

Winter Equipment Checklist

Preparing for The Winter 2014-15





Preparing your equipment for the stress of a long winter is a daunting task. It consists of a top to bottom, front to back inspection of the equipment. Most garages have inspection checklists, both for maintenance or for pre-trip inspection.

DAILY INSPECTION SHEET

Amount Added

	Engine Oil	
	Coolant Level	
	Hydraulic Fluid Level	
	Power Steering Fluid	
	Transmission Fluid	
	Windshield Washer Solvent	

	Fan Belts- Hoses
	Leaks
	Tires/Fasteners
	Lights
	Gauges
	Drain Air Tanks
	Check/Flush Pre-Wet System
	Lube Equipment

	Underbody Blade Condition
	Greased Equipment
	Controls Working Properly
	Two-Way Radio Operation
	Interior Clean
	Exterior Clean
	Safety Equipment
	Tools Returned

Vehicle Number/Mileage _____

Date _____

Comments: _____

PLEASE INSPECT EVERY EIGHT HOURS FOR SAFETY & DAMAGE PREVENTION

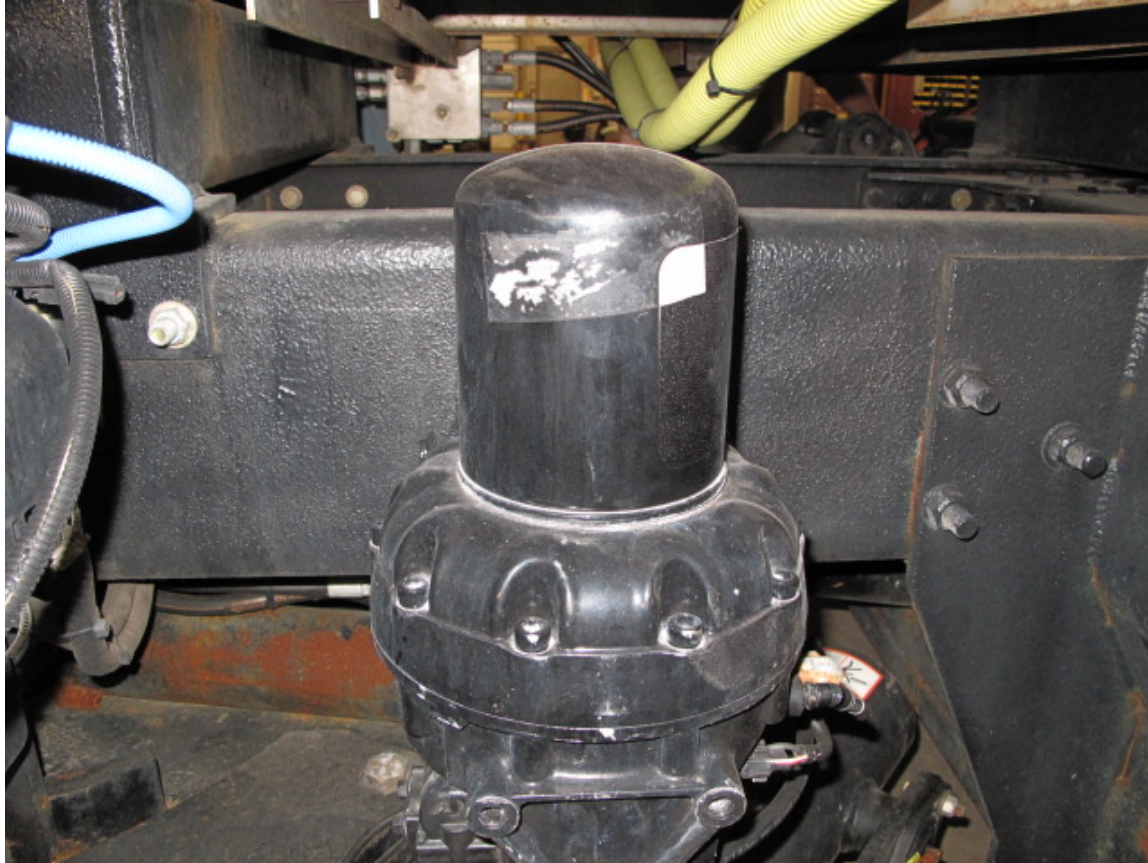


BATTERIES

Load test each of the batteries. There is nothing worse than hearing 'click-click-click' in the middle of the night!

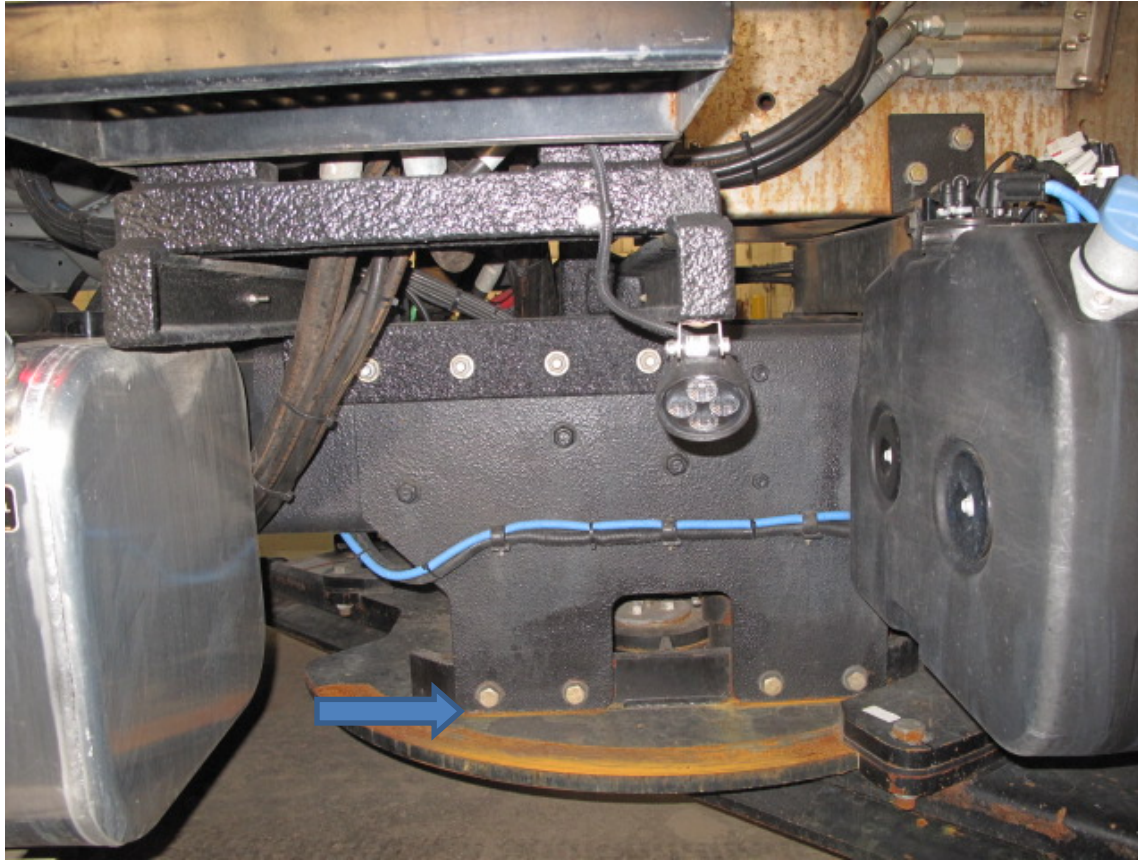
Brake Inspection

- You should inspect the brake drums and shoes and hardware yearly.
- Inspect slack adjusters. Do they move freely? Are they over extended?
- Are the air 'cans' working? Do both sides match? Always replace both even if only one is bad.



Receiver/Dryer

Is the receiver/dryer working? How do you know? How often do you replace the filter?



Underbody scraper and or front plow

Check welds for cracking, check for loose bolts or nuts. Check for movement of nuts or bolts



Underbody Scrapper

Check underbody scrapper for loose bolts or cracks. Check all hydraulic lines. Remember it's easier to replace a hydraulic line in the fall instead of doing it during a snow storm with chunks of ice and snow falling on you.



Broken welds

Check for cracks or broken welds.

Springs

- Inspect the springs carefully for cracks. Check for loose shackles.
- Recommend replacing springs every 5 to 7 years.

Fluid and Filter change

- All of us have a different criteria for when to change fluids and filters. What worked for me was changing the oil and oil filter before every winter. I also changed the hydraulic, fuel, coolant and transmission filters yearly.
- Air filter, all belts and hoses were inspected yearly and replaced as needed.
- At this time I would lube/grease truck.



Tires

As an operator you should inspect your truck tires before every use. If you are the mechanic or the Fleet Manager your job is to make sure the tires are safe.

Check the tread depth and check the DOT number to know the tires age. Remember, emergency vehicles (some define that as police and fire) require that tires not exceed seven years old.



Lights

Preparing trucks for winter use includes checking ALL the lights. Whether you are the operator or the mechanic it is important to check all emergency lights.

Better to repair now than try to find a broken wire during a snow storm.



Inside cab

Now it's time to move inside the cab. Does the air seat work? Does the air horn work? Does the two way radio work? Does the heater and fan work? Are all the dash lights working? Controls and switches working?

Calibration

- New or old equipment require at least once a year calibration of both salt and liquids.

Be prepared or go to Florida



Questions or Comments