

Commercial Pre-Trip Script

Front of the Bus

(you must point to and/or touch all items to be described)

Starting at the top of the bus: Pre-Trip "A"

- As I approach the front of the bus, I see that the bus is level – not leaning – and there are no leaks underneath the bus.
- There are 5 clearance lights at the top of the bus – three at the top and one on each side of the bus – they are amber in color and are properly mounted and secure with no cracks or damage.
- The school bus lettering and reflective tape are properly mounted and secured with no crack or damages and they are easily readable.
- There are 4 student warning lights – the outside lights are red in color and the inside lights are amber in color – they are properly mounted and secured with no cracks or damages.
- The windshield is properly mounted and secure with no cracks or damages – The windshield is clean and there are no illegal stickers or papers that would hinder the driver's vision.
- The windshield wipers are properly mounted and secured with no cracks or damages – I will check the status of the rubber blades for wear once I am inside the bus.
- The driver side mirror assembly – flat and convex mirrors – are properly mounted and secured with no cracks or damages and the mirror brackets are firmly attached to the bus.
- The driver side cross over mirror is properly mounted and secured with no cracks or damages and the mirror bracket are firmly attached to the bus.
- The passenger side cross over mirror is properly mounted and secured with no cracks or damages and the mirror bracket are firmly attached to the bus.

- The passenger side mirror assembly – flat and convex mirrors – are properly mounted and secured with no cracks or damages and the mirror brackets are firmly attached to the bus.
- The right side light assembly including the high beam, low beam, turn signal and four way flasher which is amber in color are properly mounted and secured with no cracks or damages.
- The left side light assembly including the high beam, low beam, turn signal and four way flasher which is amber in color are properly mounted and secured with no cracks or damages.

At this time I will unlatch the hood to complete the under the hood inspection.

Passenger Side: 3:50 Video Mark

- All the air hoses, water hoses, and fuel lines are properly mounted and secured with no cracks or damages and no leaks.
- There are two (Z) A/C compressors which are belt driven and they are properly mounted and secured with no cracks or damages and no leaks.
- The water pump is belt driven and it is properly mounted and secured with no cracks or damages and no leaks.
- The alternator housing is properly mounted and secured to the bus and the alternator, which is belt driven is properly mounted and secured with no cracks or damages and no leaks. The wires on the back side of the alternator are firmly attached with no signs of frays or damage.
- All of the belts are properly mounted and secured with no frays, cuts or damages and should have no more than three/quarter (3/4") inches of play
- The windshield wiper reservoir is properly mounted and secure and is not leaking – filled to the proper level.

Suspension: 6:00 Video Mark

- The shock absorber is properly mounted and secured with no cracks or damages and is not leaking. Shock absorber is not loose and is not missing and nuts or bolts.
- The leaf springs are properly mounted and secured with no cracks or damages and not shifted
- There are two spring mounts – front and back – they are properly mounted and secured with no cracks or damage. All of the bolts and nuts are present with no signs of rust.
- There are two (2) U–Bolts which are properly mounted and secured with no cracks or damages with no loose or missing nuts and no signs of rust.

Brake System: 6:45 Video Mark

- The Air Brake Chamber is properly mounted and secured. The air brake lines are properly mounted and secured with no cracks or damages. The lines are not loose and are not missing any clamps.
- The Air Brake Chamber is properly mounted and secured. The air brake lines are properly mounted and secured with no cracks or damages. The lines are not loose and are not missing any clamps.
- The push rod and slack adjuster are properly mounted and secured with no cracks or damages – not bent and is not missing any parts. If I were to chock my wheels and release my brakes the push rod should have no more than 1” inch of pull.
- The brake shoes are properly mounted and secure. They have the proper operating thickness with no signs of grease or oil residue. There is a dust cover on the inside of the wheel with sight slots that allow me to check the brake drum and drum lining – the brake drum and lining have the proper operating thickness.

Tires – Wheel - Rim: 8:00 Video Mark

- The tire is properly mounted and secured with no cracks or cuts or other damages. It is evenly worn and must have at least 4/32” of tread depth. There are no cuts, bulges or abrasions to the side walls and it is properly inflated to at least 100 psi.
- The rim is properly mounted and secured with no cracks or damages – with no illegal welds and the rim is not bent.
- The air valve stem is properly mounted and secured with no cracks or damages and it has a valve stem cap. I would use a tire gauge to check for proper inflation.
- All of the lug nuts are properly mounted and secured with no cracks or damages – there are no rust trails that would indicate that they are or had been loose.
- The hub oil seal is properly mounted and secured with no cracks or damages – there are no leaks and no loose or missing bolts.
- The mud flap is properly mounted and secured with no more than 8” clearance from the ground and it has no cracks or damage.

Driver Side: 9:45 Video Mark

Unique items not found on passenger side of bus

- The coolant reservoir is properly mounted and secure with no cracks or damages – the reservoir has no leaks is at the proper level between ADD & FULL. The cap is secure and if more fluid is needed it would be added by removing the cap.
- The oil dip stick (yellow) is properly mounted and secure with no cracks or damage and there are no leaks. I would check the oil level by removing the stick – wiping it off – replacing it again to see if the oil level is between ADD & FULL. The engine would be off to check the oil level. If oil is needed – I would remove the cap on the top of the engine.

- The transmission dip stick (red) is properly mounted and secure with no cracks or damage and there are no leaks. I would check the fluid level by removing the stick – wiping it off – replacing it again to see if the oil level is between ADD & FULL. The engine would be running to check the fluid level. If fluid is needed – I would use a funnel to add fluid thru the tube where the dip stick is inserted.
- The air compressor (brakes) is gear driven – the compressor and the copper lines are properly mounted and secure with no cracks or damage and there are no leaks.
- The power steering pump is gear driven and it is properly mounted and secure with no cracks or damages and the pump is not leaking.
- The power steering reservoir is properly mounted and secured with no cracks or damages, no leaks and is at the proper level between ADD & FULL. The cap is securely on and if I needed to add fluid I would do so by removing the cap.
- The gear box and hoses are properly mounted and secured with no cracks or damages, with no leaks, and no loose or missing nuts or bolts.
- The steering shaft (including the u-joints which are free of foreign objects) are properly mounted and secured with no cracks or damages, the shaft is not bent and has no leaks.
- The pitman arm and steering linkage are properly mounted and secured with no cracks or damages and no loose or missing nuts or bolts.
- The linkage is held firmly to the bus by castle nuts and cotter pins.