



Hamilton

# Air Brake Testing Procedure

## **Low Air Warning**

Turn the key to the “on” position  
Ensure that the air pressure is above 90 psi (620 kPa)  
Fan brakes until warning buzzer or light comes on  
This must activate before 55 psi (380 kPa)

## **Air Pressure Build Up Time**

Turn the vehicle on  
Ensure air pressure is below 80 psi (550 kPa)  
Time the air pressure build up from 85-100 psi (585-690 kPa)  
Must build in less than 2 minutes or its defective

## **Air Compressor/Governor**

**Cut-In \*\*Must Occur between 80-100 psi (550-690 kPa)\*\***  
Fan brakes down to 80 psi (550 kPa)  
Watch gauges build  
80 psi (550 kPa) is the lowest it can cut in or it’s defective

**Cut-Out \*\*Must occur between 100-145 psi (690-1000 kPa)\*\***  
Let pressure build up until air dryer exhausts or gauges stop moving  
Must cut out by 145 psi (1000 kPa) or its defective

## **Air Loss Rate**

Turn truck off  
Release parking/spring brake  
Apply service (pedal) brake and hold for 1 minute  
Drop in pressure not to exceed 3 psi (20 kPa) per minute or defective

## **Spring/Parking Brake Test**

Turn truck on  
Apply spring/parking brake  
Remove wheel chocks  
Put vehicle into drive  
Attempt to accelerate slowly  
If vehicle moves it’s defective

## **Drain Tanks**

Replace the wheel chocks  
Locate and drain wet tank (first line running from the compressor)  
Locate remaining tanks and drain in order  
If valves on tanks weren’t operating its defective

## **Mark and Measure**

Ensure that your wheels are chocked  
Pressure must be between 90 and 100 psi (620-690 kPa)  
Release spring/parking brake  
Choose method of measuring  
Identify the size of the brake chamber  
Identify the stroke (short or long)  
Identify the maximum pushrod stroke allowable etc.  
Re-measure distance

**AIR TANKS MUST BE DRAINED at the end of each day to prevent condensation, rust, and ice build-up in the air lines**