Tools you need to inspect your brakes:
- Blocks/chocks to place behind tires
- Chalk to mark push-rods
- Small ruler to measure push-rod travel and brake linings
- Brake application device (to apply brakes) or a “second” person to assist

Before you inspect:
- Park on a level road surface
- Block/chock the tractor wheel(s) and trailer wheel(s), if hooked
- Confirm air pressure at 90-100 psi
- Shut off engine – Remove keys from ignition
- Release spring (parking) brakes
- Check each brake to confirm normal released position
- Listen for air leaks

Inspect for:
- Chaffing/rubbing air hoses against other hoses and/or other components
- Hoses that are worn to second color or nylon braids are visible
- Damaged, broken, or missing components; i.e. broken brake chamber bracket, missing clevis pin, hanging slack adjuster
- Brake pads/linings; Air Drum brake pad, measured at the center, must be above ¼ inch. Air Disk brake, must be above 1/8 inch.
- Cracked pads/linings or rust-jacked lining from shoe (upper & lower)
- Excessive up/down & sideways movement on the camshaft (worn bushings)
- Rusted drum due to inoperative brake
- External cracks on the brake drum
- Rusted (holes) brake chamber

Measure the push-rod travel stroke by:
- Check air pressure gauges are holding 90-100 psi
- Make certain spring (parking) brakes are fully released
- Confirm you’ve made a chalk mark on each push-rod at the rear of the brake chamber
- Via the brake pedal apply full (service) brake application (approx. 80 psi)
- Measure distance from the chalk mark to rear of brake chamber
- Confirm travel is within DOT Standards via brake chamber size & if short or long stroke:

  *Brakes out of adjustment? Do NOT adjust, inspect for issues & repair*

<table>
<thead>
<tr>
<th>Brake Chamber Type &amp; Size</th>
<th>Location</th>
<th>Maximum Travel Limit Allowed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short stroke 20 or 24 (round air port)</td>
<td>Steer axles</td>
<td>1-3/4 inches</td>
</tr>
<tr>
<td>Short stroke 30</td>
<td>Truck drives &amp; Trailer axles</td>
<td>2 inches</td>
</tr>
<tr>
<td>Long stroke 20 or 24</td>
<td>Steer axles</td>
<td>2 inches</td>
</tr>
<tr>
<td>Long stroke 30 (square air port)</td>
<td>Truck drives &amp; Trailer axles</td>
<td>2-1/2 inches</td>
</tr>
</tbody>
</table>

National Transportation Safety Board (NTSB) warns continuously adjusting automatic slacks is not recommended. Have your brakes checked and repaired, if needed, before getting back on the road.