

PRACTICE EXAM 8: T8 SIMULATION

(50 QUESTIONS)

1. The proper procedure for heavy-duty diesel engine PM inspection includes:
 - A. Coolant testing, oil sampling, visual inspection, and fault code retrieval
 - B. Visual inspection only at every PM
 - C. Component replacement at fixed mileage intervals
 - D. Pressure testing only when complaints reported

2. A heavy-duty diesel engine PM inspection finds engine oil at the maximum mark immediately after a recent oil change. The most likely cause is:
 - A. Coolant contamination of the engine oil
 - B. Failed engine internal components
 - C. Overfilled engine oil during the recent service
 - D. Failed engine cooling system

3. Tech A says heavy-duty diesel engine cooling system PM inspection should include SCA verification. Tech B says inadequate SCA levels cause cylinder liner cavitation damage. Who is correct?
 - A. Tech A only
 - B. Both Tech A and Tech B
 - C. Tech B only
 - D. Neither Tech A nor Tech B

4. A heavy-duty diesel engine PM inspection finds an air filter restriction gauge at the red zone. The proper action is:

- A. Continue service because gauges are not always accurate
- B. Reset the gauge and continue service
- C. Clean the existing filter and continue service
- D. Replace the air filter element with new specification

5. The proper procedure for heavy-duty diesel engine fuel filter PM service includes:

- A. Restriction measurement, water separator drainage, and replacement per OEM specification
- B. Filter element replacement only at fixed intervals
- C. Visual inspection of filter appearance only
- D. Replacement only when complaints reported

6. A heavy-duty diesel engine PM inspection finds DEF level at the low warning level. The proper action is:

- A. Continue service because some DEF remains
- B. Add water to dilute the remaining DEF
- C. Add DEF to proper level using correct DEF specification
- D. Replace the DEF tank because of low level

7. Tech A says heavy-duty diesel engine PM inspection should include scan tool fault code retrieval. Tech B says fault code information identifies developing issues for proactive service. Who is correct?

- A. Tech A only
- B. Both Tech A and Tech B

- C. Tech B only
- D. Neither Tech A nor Tech B

8. A heavy-duty diesel engine PM inspection finds engine coolant level below the minimum mark. The proper action is:

- A. Add coolant to maximum and continue service
- B. Replace all coolant in the system
- C. Replace the cooling system pressure cap
- D. Pressure-test the cooling system to identify the source of loss

9. The proper procedure for heavy-duty diesel engine drive belt PM inspection includes:

- A. Visual inspection for cracks, glazing, wear, plus tension verification
- B. Visual inspection only without tension verification
- C. Tension verification only without visual inspection
- D. Replacement at fixed intervals regardless of condition

10. A heavy-duty diesel engine PM inspection finds excessive blow-by from the crankcase. The most likely cause is:

- A. Excessive engine oil level
- B. Restricted air filter
- C. Worn engine internal components allowing combustion gas leakage
- D. Failed engine thermostat

11. Tech A says heavy-duty diesel engine charge air cooler inspection should include leak testing. Tech B says charge air cooler leaks reduce engine performance and emissions compliance. Who is correct?

- A. Tech A only
- B. Tech B only
- C. Neither Tech A nor Tech B
- D. Both Tech A and Tech B

12. A heavy-duty diesel engine PM inspection finds engine oil with metal particles. The proper action is:

- A. Send oil sample for analysis to identify the metal source
- B. Replace the engine oil and continue service
- C. Continue service and monitor at next PM
- D. Replace the engine as the most likely cause

13. The proper procedure for heavy-duty diesel engine cooling system pressure testing is:

- A. Pressurize to 50 psi above operating pressure
- B. Pressurize through the radiator drain port
- C. Pressurize to OEM-specified test pressure with leak verification
- D. Pressurize to atmospheric pressure only

14. A heavy-duty diesel engine PM inspection finds black smoke at the exhaust during a load test. The most likely cause is:

- A. Failed cooling system unrelated to combustion
- B. Incomplete combustion from air or fuel system issues
- C. Failed exhaust system unrelated to combustion

D. Failed electrical system unrelated to combustion

15. The proper procedure for heavy-duty truck cab PM inspection includes:

A. Mirror condition only

B. Seat operation only

C. Seat belt condition only

D. Mirror condition, seat operation, seat belt condition, and structural integrity

16. A heavy-duty truck cab PM inspection finds a windshield with damage in the driver's primary visual field. The proper action is:

A. Determine if the damage meets DOT removal-from-service criteria

B. Continue service because the windshield is intact

C. Apply repair sealer and continue service

D. Replace the windshield as the primary action

17. Tech A says heavy-duty truck windshield wiper inspection should verify operation across all speeds. Tech B says wiper blade condition affects driver visibility. Who is correct?

A. Tech A only

B. Tech B only

C. Both Tech A and Tech B

D. Neither Tech A nor Tech B

18. A heavy-duty truck cab PM inspection finds a seat belt that retracts slowly. The proper action is:

A. Continue service because slow retraction is acceptable

- B. Inspect the seat belt for proper operation and damage
- C. Replace the seat belt assembly as the primary action
- D. Lubricate the seat belt mechanism

19. The proper procedure for heavy-duty truck cab door PM inspection includes:

- A. Latch security only
- B. Hinge operation only
- C. Door alignment only
- D. Latch security, hinge operation, and door alignment verification

20. A heavy-duty truck hood PM inspection finds a hood latch that engages with excessive force. The proper action is:

- A. Investigate latch alignment and adjustment for repair
- B. Apply lubricant to the latch and continue service
- C. Continue service because the latch engages
- D. Replace the hood latch as the primary action

21. The proper procedure for heavy-duty truck battery PM inspection includes:

- A. Visual inspection only
- B. Visual inspection, open-circuit voltage, and load testing as needed
- C. Open-circuit voltage measurement only
- D. Load testing only

22. A heavy-duty truck PM inspection finds battery open-circuit voltage of 12.2 volts. The proper action is:

- A. Replace the battery as the primary action
- B. Continue service because the voltage is acceptable
- C. Charge the battery and re-test the voltage
- D. Continue service and re-test at next PM

23. Tech A says heavy-duty truck PM inspection should include alternator output verification under load. Tech B says alternator output testing identifies developing charging system issues. Who is correct?

- A. Both Tech A and Tech B
- B. Tech A only
- C. Tech B only
- D. Neither Tech A nor Tech B

24. A heavy-duty truck PM inspection finds a headlight with reduced output compared to the other headlight. The proper action is:

- A. Continue service because the headlight is operational
- B. Replace both headlights as the primary action
- C. Replace the headlight switch as the primary action
- D. Investigate the dim headlight for connection, ground, or bulb issues

25. The proper procedure for heavy-duty truck wiring harness PM inspection includes:

- A. Visual inspection for damage, chafing, and connector integrity
- B. Replacement at fixed mileage intervals

- C. Functional testing only without visual inspection
- D. Visual inspection only without connector verification

26. The proper procedure for heavy-duty truck frame PM inspection includes:

- A. Visual inspection only at frame rails
- B. Pressure testing only without visual inspection
- C. Visual inspection at all areas including high-stress points and crossmembers
- D. Replacement at fixed mileage intervals

27. A heavy-duty truck frame PM inspection finds a small crack at a frame rivet hole. The proper action is:

- A. Apply paint to seal the crack and continue service
- B. Document for OEM-specified repair determination
- C. Drill a stop hole at the crack end
- D. Continue service and monitor crack progression

28. Tech A says heavy-duty truck frame PM inspection should include crossmember integrity. Tech B says crossmember failures affect frame integrity and load distribution. Who is correct?

- A. Tech A only
- B. Tech B only
- C. Neither Tech A nor Tech B
- D. Both Tech A and Tech B

29. A heavy-duty truck PM inspection finds a fifth wheel locking jaw with visible wear. The proper action is:

- A. Determine if wear exceeds OEM service limits
- B. Lubricate and continue service
- C. Continue service because some wear is normal
- D. Replace the fifth wheel as the primary action

30. The proper procedure for heavy-duty truck frame fastener PM inspection includes:

- A. Visual inspection only without tightness verification
- B. Inspection at major service events only
- C. Verification of presence, tightness, and condition
- D. Replacement at fixed mileage intervals

31. A heavy-duty truck PM inspection finds debris on top of frame rails behind the cab. The proper action is:

- A. Remove debris and inspect underlying surface for damage or corrosion
- B. Apply paint over the debris to prevent corrosion
- C. Continue service because debris does not affect operation
- D. Document debris and continue service

32. The proper procedure for heavy-duty truck driveshaft U-joint PM inspection includes:

- A. Visual inspection only without movement check
- B. Lubrication only without inspection
- C. Visual inspection plus play verification through movement

D. Replacement at fixed mileage intervals

33. A heavy-duty truck driveshaft PM inspection finds excessive play at a U-joint. The proper action is:

- A. Continue service because slight play is acceptable
- B. Replace the U-joint per OEM specification
- C. Lubricate the U-joint and continue service
- D. Continue service and monitor at next PM

34. Tech A says heavy-duty truck transmission PM inspection should include fluid level and condition verification. Tech B says fluid analysis identifies developing transmission issues. Who is correct?

- A. Tech A only
- B. Tech B only
- C. Neither Tech A nor Tech B
- D. Both Tech A and Tech B

35. A heavy-duty truck drive axle PM inspection finds a small oil leak. The proper action is:

- A. Identify the leak source and determine repair requirements
- B. Continue service because small leaks are normal
- C. Add oil to compensate for the leak
- D. Replace the entire differential assembly

36. The proper procedure for heavy-duty truck air brake system PM inspection includes:

- A. Pressure testing only at OEM-specified intervals

- B. Visual inspection only without functional testing
- C. Air system buildup, leakage, and component inspection per FMCSA requirements
- D. Functional testing only without component inspection

37. The FMCSA out-of-service criterion for air brake leakage at applied position is:

- A. Greater than 3 psi per minute on a single vehicle
- B. 1 psi per minute or less
- C. 2 psi per minute or less
- D. 5 psi per minute or less

38. Tech A says heavy-duty truck air brake system buildup time must meet FMCSA specifications. Tech B says inadequate buildup is an out-of-service condition. Who is correct?

- A. Tech A only
- B. Tech B only
- C. Neither Tech A nor Tech B
- D. Both Tech A and Tech B

39. The FMCSA out-of-service criterion for brake lining thickness on heavy-duty trucks is:

- A. Less than 8mm at the thinnest point
- B. Less than 4mm at the thinnest point or below OEM minimum
- C. Less than 12mm at the thinnest point
- D. Less than 1mm at the thinnest point

40. A heavy-duty truck brake PM inspection finds pushrod travel exceeding the readjustment limit. The proper action is:

- A. Adjust or replace per FMCSA requirements before returning to service
- B. Continue service because manual adjustment is sufficient
- C. Document for next scheduled service
- D. Continue service and monitor for further increase

41. The proper procedure for heavy-duty truck brake hose PM inspection includes:

- A. Replacement at fixed mileage intervals
- B. Visual inspection only without routing verification
- C. Pressure testing only without visual inspection
- D. Visual inspection for cracks, bulges, abrasion, and proper routing

42. Tech A says heavy-duty truck brake drum diameter measurement is part of standard PM inspection. Tech B says drums beyond OEM service limit require replacement. Who is correct?

- A. Tech A only
- B. Both Tech A and Tech B
- C. Tech B only
- D. Neither Tech A nor Tech B

43. A heavy-duty truck PM inspection finds the parking brake fails to hold the vehicle. The proper action is:

- A. Determine repair requirements before returning to service
- B. Continue service because the parking brake is supplemental

- C. Document for next scheduled service
- D. Apply additional parking brake force to compensate

44. The proper procedure for heavy-duty truck steering linkage PM inspection includes:

- A. Visual inspection only without movement check
- B. Lubrication only without inspection
- C. Visual inspection plus movement and play verification
- D. Replacement at fixed mileage intervals

45. The FMCSA out-of-service criterion for heavy-duty truck steering wheel free play is:

- A. More than 5 degrees
- B. More than 30 degrees
- C. More than 45 degrees
- D. Greater than the OEM specification or 10 degrees on heavy-duty trucks

46. Tech A says heavy-duty truck leaf spring inspection identifies developing suspension issues. Tech B says broken or fractured spring leaves require replacement before returning to service. Who is correct?

- A. Both Tech A and Tech B
- B. Tech A only
- C. Tech B only
- D. Neither Tech A nor Tech B

47. A heavy-duty truck PM inspection finds a shock absorber with visible oil weeping. The proper action is:

- A. Continue service because some weeping is normal
- B. Apply paint to mark the shock for next service
- C. Replace the shock absorber
- D. Document and continue service

48. The FMCSA tread depth minimum for heavy-duty truck steer tires is:

- A. 4/32 inch
- B. 2/32 inch
- C. 6/32 inch
- D. 8/32 inch

49. The proper procedure for heavy-duty truck tire PM inspection includes:

- A. Tread depth measurement only
- B. Inflation pressure measurement only
- C. Visual inspection only without measurements
- D. Tread depth, sidewall condition, inflation pressure, and tread pattern

50. Tech A says heavy-duty truck wheel lug nut re-torque is required after wheel installation. Tech B says re-torque should be performed at 50 to 100 miles after installation. Who is correct?

- A. Tech A only
- B. Both Tech A and Tech B
- C. Tech B only
- D. Neither Tech A nor Tech B

PRACTICE EXAM 8: ANSWER KEY AND EXPLANATIONS

1. A — Coolant testing, oil sampling, visual inspection, and fault code retrieval. The proper procedure for heavy-duty diesel engine PM inspection includes coolant testing (chemistry verification), oil sampling (wear and contamination analysis), visual inspection (component condition), and fault code retrieval (diagnostic information). Comprehensive inspection identifies developing issues across all engine systems.
2. C — Overfilled engine oil during the recent service. Engine oil at maximum mark immediately after oil change points to overfilling during the recent service, since oil consumption typically reduces level rather than increase it. The maximum level reading immediately after service confirms overfilling.
3. B — Both Tech A and Tech B. Heavy-duty diesel engine cooling system PM inspection should include SCA verification because SCA depletes during operation. Inadequate SCA levels cause cylinder liner cavitation damage by failing to maintain the protective film on liner surfaces.
4. D — Replace the air filter element with new specification. An air filter restriction gauge at the red zone indicates the filter is fully restricted, requiring replacement to restore proper airflow. Cleaning is not adequate for fully restricted filters; reset without replacement leaves the restriction condition in place.
5. A — Restriction measurement, water separator drainage, and replacement per OEM specification. Heavy-duty diesel engine fuel filter PM service includes restriction measurement (flow capacity), water separator drainage (water removal), and replacement per OEM specification. Comprehensive service maintains fuel system integrity.
6. C — Add DEF to proper level using correct DEF specification. DEF at the low warning level requires addition to the proper level using the correct DEF specification (32.5% urea in deionized water). Other actions are inappropriate; water dilution damages the SCR system.
7. B — Both Tech A and Tech B. Heavy-duty diesel engine PM inspection should include scan tool fault code retrieval because codes provide diagnostic information not visible through inspection. Fault code information identifies developing issues for proactive service before symptoms worsen.
8. D — Pressure-test the cooling system to identify the source of loss. Coolant level below minimum indicates loss from the system, with pressure testing identifying the leak source. Adding coolant without leak identification masks the underlying issue and risks recurrence.

9. A — Visual inspection for cracks, glazing, wear, plus tension verification. Heavy-duty diesel engine drive belt PM inspection includes visual inspection (cracks, glazing, missing chunks) and tension verification (proper tension for adequate drive without slippage). Both inspection elements identify developing belt issues.
10. C — Worn engine internal components allowing combustion gas leakage. Excessive blow-by from the crankcase indicates excessive combustion gas leakage past the piston rings, with worn engine internal components (rings, cylinders, valves) being the most common cause. This typically indicates significant internal wear.
11. D — Both Tech A and Tech B. Heavy-duty diesel engine charge air cooler inspection should include leak testing because leaks affect engine performance. Charge air cooler leaks reduce engine performance (less boost air to combustion) and emissions compliance (combustion efficiency reduction).
12. A — Send oil sample for analysis to identify the metal source. Metal particles in engine oil indicate internal engine wear, with oil analysis identifying the specific metal source (bearings, rings, gears) to determine the affected component. This is required for proper diagnosis.
13. C — Pressurize to OEM-specified test pressure with leak verification. Heavy-duty diesel engine cooling system pressure testing uses OEM-specified test pressure with leak verification, providing safe and effective leak detection. Excessive pressure damages components; inadequate pressure misses smaller leaks.
14. B — Incomplete combustion from air or fuel system issues. Black smoke at the exhaust during load test indicates incomplete combustion, with air system issues (restricted intake, low boost) or fuel system issues (excessive fuel delivery, injector problems) being the most common causes. Diagnosis identifies the specific cause.
15. D — Mirror condition, seat operation, seat belt condition, and structural integrity. Heavy-duty truck cab PM inspection covers multiple safety-critical elements including mirror condition (visibility), seat operation (driver position), seat belt condition (occupant protection), and structural integrity (overall cab safety). Single-element inspection misses important safety items.
16. A — Determine if the damage meets DOT removal-from-service criteria. Windshield damage in the driver's primary visual field requires evaluation against DOT removal-from-service criteria (size, location, visibility impact) to determine if the truck can return to service. Some damage requires immediate replacement; others may be acceptable.
17. C — Both Tech A and Tech B. Heavy-duty truck windshield wiper inspection should verify operation across all speeds because each speed must function for proper visibility in different conditions. Wiper blade condition directly affects driver visibility in adverse weather conditions.

18. B — Inspect the seat belt for proper operation and damage. A slow-retracting seat belt requires inspection to determine if the condition affects seat belt function during a crash event. Some retraction issues are acceptable; others indicate failures requiring replacement.
19. D — Latch security, hinge operation, and door alignment verification. Heavy-duty truck cab door PM inspection includes latch security (secure closure), hinge operation (smooth movement), and door alignment (proper closure without binding). All three elements are required for safe door operation.
20. A — Investigate latch alignment and adjustment for repair. A hood latch engaging with excessive force indicates alignment or adjustment issues, with investigation identifying the specific cause before component replacement. Lubrication may temporarily mask the issue without addressing the cause.
21. B — Visual inspection, open-circuit voltage, and load testing as needed. Heavy-duty truck battery PM inspection includes visual inspection (terminal condition, case integrity), open-circuit voltage measurement (state of charge), and load testing as needed (capacity verification). Comprehensive inspection identifies developing issues.
22. C — Charge the battery and re-test the voltage. Battery open-circuit voltage of 12.2 volts indicates partial state of charge (approximately 50%), with charging required before accurate testing. The 12.2-volt reading does not indicate battery failure if the battery accepts charge properly.
23. A — Both Tech A and Tech B. Heavy-duty truck PM inspection should include alternator output verification under load because alternator condition affects all electrical systems. Alternator output testing identifies developing charging system issues before symptoms appear.
24. D — Investigate the dim headlight for connection, ground, or bulb issues. A dim headlight indicates an electrical issue (connection, ground, bulb) at that specific headlight. Investigation identifies the specific cause before component replacement.
25. A — Visual inspection for damage, chafing, and connector integrity. Heavy-duty truck wiring harness PM inspection includes visual inspection for damage (insulation cuts), chafing (wear from movement), and connector integrity (secure connections). This identifies developing electrical issues.
26. C — Visual inspection at all areas including high-stress points and crossmembers. Heavy-duty truck frame PM inspection includes visual inspection at all areas including high-stress points (rivet holes, welded joints) and crossmembers, since these areas are prone to fatigue cracking. Comprehensive inspection identifies developing structural issues.
27. B — Document for OEM-specified repair determination. A frame crack at a rivet hole requires OEM-specified repair determination, since improper repair (paint, drilling) can mask the issue and lead to catastrophic failure. OEM procedures specify acceptable repair methods.

28. D — Both Tech A and Tech B. Heavy-duty truck frame PM inspection should include crossmember integrity because crossmembers contribute to overall frame structure. Crossmember failures affect frame integrity and load distribution, with cracks or damage in crossmembers requiring repair before continued service.
29. A — Determine if wear exceeds OEM service limits. Fifth wheel locking jaw wear requires evaluation against OEM service limits to determine if continued service is acceptable. Wear within limits may continue in service; wear beyond limits requires service.
30. C — Verification of presence, tightness, and condition. Heavy-duty truck frame fastener PM inspection includes verification of presence (no missing fasteners), tightness (proper torque), and condition (no damage or corrosion). All three elements are required for proper frame structural integrity.
31. A — Remove debris and inspect underlying surface for damage or corrosion. Debris on frame rails should be removed and the underlying surface inspected for damage or corrosion that the debris may have hidden. Continued debris accumulation accelerates corrosion.
32. C — Visual inspection plus play verification through movement. Heavy-duty truck driveshaft U-joint PM inspection includes visual inspection (rust, damage, missing grease) plus play verification through movement (axial and rotational play). Both elements identify developing U-joint issues.
33. B — Replace the U-joint per OEM specification. Excessive play at a U-joint requires replacement per OEM specification, since play indicates internal wear that cannot be corrected through lubrication. Continued service risks complete U-joint failure with potential vehicle damage.
34. D — Both Tech A and Tech B. Heavy-duty truck transmission PM inspection should include fluid level and condition verification because transmission fluid degrades over time. Fluid analysis identifies developing transmission issues (wear metal contamination, oxidation) before complete failure.
35. A — Identify the leak source and determine repair requirements. A small oil leak at the differential requires identification of the leak source and determination of repair requirements based on leak size and location. Continuing service risks oil loss and component damage.
36. C — Air system buildup, leakage, and component inspection per FMCSA requirements. Heavy-duty truck air brake system PM inspection follows FMCSA requirements including air system buildup time, leakage rate testing, and component inspection. Compliance with FMCSA requirements is mandatory for safe operation and roadside inspection.
37. A — Greater than 3 psi per minute on a single vehicle. The FMCSA out-of-service criterion for air brake leakage at applied position is greater than 3 psi per minute on a single vehicle. Excessive leakage compromises brake system reliability and can result in brake failure during operation.

38. D — Both Tech A and Tech B. Heavy-duty truck air brake system buildup time must meet FMCSA specifications (typically 0 to 90 psi within 3 minutes at idle). Inadequate buildup is an out-of-service condition because it indicates compressor or system issues that compromise brake system reliability.
39. B — Less than 4mm at the thinnest point or below OEM minimum. The FMCSA out-of-service criterion for brake lining thickness on heavy-duty trucks is less than 4mm at the thinnest point, or below the OEM minimum, whichever is greater. Below this threshold, brake performance is compromised.
40. A — Adjust or replace per FMCSA requirements before returning to service. Pushrod travel exceeding the readjustment limit is an FMCSA out-of-service condition, requiring adjustment or replacement before returning to service. Manual adjustment alone may not be sufficient depending on the specific condition.
41. D — Visual inspection for cracks, bulges, abrasion, and proper routing. Heavy-duty truck brake hose PM inspection includes visual inspection for cracks (developing failures), bulges (internal damage), abrasion (chafing), and proper routing (avoiding damage points). Comprehensive inspection identifies developing hose issues before failure.
42. B — Both Tech A and Tech B. Heavy-duty truck brake drum diameter measurement is part of standard PM inspection because diameter indicates wear status. Drums beyond OEM service limit require replacement because excessive drum diameter compromises brake performance and can cause heat-related drum failure.
43. A — Determine repair requirements before returning to service. A parking brake that fails to hold the vehicle is an out-of-service condition requiring repair before returning to service. The parking brake is a primary safety system, not a supplemental system.
44. C — Visual inspection plus movement and play verification. Heavy-duty truck steering linkage PM inspection includes visual inspection (component condition) plus movement and play verification (mechanical wear identification). Both elements identify developing steering issues.
45. D — Greater than the OEM specification or 10 degrees on heavy-duty trucks. The FMCSA out-of-service criterion for heavy-duty truck steering wheel free play is greater than the OEM specification, with 10 degrees commonly cited for heavy-duty trucks. Excessive free play compromises steering response and vehicle control.
46. A — Both Tech A and Tech B. Heavy-duty truck leaf spring inspection identifies developing suspension issues because spring condition affects vehicle handling and load capacity. Broken or fractured spring leaves require replacement before returning to service per safety requirements.
47. C — Replace the shock absorber. Visible oil weeping from a shock absorber indicates internal failure with oil loss compromising damping function. Replacement is required to restore proper suspension damping.

48. A — 4/32 inch. The FMCSA tread depth minimum for heavy-duty truck steer tires is 4/32 inch. Below this depth, the tire is out-of-service for steer axle position and must be replaced or moved to a non-steer position.
49. D — Tread depth, sidewall condition, inflation pressure, and tread pattern. Heavy-duty truck tire PM inspection includes tread depth (wear status), sidewall condition (structural integrity), inflation pressure (proper operating condition), and tread pattern (wear pattern analysis). Comprehensive inspection identifies developing tire issues.
50. B — Both Tech A and Tech B. Heavy-duty truck wheel lug nut re-torque is required after wheel installation because initial seating reduces clamp load. Re-torque should be performed at 50 to 100 miles after installation per OEM specification, with skipping re-torque being a known cause of wheel-off events.