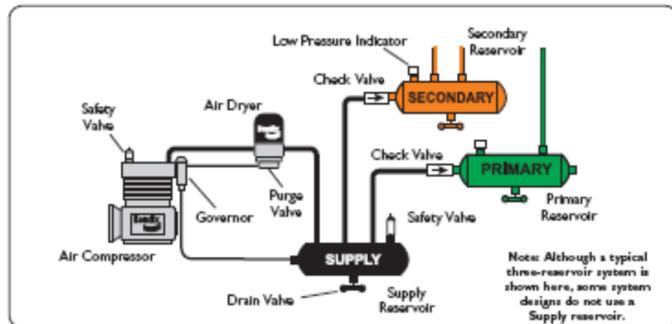


Air Brake Test Explained:

Most commercial vehicles and large diesel housecars use Air Brakes to stop. As part of the Pre-trip inspection test for a CDL, a driver must demonstrate knowledge of how an Air Brake system works and how to check it. In some States Non-com Class B applicants are not required to pass this portion of the test, but all Class B Boot Camp Grads will be proficient in the Air Brake Test.

To check an Air Brake system, the driver is expected to perform an in-cab air check or as it is known in California, A **COLA** check.



C stands for **COMPRESSOR CUT**

IN: The Governor will cause the air compressor to Cut In and start pumping, when the pressure in the system drops to between **85 – 105 psi**, as indicated by the air gauges. When the air gauge needles rise the driver knows the air compressor pump is working.

O stands for **COMPRESSOR CUT OUT:** The air compressor, shown in the diagram above will pump air until the system is fully charged, **120 – 140 psi**, at which time the Governor will cut out the pump and you will hear an air blow off. (Psssh).

L stands for **LOW AIR WARNING:** All Air Brake equipped vehicles are required by law to have an audible and a visual warning system to alert the driver, should air pressure fall to the **55 – 75 psi** range. With the wheels blocked, you will release the Parking Brake and pump down the Air to identify that the audible and visual warning systems cut in at the required range. At this point keep pumping down the air pressure to point where you will hear a loud **POP** and the Parking Brake will once again be activated. This should happen around **45 psi** and is caused by the Spring Brakes not being held back by air pressure which releases the Parking Brake.

A stands for **APPLIED AIR LEAKAGE TEST:** The purpose of this test is to ensure the system is secure and has no leaks. With a fully charged air system and the vehicle securely parked, the driver releases the parking brake, turns off the engine, turns on the key and without starting the engine presses and holds the brake pedal to the floor for 1 minute, making sure the system **does not lose more than 3 psi**. When finished, the driver indicates to the examiner there was no air pressure loss and applies the parking brake.

PRACTICAL BRAKE TEST:

Parking Brake Test, with the parking brake on, put the coach in gear to see if it holds.

Service Brake Test, release all brakes pull coach forward about five feet, apply service brake making sure the coach stops without pulling the steering wheel in either direction.