




# Food Delivery Truck / Jonny Peters / 22 Jul 2019

Pre-trip Inspection Checklist

Complete

Inspection score	Failed items	Created actions
<b>97.47%</b>	<b>4</b>	<b>1</b>
Vehicle/License # Food Delivery Truck		
Inspected by Jonny Peters		
Conducted on 📅 22nd Jul, 2019 ⌚ 2:21 PM +08		
Location 824 S Jefferson St Irving, TX 75060 United States (32.8054978127419, -96.9447386118066)		

Inspection / General

Headlights secure, not cracked, and clean.	For Repair/Replacement
<p>– Notes</p> <p>Sent our vendor an email after I left a voicemail to have the headlight fixed.</p> <p>– Photos</p>  <p>Photo 1</p> <p>– Actions</p> <hr/> <p>To Do <b>Urgent repair of headlights</b></p>	

Inspection / Mud flaps

Mud flaps secure, not broken or missing. Are at proper height	For Repair/Replacement
<p>– Notes</p> <p>I am replacing the mudflaps after this inspection.</p>	

Inspection / In cab inspection

10lb ABC fire extinguisher - Fully charged, secured inside cab.	For Repair/Replacement
<p>– Notes</p> <p>I am replacing the fire extinguisher. No longer fully charged.</p>	


Inspection / Conclusion

Safe or Unsafe to drive?	Unsafe
--------------------------	--------

## Actions

1 Actions

SafetyCulture Staff created a High priority action

To Do  29th Jul, 2019 8:00 AM +08

### **Urgent repair of headlights**

Hello Minni, I need your help again. One of my truck's headlight got busted last night. Please have one of the guys come over to fix it. Thanks! Jonny

Inspection / General

Headlights secure, not cracked, and clean.

# Inspection

4 Failed 1 Actions 97.47%

## General

1 Failed 1 Actions

License plate secure, clean and up to date.	Safe
Bumper secure, not cracked, bent or broken.	Safe
Grill secure, not cracked, bent or broken and free of debris.	Safe
Headlights secure, not cracked, and clean.	For Repair/Replacement

– Notes

Sent our vendor an email after I left a voicemail to have the headlight fixed.

– Photos



Photo 1

– Actions

**To Do** Urgent repair of headlights

REFERENCE: Secure, not cracked, and clean headlights.  
 [This is an example of how you can use iAuditor to include best practice reference images in your templates to assist with inspections]



Fender mirrors secure, not cracked, bent or broken and clean (grab mirrors on both sides).	Safe
Marker lights (at top of tractor) secure, not cracked, all present and not broken.	Safe

**Under the hood - passenger side**

Oil dipstick must be at safe operating level.	Safe
Oil fill tube secure, not cracked, bent or broken and does not leak.	Safe
Turbo secure, not cracked, bent or broken and not leaking.	Safe
Alternator secure, not cracked, bent or broken.	Safe
Alternator wires secure and not burnt, broke, cut, cracked, frayed, taped or corroded (BBCCFTC).	Safe

Alternator belts secure, not cut, broke, frayed, no more than 1/2" play and none missing.	Safe
Water pump secure, not cracked, bent or broken and not leaking.	Safe
Radiator & radiator hoses secure, not cracked, bent or broken and not leaking. Clamps are secure and tight.	Safe
Antifreeze level – If equipped with a sight glass, check to make sure it is at a safe operating level. If not equipped with a sight glass, remove radiator cap (when fluid is cold) and check for safe operating level.	Safe
Fan shroud secure, not cracked, bent or broken.	Safe
Fan blades secure, not cracked, bent or broken and none missing.	Safe
Frame secure, not cracked, bent or broken, and no man-made welds.	Safe

#### Under the hood - driver side

Water pump secure, not cracked, bent or broken and not leaking.	Safe
Fan blade belts secure, not cut, broke, frayed, no more than 1/2" play and none missing.	Safe
Power steering reservoir secure, not cracked, bent or broken and not leaking. Fluid is at proper level.	Safe
Air compressor and air lines secure, not cracked, bent or broken and not leaking.	Safe
Starter secure, not cracked, bent or broken. Wires are not burnt, broke, cut, cracked, frayed, taped or corroded (BBCCFTC).	Safe
Frame secure, not cracked, bent or broken, and no man-made welds.	Safe

#### Steering

Steering wheel shaft secure, straight, not cracked, bent or broken.	Safe
---------------------------------------------------------------------	------

U-joints secure, not cracked, bent or broken, and properly greased.	Safe
Steering gear box secure, not cracked, bent or broken and not leaking.	Safe
Pittman arm, drag link, steering knuckle, and tie rod – Secure, not cracked, bent or broken and not leaking.	Safe

#### Front suspension

Spring hangers secure, not cracked, bent or broken.	Safe
Springs secure, straight, no more than 25% cracked or broken, none missing.	Safe
U-bolts and saddle secured to axle, not cracked, bent or broken.	Safe
Shocks secure, not cracked, bent or broken and not leaking.	Safe

#### Brakes

Air lines to brake chamber secure to frame and brake chamber, not cracked, bent or broken and not leaking.	Safe
Brake chamber and clamp secure, not cracked, bent or broken and not leaking, and all bolts are tight.	Safe
Push rod slack adjuster secure with a pin and cotter pin, not cracked, bent or broken. No more than 1" of play in slack adjuster.	Safe
S-cam shaft to s-cam roller secure, not cracked, bent or broken.	Safe
Brake shoes secure, not cracked, bent or broken. No less than ¼" of wear left on pads. Free of oil, grease, and debris.	Safe
Brake drum secure, not cracked, bent or broken. Is round, no excessive wear, no man made welds. Free of oil, grease, and debris.	Safe

#### Steer tires

Steer tires same size, same type. Cannot be recapped or regrooved. Tread depth should be no less than 4/32" in all major grooves. Should not have any tread separation, cuts, cupping or bulging anywhere on tire.	Safe
Valve stem secure, straight, not cracked, bent, broken or leaking. All valve caps are present and tight. Tire pressure should be between 100 – 110 PSI checked cold and with a tire gauge only.	Safe

### Rim

Rim secure, not cracked, bent or broken, is round and no man-made welds	Safe
Lug nuts secure, none missing, and appear to be tight. On aluminum rims look for white powder, on steel rims look for rust, which would indicate a loose lug nut. If loose, tighten with a lug wrench.	Safe
Hub secure, not cracked, broken or leaking. All bolts are present and appear to be tight. If there is a sight glass make sure the oil is at its proper level. Otherwise, open cap and make sure there is at least 1" of 90 weight gear lube.	Safe

### Fuel tank

Fuel tank is secure to frame, with no less than 2 metal bands with rubber backing to prevent against excessive wear and corrosion. It is not cracked, broken or leaking.	Safe
Fuel cap secure, with a soft pliable rubber seal, not cracked, bent, broken or leaking.	Safe
Steps secure, not cracked, bent or broken. No sign of excessive wear, free of oil, grease, and debris.	Safe
Windshield washer reservoir secure, not cracked, bent or broken and not leaking. Fluid is at proper level.	Safe

### Drive Shafts

Drive shafts secure, straight, not cracked, bent or broken.	Safe
-------------------------------------------------------------	------



U-joints secure, not cracked, bent or broken, and properly greased.	Safe
---------------------------------------------------------------------	------

**Frame**

Frame secure, not cracked, bent or broken, and no man-made welds.	Safe
Air tank and relay valve secure, not cracked, bent or broken and not leaking.	Safe

**Catwalk and steps**

Secure, straight, not cracked, bent or broken. All bolts are present and tight, no excessive wear, free of oil, grease, and debris.	Safe
-------------------------------------------------------------------------------------------------------------------------------------	------

**Battery box**

Secure, straight, not cracked, bent or broken. No excessive wear, free of oil, grease, and debris.	Safe
Batteries secure, not cracked, broken or leaking. All wires and connectors are not burnt, broke, cut, cracked, frayed, taped or corroded (BBCCFTC). Batteries that are not maintenance free must be checked by removing caps and checking fluid level.	Safe

**Air and electrical lines**

Air lines properly hung, not dragging on catwalk. Secure to tractor, not cut, cracked, bent, broken or leaking.	Safe
Glad hands secure to trailer in the locked position. Not cracked, bent, broken or leaking.	Safe
Seals soft pliable rubber grommets. Not cut, cracked, broken or leaking.	Safe
Electrical line secure to tractor and trailer with 7 pins, 7 receivers with safety latch in position. They are not (BBCCFTC) not burnt, broke, cut, cracked, frayed, taped or corroded.	Safe

**Suspension – drive tires**

Spring hangers secure to frame, not cracked, bent or broken.	Safe
Springs secure, straight, no more than 25% cracked or broken, none missing.	Safe
U-bolts and saddle secured to axle, not cracked, bent or broken.	Safe
Shocks secure, not cracked, bent or broken and not leaking.	Safe
Air bags secure, not cracked, bent, broken or leaking.	Safe

#### Brakes – drive tires

Air lines to brake chamber secure to frame and brake chamber, not cracked, bent or broken and not leaking.	Safe
Brake chamber and clamp secure, not cracked, bent, broken or leaking, and all bolts are present and tight.	Safe
Push rod slack adjuster secure with a pin and cotter pin, not cracked, bent or broken. No more than 1" of play in slack adjuster.	Safe
S-cam shaft to s-cam roller secure, not cracked, bent or broken.	Safe
Brake shoes secure, not cracked, bent or broken. No less than ¼" of wear left on pads. Free of oil, grease, and debris.	Safe
Brake drum secure, not cracked, bent or broken. Is round, no excessive wear, no man made welds. Free of oil, grease, and debris.	Safe

#### Drive tires

Drive tires same size, same type. Can be recapped or regrooved. Tread depth should be no less than 2/32" in all major grooves. No tread separation, cuts, cupping or bulging anywhere on tire.	Safe
Valve stem secure, straight, not cracked, bent, broken or leaking. All valve caps are present and tight. Tire pressure should be between 100 – 110 PSI checked cold with a tire gauge or thumper. No more than 3" between duals, free of debris.	Safe

#### Rim

Rim secure, not cracked, bent or broken, is round and no man-made welds	Safe
Lug nuts secure, none missing, and appear to be tight. On aluminum rims look for white powder, on steel rims look for rust, which would indicate a loose lug nut. If loose, tighten with a lug wrench.	Safe
Hub secure, not cracked, broken or leaking. All bolts are present and appear to be tight. If there is a sight glass make sure the oil is at its proper level. Otherwise, open cap and make sure there is at least 1" of 90 weight gear lube	Safe

### 5th wheel – coupling system

5th wheel platform secure to frame, not cracked, bent or broken. All bolts present and tight. No man made welds.	Safe
5th wheel secure to platform, not cracked, bent or broken, no man-made welds. Properly greased. No light between 5th wheel and trailer apron.	Safe
Trailer apron secured to trailer, not cracked, bent or broken.	Safe
King pin secured to apron, not cracked, bent or broken.	Safe
Locking jaw secured around king pin shank, not cracked, bent or broken.	Safe
Locking arm secured in locked position, not cracked, bent or broken.	Safe

### Mud flaps

1 Failed

Mud flaps secure, not broken or missing. Are at proper height	For Repair/Replacement
<p>– Notes</p> <p>I am replacing the mudflaps after this inspection.</p>	

### Trailer (driver's side)

Landing gear & braces secure, not cracked, bent or broken.	Safe
------------------------------------------------------------	------

Landing gear pads secure, not cracked, bent or broken. Free of debris and in the up position. Handle is secured in the stowed position.	Safe
D.O.T. reflective tape secure and clean. Not excessively worn.	Safe
Cross members secure, not cracked, bent or broken and none missing. No more than 1 rivet or bolt missing per cross member. If more than 1 missing it indicates a weak floor.	Safe

### 1st trailer axle suspension

Rocker arm hanger secure, not cracked, bent or broken.	Safe
Rocker arm secure, not cracked, bent or broken.	Safe
Shocks secure, not cracked, bent, broken or leaking.	Safe
Air bags secure, not cracked, bent, broken or leaking.	Safe

### Tandem

Tandem slide rail secure, not cracked, bent or broken. Holes are round, not excessively worn. Pin is secure in hole, not cracked, bent or broken.	Safe
Locking handle secured in locked position, not cracked, bent or broken.	Safe

### Brakes – 1st trailer axle

Air lines and relay valves secure, not cracked, bent, broken, or leaking. Air lines must be at least 18" off the ground.	Safe
Air lines to brake chamber secure to frame and brake chamber, not cracked, bent or broken and not leaking.	Safe
Brake chamber and clamp secure, not cracked, bent, broken or leaking, and all bolts are present and tight.	Safe
Push rod slack adjuster secure with a pin and cotter pin, not cracked, bent or broken. No more than 1" of play in slack adjuster.	Safe

S-cam shaft to s-cam roller secure, not cracked, bent or broken.	Safe
Brake shoes secure, not cracked, bent or broken. No less than ¼" of wear left on pads. Free of oil, grease, and debris.	Safe
Brake drum secure, not cracked, bent or broken. Is round, no excessive wear, no man made welds. Free of oil, grease, and debris.	Safe

#### Tires – 1st trailer axle

Same size, same type. Can be recapped or regrooved. Tread depth should be no less than 2/32" in all major grooves. Should not have any tread separation, cuts, cupping or bulging anywhere on tire.	Safe
Valve stem secure, straight, not cracked, bent, broken or leaking. All valve caps are present and tight. Tire pressure should be between 100 – 110 PSI checked cold with a tire gauge or tire thumper. No more than 3" between duals, free of debris.	Safe

#### 2nd trailer axle suspension

Rocker arm hanger secure, not cracked, bent or broken.	Safe
Rocker arm secure, not cracked, bent or broken.	Safe
Shocks secure, not cracked, bent, broken or leaking.	Safe
Air bags secure, not cracked, bent, broken or leaking.	Safe

#### Brakes – 2nd trailer axle

Air lines and relay valves secure, not cracked, bent, broken, or leaking. Air lines must be at least 18" off the ground.	Safe
Air lines to brake chamber secure to frame and brake chamber, not cracked, bent or broken and not leaking.	Safe
Brake chamber and clamp secure, not cracked, bent, broken or leaking, and all bolts are present and tight.	Safe
Push rod slack adjuster secured with a pin and cotter pin, not cracked, bent or broken. No more than 1" of play in slack adjuster.	Safe

S-cam shaft to s-cam roller secure, not cracked, bent or broken.	Safe
Brake shoes secure, not cracked, bent or broken. No less than ¼" of wear left on pads. Free of oil, grease, and debris.	Safe
Brake drum secure, not cracked, bent or broken. Is round, no excessive wear, no man made welds. Free of oil, grease, and debris.	Safe

**Tires – 2nd trailer axle**

Same size, same type. Can be recapped or regrooved. Tread depth should be no less than 2/32" in all major grooves. Should not have any tread separation, cuts, cupping or bulging anywhere on tire.	Safe
Valve stem secure, straight, not cracked, bent, broken or leaking. All valve caps are present and tight. Tire pressure should be between 100 – 110 PSI checked cold and with a tire gauge or tire thumper. No more than 3" between duals, free of debris.	Safe

**Mud flaps**

Mud flaps secure, not broken or missing. Are at proper height.	Safe
----------------------------------------------------------------	------

**Rear of trailer**

D.O.T. bumper secure, not cracked, bent or broken. Not excessively worn.	Safe
D.O.T. reflective tape secure and clean. Not excessively worn.	Safe
License plate secure, clean, up to date.	Safe
License plate light secure, not cracked, bent or broken.	Safe
All tail lights secure, not cracked, or broken. Are red in color.	Safe
Doors and door hinges secure, not cracked, bent or broken. All bolts are present and tight.	Safe
Locking handle and rods secure, not cracked, bent or broken.	Safe

Locking latch secured in the locked position. Not cracked, bent or broken.	Safe
Door seals secure and seal properly.	Safe
Header board secure and not excessively damaged.	Safe

**Trailer (passenger side)**

Same as driver's side except for:	
Exhaust - Secure, not cracked, bent, broken or leaking.	Safe
Bulkhead - Secure and not excessively damaged.	Safe

**Lights**

Check in this order.	
No key:	
Low beams and running lights turned on – Walk around truck and trailer and confirm all are in working order. This includes the license plate light.	Safe
Turn signals – Signal each direction, and walk around truck and trailer and confirm all are in working order.	Safe
Hazards (4 way) – Turn on hazards and walk around truck and trailer and confirm all are in working order.	Safe
Brake lights – Ask examiner to watch brake lights. Watch for confirmation in side mirror that they worked.	Safe
Key in on position (don't start):	
High beams – Turn on and walk around truck and trailer and confirm all are in working order.	Safe

**In cab inspection**

1 Failed

10lb ABC fire extinguisher - Fully charged, secured inside cab.	For Repair/Replacement
<p>– Notes</p> <p>I am replacing the fire extinguisher. No longer fully charged.</p>	
Red reflective triangles – 3 triangles, not cracked, bent, broken, secured inside cab.	Safe
Replacement fuses – 1 fuse for every major fuse in truck, unless the truck is equipped with circuit breakers.	Safe
Safety belt secured, not cut, frayed or broken. In good working order and latches properly.	Safe
Dashboard – Clean, and free of debris.	Safe
Windshield secure, not cracked or broken. No more than a 1” crack is permitted. Clean and free of debris.	Safe
Windshield seal secure, not cracked or broken and not leaking.	Safe
Wiper arms secure, not cracked, bent or broken. Work properly (demonstrate this) and free of debris.	Safe
Wiper blades secure, not excessively worn, and in contact with windshield.	Safe
Windshield washer – Works properly (demonstrate this).	Safe
Mirrors secure, not cracked, bent or broken. Clean and properly adjusted for ME.	Safe
Doors and door latches secure, not bent or broken. Not excessively worn and latches properly.	Safe
Door seal secure, not cut, cracked, bent or broken and does not leak.	Safe
Steering wheel secured to steering column. Not cut, cracked, bent or broken. No more than 10 degrees or 2” of free play in a 20” steering wheel	Safe



Foot pedals – Properly grooved, free of grease, oil, and debris. Free of obstructions. Clutch must have 1” – 2” of free play and travels to the floor with no obstruction.	Safe
Horns (city and air) – Work properly (demonstrate this).	Safe
Gear shifter secure, straight, not cracked, bent or broken. Range selector (t-bar) works properly (demonstrate this).	Safe
<b>Start the truck</b>	
Gauges work properly (point to each gauge, explain what it is and show that it is illuminated.)	Safe
Heater, defroster, and blower work properly (demonstrate this.)	Safe

**Brake check**

Tractor parking brake – Yellow knob out, red knob in. Put truck in low gear and tug.	Safe
Trailer parking brake - Red knob out, yellow knob in. Put truck in low gear and tug.	Safe
Tractor and trailer service brakes – Drive 3 – 5 mph, apply foot brake without touching the steering wheel. If it pulls to one side or the other, it would indicate a possible brake adjustment, tire, or suspension problem, and it would need to be serviced.	Safe

**Air down**

<b>Shut off tractor &amp; pull key out</b>	
Chock the wheels. Get back in cab. Release brakes (red and yellow knobs in) After initial air loss of 10 – 15 psi, you should lose no more than 3 psi per minute. Apply pressure to foot service brake. After initial loss of 10 – 15 psi, you should lose no more than 4 psi per minute.	Safe
<b>Key in on position (don't start tractor)</b>	


<p>Check warning light and buzzer by fanning down the foot service brake. When pressure reaches 60 psi, a warning light and buzzer should come on indicating that you are losing air.</p>	<p>Safe</p>
<p>Turn key off</p>	
<p>Continue to fan brakes down to 20 – 40 psi where both knobs should pop out indicating that you are out of air and your spring brakes are set (red knob pops out first so you can maintain control of the tractor).</p>	<p>Safe</p>

**Air recovery**

<p>Start tractor</p>	
<p>Compressor should recover 10 – 15 psi per minute at 1000 rpm. Between 90 -100 psi is the cut in. Between 120 – 125 psi is the cut out.</p>	<p>Safe</p>

**Conclusion**

1 Failed

<p>Comments</p> <p>Urgent need to fix the headlight. Today, I am replacing the damaged mud flap and the fire extinguisher that is no longer fully charged. Truck is unsafe until the headlight is fixed.</p>	
<p>Safe or Unsafe to drive?</p>	<p>Unsafe</p>
<p>Inspected by: Name and Signature</p> <div style="display: flex; align-items: center; gap: 20px;"> <div data-bbox="199 1323 547 1695" style="border: 1px solid #ccc; border-radius: 10px; padding: 10px; width: 150px;">  </div> <div data-bbox="593 1469 880 1550"> <p>Jonny Peters 22nd Jul, 2019 3:18 PM +08</p> </div> </div>	

Photos

1 Photos



Photo 1