Air Brake Quick Study Guide

1. Remove key and chock rear driver’s side tire.
2. Build air pressure to 120-140 psi, which is normal air pressure, wait until you hear the governor cut-out. It should be between 120-140 psi.

**Air Loss Rate**

1. Turn off vehicle, turn vehicle electric system on. Release parking brake
   1. After the initial drop of 5-15 psi
   2. Air loss should not be more than 2 psi within 1 minute
2. Apply and hold service brake at about 90 psi
   1. After the initial drop of 5-15 psi
   2. Air loss should not be more than 3 psi within 1 minute

**Low Air Warning Alarm**

1. Test for the low pressure warning signal. Step on and off the service brake pedal to reduce air tank pressure. Signal should come on when the pressure reaches about 60 psi.

**Spring Brakes**

1. Test for spring brakes. Step on and off the service brake until the parking brake knob pops out. This occurs between 20-45 psi.

**Rate of Build Up**

1. Re-start the engine and bring air pressure to normal operating psi, 120. Air pressure should build from 85 to 100 psi within 45 seconds *at idle*. 600-900 RPM

**RELEASE PARKING BRAKE BEFORE CHECKING CUT-INS!!!!!!!**

**Governor Cut-in & Cut-out**

1. Check cut-out and cut-in. Step off and on the service brake to initiate cut-in, which occurs around 100 psi *at idle*. 600-900 RPM. When the needle moves your cut in works, continue to build pressure until you hear the cut out, which occurs between 120-140 psi.

**Test Brakes**

1. Test parking brake. Apply parking brake. Shut off engine, take the key and back out of truck. Remove chock blocks. Re-enter vehicle, start engine, shift into low gear, give truck slight acceleration and test if brake will hold.
2. Test service brake. Release parking brake, move vehicle forward slowly about 5 mph and apply service brakes firmly.

**Note:** No delayed stopping. Truck did not pull to left or right. No shutter in the wheel. No unusual smells or sounds. No unusual feel to the pedal or spongy brakes.