Electric Bus Air Brake Test Procedure

- Make sure the vehicle meets the 7 conditions to ensure a proper test:
    1. Ensure the System is off (equivalent of engine off.)
    2. Turn the master switch to “Day Run” and allow bus to perform diagnostic check.
    3. Make sure the front-right wheel is properly chocked.
    4. Ensure all vehicle doors are closed.
    5. Check that all the air pressure gauges are in the proper range of 90 – 120 psi. If the air pressure is too low in any tank, you will need to start the vehicle to build the air pressure. Once the governor cutoff happens at 125 psi, turn off the vehicle, wait 30 seconds, and restart your 7 conditions check.
    6. Ensure the vehicle transmission is in neutral.
    7. Release the parking brake.
- Depress and hold the service (foot) brake. There will be an initial drop in air pressure; this is normal, because the brake was used.
- Once the air pressure gauges have all stabilized (it should only take a few seconds), watch the air pressure gauges for 1 timed minute. No more than 3 psi (width of the needle) should be lost during this time in any of the air gauges.
- If there is not a loss greater than 3 psi, the test has passed. Pull the parking brake knob to engage the parking brake. Ensure the vehicle is in neutral and start the bus immediately to prevent battery draining.
- **NOTE:** If you have a loss greater than 3 psi during the test, fully attempt the test once more. This may require starting the vehicle to ensure proper air pressure. If there is a loss greater than 3 psi again, report issues to dispatcher and await instructions.

For CDL Test ONLY:

- The electric bus brake system cannot perform the following procedure known as the “pump down.” This procedure will be verbally explained instead of physically demonstrated.
- Explain: “The foot brake would be pumped down to release the air pressure; at no less than 60 psi, the low air alarm and light must engage. At no less than 40 psi, the parking brake must engage.”