135 PSI (Governor Cut-Out). This truck governor is set to 125 PSI.
Drop 20 PSI air needles rise (Governor Cut-In / loading stage).
Unload governor again — listen for purge sound.
Shut off truck.
Press and hold foot valve. Once gauges stop moving, start timer — watch for visual and audible leaks.
After one minute: needles barely moved = no air loss. (Truck + trailer \leq 4 PSI loss.)

LIGHTS CHECK

- ✓ All clearance lights working. Both high beams working.
- ✓ Marker and signal lights working.
- ✓ Hood, grill, bumper secure, No cracks.
- ✓ License plate clean, secure, valid. Under hood No leaks.

STEP

4

CIRCLE CHECK — TRUCK & TRAILER

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DRIVER SIDE — TRUCK EXTERIOR

- ✓ Hood mirror and side mirror secure No crack. Turn signal working.
- ✓ Rear side of truck No fresh damage.
- ✓ Fuel tank and strap secure No crack, No leak, cap secure. Check seal every fill-up.
- ✓ Foot step, deck, chain hanger and mud flap secure not touching tire or ground.

TRAILER — FRONT & DRIVER SIDE

- ✓ Front of trailer No fresh damage. Trailer clearance light working.
- ✓ This side of trailer No fresh damage. Reflective/DOT tape all the way to end in good shape.
- ✓ Fifth wheel lock No daylight between trailer and fifth wheel. Release handle and adjusting pin locked. Slider pins locked.

TRAILER — DRIVER SIDE SUSPENSION

- ✓ Body frame, both hangers, both leaf springs, both U-bolts — secure, No bends, No cracks.
- ✓ Both shocks No crack, No leaks. Both air bags inflated.

TRAILER — DRIVER SIDE WHEELS (HUB 2 HUB)

- ✓ Both inside hub seals No leak. Both rims No bend, No crack.
- ✓ Both tires No cut, No bubble. Between all 4 tires No cut, No bubbles, No objects.
- ✓ All 4 tires holding air tread more than 1.5 mm, even wear.



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- ✓ Outside both tires No cut, No bubbles. Both rims No bend, No crack. All lug nuts present and secure. Both hub seals No leaks.

FIFTH WHEEL — CLASS 3 SPECIFIC CHECK

5W

**Fifth Wheel: Slider pins locked.
Jaws open. Release handle out. Adjusting bolt out.
Air bags inflated — not leaking, holding air.**

TRAILER LIGHTS & REAR

- ✓ Turn signal, tail light, and license plate light working. License plate secure and valid.
- ✓ Mud flap secure not touching tire or ground.



Ask examiner to check the brake lights. Press brake, low beam, and right signal. Then come back to the end of trailer.

PASSENGER SIDE — SUSPENSION (TRAILER)

- ✓ Body frame, both hangers, both leaf springs, both U-bolts secure, No bends, No cracks.
- ✓ Both shocks No crack, No leaks. Both air bags inflated.

UNDER TRUCK — DRIVE REAR AXLE

- ✓ Both air lines secure No cut, No leaks. Both brake chambers secure both push rod travel $\frac{1}{2}$ to $\frac{3}{4}$ inch.
- ✓ Differential No crack, No leak.
- ✓ Both U-joints and drive shaft minimum play, No crack, No bend.

UNDER TRUCK — CENTER AXLE

- ✓ Both air lines secure No cut, No leaks. Both brake chambers secure both push rod travel $\frac{1}{2}$ to $\frac{3}{4}$ inch.
- ✓ Differential No crack, No leak.
- ✓ All 3 U-joints secure and drive shaft minimum play, No crack, No bend.
- ✓ Steady bearing secure holding long drive shaft.
- ✓ Engine/transmission No fresh leakage. Air dryer secure air lines No cut, No crack, No leak.
- ✓ Exhaust pipe No crack, No leak. Body frame No crack, No bend.

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STEP

5

ALL FOUR BRAKE TESTS



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BRAKE TEST SETUP

- ✓ Turn on 4-way flasher and apply parking brakes. Remove wheel chocks.

TEST 1 Truck Parking Brake	TEST 2 Trailer Spring Brake	TEST 3 Hand Valve Brake	TEST 4 Foot Brake
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SLACK ADJUSTER — MANUAL ADJUSTMENT

- ✓ With pry bar, pull slack and check S-cam shaft rotation.
 - ✓ With wrench, push sleeve in tighten bolt, ensure S-cam rotates in same direction.
 - ✓ Reverse bolt 15–20 minutes on the clock.
 - ✓ Make sure sleeve is back in lock position and check push rod travel $\frac{1}{2}$ to $\frac{3}{4}$ inch.
- ⚠ Automatic Slack Adjustment Should be serviced by certified mechanics ONLY.



PRE-TRIP COMPLETE — DRIVE SAFE

A thorough pre-trip is the first step to a safe journey.

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