**Vehicle/School Bus Inspection BRAKE CHECK**

*EXAMPLE DIALOGUE/SCRIPT with Actions*

Before starting your test, check that the air pressure is built up to approximately 120-140 psi or manufacturer specification, governor cut-off pressure.

**PARKING BRAKE CHECK**

With the parking brake engaged, I am going to place vehicle in gear and gently press accelerator to ensure bus does not move.

*REV engine, place foot back on service brake, and place bus back into Neutral!!!*

My parking brake held and did not let the bus move.

**SERVICE BRAKE CHECK**

I am now going to test my service brakes to determine that the brakes are working correctly. I am going to pull forward at no more than 5 mph. The bus should not pull to either side and stops smoothly when I apply my brakes.

*Press service brake, place bus in Drive, release parking brake. Without taking foot away from the brake pedal, allow the bus to go forward approximately 5’, gently press foot back on service brake, place bus back into Neutral and set the Parking Brake!!!*

The bus did not pull to either side and stops smoothly when I apply my brakes. My service brakes are working properly.

**AIR BRAKE SYSTEM CHECK***Failure to perform all components of the air brake check will result in an automatic failure*

WITH BUS ON –

I am now going to test my Air Brake System…. (**MUST HEAR AIR “PUFF” first**), The air pressure built up to approximately 120-140 psi or manufacturer specification, [“I am waiting for”/”to”] governor cut-off pressure.

*TURN BUS OFF - Keep foot on FIRMLY on service brake pedal, shut engine off, back to on position, and release the   
parking brake. (rapid order, as if one movement). Let the air gauge stabilize*

I am going to check for air leaks, Can you time me for one minute while I observe for more than 3 PSI pressure loss. After the one minute, announce you have not lost more than 3 PSI.

I am not going to fan my brakes to bring the air pressure to below 55 PSI, at which time I should hear and see and alarm indicating a low pressure situation.

*Fan brakes until just after the alarms are both activate and are steady.*

I hear and see my alarms indicating I have a low pressure situation. I am now going to continue to fan off air pressure to between 40-20 PSI, the parking brake valve should close (pop out).

*Fan brakes until parking brake pops out*

My parking brake has popped out, my air brake system is functioning properly. I am now going to restart the engine to rebuild air pressure (Use either cruise control high idle switch OR accelerator).

Optional: (AFTER HEARING PUFF), My air pressure has now rebuilt to approximately 120-140 psi or manufacturer specification, governor cut-off pressure.

**\**If you believe you missed part of the AIR brake test, ASK FOR A REDO***

**If you are confident you have not missed any part of the air brake test, announce “I have now completed my vehicle inspection”.**