



GOLDER RANCH FIRE DISTRICT

Engineer Practical Check Sheets

DOT Brake Inspection

Standards:

FMVSS 121, 49 CFR Part 571 Air Brake Systems

Task/Performance Outcome:

The candidate shall be given the objective of completing a DOT brake inspection on an air brake equipped apparatus. Upon completing this objective, the candidate shall be able to accurately determine if the apparatus has passed or failed the DOT brake inspection. If the apparatus failed the DOT brake inspections the candidate must be able to accurately determine how the apparatus failed. The candidate must also demonstrate how to document the failure and ensure the apparatus is placed out of service and their supervisor is notified.

Required Personal Protective Equipment (PPE):

Class C uniform.

Required Equipment:

- Air brake equipped apparatus

Critical Fail Criteria:

Failure consists of the following:

- Failure to place wheel chocks prior to getting under apparatus
- Failure to accurately complete a DOT brake inspection
- Failure to ensure slack adjusters are within allowed distance
- Glaring, gross errors, as documented by the evaluator
- An apparent lack of efficiency and comfort with the activity, as documented by the evaluator
- Less than 100% of available points scored

Evolution Details:

The candidate is expected to perform a DOT brake inspection on a given air brake equipped apparatus prior to operating it. The candidate must complete the DOT brake inspection by themselves following DOT regulations. All systems and components required by DOT are inspected and pass per regulations. The candidate must be able to confirm if the apparatus has passed or failed the brake inspection and the proper steps are taken to remove the apparatus from service if necessary.



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Candidate Name:	Date:	
Actions	Points Available	Points Earned
Ensure the apparatus is on a flat level ground in a safe area.	1	
Chock wheels.	1	
Charge air brake to full pressure (120 - 125 psi).	1	
With Ignition on and Engine off release parking brake. (Allow initial brake charging, ABS valve activation, and air tanks to equalize the tanks before timing air pressure drop).	1	
Let apparatus sit for 1 minute while observing air pressure (Air pressure should not drop more than 2 psi).	1	
Apply foot brake and hold while watching the pressure gauge for 1 minute (Air pressure should not drop more than 3 psi , excluding the initial charging of the service brakes).	1	
Begin fanning off air pressure with hard deliberate presses of the foot pedal. (Record the pressure that the low air alarm and light activates. Must activate at 60 psi. or above).	1	
Continue fanning off air pressure and observe parking brake valve. (The valve should pop out at manufacture's specification (20-45 psi) for straight trucks).	1	
Start engine and allow air pressure to build to 85 psi, record the time it takes for air pressure to build from 85 to 100 psi. (Must achieve 100 psi in 45 seconds).	1	
Allow air pressure to build and ensure air pressure governor is functioning. (Listen for an audible short exhausting of air at 120 - 125 psi).	1	
Parking Brake Check: With wheel chocks removed and parking brake applied, ensure that the parking brake will hold by gently trying to pull forward with the parking brake on.	1	
Service Brake Check: Pull forward approximately 5 mph and apply service (foot) brake. (Ensure the apparatus does not pull to either side and that it stops when brake are applied).	1	
Total Points (12/12)	12	

Evaluator: _____ Total: _____/12

Circle one:

Pass/Fail on points/Fail on critical criteria

Comments _____

