



## TECHNICAL GUIDE

# Truck Preventive Maintenance Checklist: PM A, B and C Intervals

How truck maintenance intervals combine mileage, engine hours and the calendar, plus the daily driver check and a system-by-system PM checklist.

Picture opening a truck's maintenance file. The date of the last oil change is right there in the log. But nowhere does it say when the air tanks were last drained, how old the air dryer cartridge is, or when the coolant's freeze point was last checked. A preventive maintenance program closes exactly that gap: it puts in writing how often, by whom, and how deeply every system on the vehicle gets checked before a fault ever shows up. This guide is brand-independent. It covers the logic behind maintenance intervals, the daily driver inspection, the tiers of periodic service, the system-by-system checklist, and how to keep records, all in plain shop-floor language.

This document was prepared by the VADEN technical team for brand-independent preventive maintenance planning of heavy commercial vehicles. The intervals and inspection frequencies given here are general reference points and are shortened as needed to match a vehicle's duty cycle. For binding service intervals, oil and fluid specifications, and torque or pressure values, the current service manual for the vehicle's chassis and engine code, together with the in-cab maintenance indicator, takes precedence. **Last updated: September 2026.**

## What Is a Truck Preventive Maintenance Program, and What Does It Do?

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**A truck preventive maintenance program is a written plan that checks the engine, cooling, fuel, air supply, brake, driveline, running gear and electrical systems against a mileage, engine-hour or calendar threshold before a fault develops. The program runs on three layers: the daily driver walk-around, tiered periodic service, and a record of measurements. Intervals are set from the vehicle manufacturer's service schedule and the truck's duty cycle.**

What separates a preventive program from reactive repair is that it ties the work to the truck's calendar rather than to the breakdown's. In a reactive operation, maintenance starts when the warning light comes on or the truck sits stranded on the shoulder, and by then the part may not be on the shelf and the underlying problem has usually already strained a neighboring system too. A saturated air dryer cartridge carries moisture into the tanks and valves; that moisture freezes in winter, and the brakes and suspension can both act up on the same cold morning. Coolant with a spent additive package accelerates corrosion, and the resulting bill can land on the water pump, the thermostat and the radiator all at once. The program's real job is to break these chains at the first link.

For the program to survive contact with a busy shop floor, every line item needs an owner, a trigger and a place where the result gets recorded; an item with no named owner is the first thing skipped once the schedule gets tight. The cost of unplanned downtime and the tiered inspection calendar on the brake side are covered in [Fleet Brake Maintenance Schedule and Recordkeeping](#). This guide carries the same logic across the rest of the truck's systems.

## What Determines Truck Maintenance Intervals?

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Truck maintenance intervals are driven by three counters: mileage, engine hours and the calendar. Whichever one reaches its threshold first opens the maintenance window that day. Mileage measures wear, since pads, discs, tires and hub bearings age with the distance covered. But a day of steady highway running and a day of stop-and-go city work can show the exact

same odometer reading while putting completely different loads on the engine oil and the brakes.

Engine hours catch that difference. On a truck that idles for long stretches, works slowly on a job site, or drives a crane, mixer or dump body through a power take-off (PTO), the engine turns for hours while the odometer barely moves. The calendar, in turn, protects material that ages regardless of use: oil ages even sitting still, coolant additives deplete, rubber hardens, and a battery discharges on its own. A rarely driven spare truck is still subject to the full interval on these items despite its low mileage.

On many current trucks, the maintenance indicator does this math on its own, weighing operating data such as engine load and fuel consumption to report how much service life is left. Which inputs feed that calculation varies by manufacturer. On older trucks without an indicator, and on trailers, the calculation falls to the operator. Where the service schedule lists separate intervals for normal and severe duty, the severe-duty interval applies as soon as any one of the conditions in the table below matches the vehicle.

How duty cycle affects the maintenance interval (general reference; the vehicle manufacturer's current service manual takes precedence)

| Duty cycle                           | Systems under the most strain                      | Primary counter                  | What changes in the program                                                             |
|--------------------------------------|----------------------------------------------------|----------------------------------|-----------------------------------------------------------------------------------------|
| Long-haul, mostly highway            | Engine oil, tires, fuel filters                    | Mileage                          | The normal-duty interval applies                                                        |
| Urban delivery, frequent stop-and-go | Brakes, clutch, starting and charging circuit      | Mileage and engine hours         | The oil interval shortens; brake and clutch checks become more frequent                 |
| Job site, quarry, mining             | Air filter, suspension, joints, radiator fins      | Engine hours                     | Filter and grease intervals shorten; fin cleaning enters the program                    |
| Extended idle, PTO operation         | Engine oil, aftertreatment                         | Engine hours                     | The oil interval is tracked by hours; aftertreatment warnings are read at every service |
| Grades and mountainous routes        | Brakes, engine brake and retarder, cooling         | Mileage and temperature findings | Brake and cooling checks are moved earlier                                              |
| Cold, humid climate                  | Air brakes, battery, fuel, AdBlue                  | Calendar (season)                | A pre-winter package is added; tank draining becomes more frequent                      |
| Lightly used spare vehicle           | Rubber parts, fluids, battery, air dryer cartridge | Calendar                         | Time-based items are done without waiting for mileage                                   |

Emissions class matters too: on engines with a particulate filter, the manufacturer usually calls for a low-ash oil that carries its approval code, and using the wrong specification can shorten the aftertreatment system's life even when the interval itself is correct.

## Where Can You Find Brand-Specific Maintenance Intervals?

Brand-specific maintenance intervals come from the manufacturer's service schedule matched to the vehicle's chassis number and engine code, from the maintenance indicator, and from the diagnostic tool's service menu. Because the same model name can cover more than one generation, engine family and emissions class, generic tables found online often belong to a different variant. The generations, engines and maintenance logic of common tractor units are covered in their own guides: [Mercedes-Benz Actros](#), [Ford F-MAX](#), [MAN TGX](#), [Scania R/S series](#), [Volvo FH](#) and [DAF XF](#). This guide doesn't repeat brand-specific detail; it builds the framework that's common to all of them.

## What Does the Daily Driver Inspection Cover?

The daily driver inspection is a short walk-around the driver makes before setting off. Nothing gets taken apart, and the goal isn't diagnosis. Two things are being checked: whether the truck is fit to go out that day, and whether there's an early sign worth flagging to the shop. The step-by-step pre-trip check of the air brake system is covered in the fleet brake maintenance schedule guide, so the table below looks at the rest of the vehicle.

In the United States this walk-around is known as the pre-trip inspection, and defects the driver finds are reported on the Driver Vehicle Inspection Report (DVIR) required by 49 CFR Part 396. A US checklist for getting the air brakes ready for a DOT roadside inspection during CVSA's Brake Safety Week is set out in [DOT Air Brake Inspection Checklist: Pass CVSA Brake Safety Week 2026](#).

Daily pre-trip driver inspection (general reference; the vehicle manufacturer's current service manual takes precedence)

| Check item                    | What to look at                                                                                 | If a finding turns up                                                                                                                                     |
|-------------------------------|-------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| Engine oil                    | Level, and how it has changed since the previous day                                            | A fast drop points to a leak or oil burning, and an unexpected rise suggests fuel or coolant getting into the oil; either finding is reported to the shop |
| Coolant                       | Expansion tank level with a cold engine                                                         | Steady loss suggests a leak or a gasket problem; the cap is never opened on a hot engine                                                                  |
| Fuel, AdBlue, water separator | Levels, and water in the separator bowl                                                         | Water is drained; if it keeps recurring, the tank and fuel source are checked                                                                             |
| Air pressure                  | Low-pressure warning, time to reach operating pressure                                          | Taking longer than usual to build up points to the compressor or a leak                                                                                   |
| Air tank drain                | Water and oil from the manual drain cock                                                        | Noticeable water points to the air dryer; oily water points to the compressor                                                                             |
| Tires and wheel fasteners     | Pressure, sidewall damage, rust streaks around the lug nuts                                     | A wheel showing signs of a loose fastener is checked before the truck moves                                                                               |
| Lights, warnings, leaks       | A warning light that won't clear, a light that won't come on, stains under the vehicle, hissing | The truck doesn't leave with an obvious leak whose source hasn't been found                                                                               |

| Check item                                | What to look at                                                                     | If a finding turns up                                                     |
|-------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------|
| <b>Fifth wheel and trailer connection</b> | Locking handle in the closed position, safety latch, air and electrical connections | If the lock's closed position can't be confirmed, the vehicle isn't moved |

On the form, every line is marked "satisfactory," "monitor" or "defective." The most valuable part is often the remarks line: a new noise, a different smell, an air gauge that takes a little longer to build pressure each morning. Notes like these tell the shop what to look for before the service appointment even starts.

## What Are the Levels of Periodic Maintenance? Minor, Intermediate and Major Service

Periodic maintenance levels split the work by depth instead of running the same long list from scratch at every visit. The number and naming of these levels varies by manufacturer; this guide groups them into three tiers: minor service, intermediate service and major service. In most schedules the tiers nest inside one another: intermediate service includes everything in minor service, and major service includes everything in intermediate service. In the United States and Canada, fleets commonly label these same three tiers PM-A, PM-B and PM-C, running from the lightest inspection to the deepest.

### Minor Service: Fluids, Filters and Visual Inspection

Minor service is the most frequently repeated tier, built around engine oil and the oil filter. The same visit tops off fluid levels, lubricates the grease points, checks the air filter restriction gauge, runs a leak test on the air system, and reads the fault memory with a diagnostic tool. Nothing gets disassembled; any problem found is either fixed the same day or logged as a job for the next tier.

### Intermediate Service: Measurement and Wear Checks

Intermediate service adds measurement on top of minor service. Pad and disc thickness, chamber stroke on drum brakes, and steering and suspension play are recorded as numbers. Fuel filters are replaced, the air filter element is renewed by condition or by time, the air dryer cartridge's age is checked, the battery goes through a load test, and the coolant's freeze point is measured. A single measurement says little on its own; the gap between two intermediate services is what reveals how fast something is wearing.

### Major Service: Oils, Seals and Teardown Work

Major service gathers the jobs that need extended downtime. Transmission, differential and, where fitted, retarder oil are changed, and the swarf on the magnetic drain plugs is inspected. If the additive package is spent, the coolant is fully replaced; valve lash is adjusted by engine family; the AdBlue filter is changed where the service schedule calls for it; and the wheels come off so brake components and hub bearings can be inspected. How many minor services make up one intermediate, and how many intermediate make up one major, isn't left to the fleet's preference; it follows the manufacturer's schedule and the vehicle's duty cycle.

## Truck Maintenance Checklist: What Gets Checked System by System?

A truck maintenance checklist is a table that walks through the vehicle's systems one by one. Below, each item is shown alongside the tier where it's first addressed and what's being checked; because higher tiers include the lower ones, an item marked "intermediate service" is repeated at major service as well.

System-by-system truck maintenance checklist (general reference; the vehicle manufacturer's current service manual governs tiers and intervals)

| System       | Check item                                          | First addressed at                         | What to look at                                                                            |
|--------------|-----------------------------------------------------|--------------------------------------------|--------------------------------------------------------------------------------------------|
| Engine       | Engine oil and oil filter                           | Minor service                              | Approved specification, level trend, metal particles in the filter                         |
| Engine       | Air filter                                          | Minor (gauge), intermediate (element)      | Restriction indicator, housing and intake hose seal condition                              |
| Engine       | Belt, tensioner and idler pulley                    | Intermediate service                       | Cracking, glazing, tensioner wobble, bearing noise                                         |
| Engine       | Valve lash                                          | Major service                              | Checked and adjusted within the manufacturer's range, by engine family                     |
| Cooling      | Coolant                                             | Minor (level), intermediate (freeze point) | Freeze point by refractometer, color, sediment                                             |
| Cooling      | Hoses, radiator, water pump, thermostat, fan clutch | Intermediate service                       | Softening and swelling, blocked fins, weep-hole staining on the water pump, fan engagement |
| Fuel         | Water separator and fuel filters                    | Daily (drain), intermediate (filter)       | Water on drain, filter sediment, filter heater                                             |
| AdBlue / SCR | Tank, filler neck, dosing line, filter              | Daily (level), major (filter)              | Crystal buildup, tank cleanliness, logged dosing warnings                                  |
| Air supply   | Compressor and pressure governor                    | Intermediate service                       | Build-up time, oil in the tanks, cut-out and cut-in pressure                               |
| Air supply   | Air dryer cartridge                                 | Intermediate (by time and condition)       | Install date, water in the tanks, purge valve operation                                    |
| Air supply   | Tanks, drain valves, leak test                      | Daily (drain), minor (leak test)           | Water and oil, automatic drain valve, pressure drop with the engine off                    |
| Brakes       | Pads, discs and drums                               | Intermediate service                       | Thickness, heat cracking, side-to-side difference on the same axle                         |
| Brakes       | Caliper, brake chamber, automatic slack adjuster    | Intermediate service                       | Guide pin movement, boot condition; on drum brakes, stroke and slack adjuster angle        |
| Brakes       | ABS/EBS fault memory                                | Minor service                              | Stored and recurring intermittent faults                                                   |

| System      | Check item                                    | First addressed at                             | What to look at                                                         |
|-------------|-----------------------------------------------|------------------------------------------------|-------------------------------------------------------------------------|
| Driveline   | Clutch and clutch servo                       | Intermediate service                           | Pedal travel, engagement point, servo leaks, slipping                   |
| Driveline   | Transmission, differential, retarder oil      | Major service                                  | Swarf on the magnetic plug, seal leaks, breather condition              |
| Steering    | Steering gear, tie rod and tie rod ends, pump | Intermediate service                           | Free play, tie rod end play, fluid level, pump noise                    |
| Suspension  | Air springs and levelling valve               | Intermediate service                           | Cracking and chafing on the air bag, levelling valve lever, ride height |
| Suspension  | Shock absorber, spring and bushings           | Intermediate service                           | Oil leaks, broken leaf, bushing play                                    |
| Fifth wheel | Plate and locking mechanism                   | Minor (lubrication), intermediate (adjustment) | Plate wear, lock adjustment, mounting bolts                             |
| Wheel end   | Lug nuts and hub bearings                     | Minor (lug nuts), major (bearings)             | Lug nut torque, bearing play and noise, grease leaks                    |
| Electrical  | Battery and charging circuit                  | Intermediate service                           | Terminal corrosion, load test, charging voltage                         |
| Electrical  | Lighting, trailer socket, wiring harness      | Daily inspection                               | A light that's out, socket pins, wiring chafing against the frame       |

On the engine side, oil is what the program pivots on. An unexpected rise in level between two services suggests fuel or coolant has mixed into the oil, and the truck isn't kept running without a diagnosis. The most commonly skipped cooling-system check is measuring the coolant itself rather than just its level. The tank can look full while the freeze point has already shifted or the corrosion inhibitor has been used up. Water pump, thermostat, expansion tank and fan-group parts are listed in the [cooling system category](#).

On the fuel side, maintenance isn't really about the pump or the injectors but about how clean the fuel reaching them is; a growing amount of water at the separator points to a problem at the tank or the fuel source itself. Filter and supply-side parts are listed in the [fuel system category](#). AdBlue, known in North America as DEF (diesel exhaust fluid), is the AUS 32 urea solution used in the SCR system and defined by ISO 22241; its composition, consumption, and the restrictions that kick in once it runs out are covered in [What Is AdBlue? What Happens When It Runs Out?](#). On the electrical side, battery capacity drops in cold weather, which makes the pre-winter intermediate service the best point to catch a weak battery before it strands the truck on the road.

## How Do Air Supply and the Brake System Fit into the Maintenance Program?

A truck's air supply system, meaning the compressor, pressure governor, air dryer and tanks, doesn't just feed the brakes. The same compressed air runs the suspension's air springs, the

clutch servo, and, on many trucks, the gear-shift actuation as well. That's why a lapse on the air side tends to show up as symptoms in more than one system at once.

## Compressor and Air Dryer Cartridge

The easiest way to track an air brake compressor's health is build-up time. The time an empty system takes to reach operating pressure is logged and compared from one service to the next; a lengthening time points to either lost output or a leak. Oily water coming out of the tanks is a sign the compressor is carrying oil through, and that oil shortens the air dryer cartridge's life. Compressors and repair kits are listed under [Air Brake Compressors](#).

The air dryer cartridge's replacement interval isn't set by mileage alone; elapsed time, ambient humidity, the truck's air consumption, and whether the compressor is carrying oil all shift the interval. The cartridge's install date goes in the record, and it's changed when the service schedule's time limit runs out or when water shows up in the tanks, whichever comes first. On trucks with an automatic purge valve, its operation is still checked by hand at regular intervals, because a clogged valve gives no outward sign. Fault symptoms and the cartridge replacement procedure are covered in [Air Dryer: Faults, Replacement & Maintenance Guide](#). Air processing units that house the dryer in a single body, along with their repair kits, are listed under [Air Processing Units](#).

## Brake System

The brake system is the most detailed layer of preventive maintenance and runs on its own calendar. Leak testing and reading the ABS/EBS fault memory happen at minor service; measuring pad and disc thickness, checking caliper guide-pin movement, and, on drum brakes, checking chamber stroke happen at intermediate service; a detailed inspection with the wheels off happens at major service, or sooner if measurements call for it. The full list of brake checks, from daily through semiannual, and the decision thresholds behind them, are set out in [Fleet Brake Maintenance Schedule and Recordkeeping](#). Brake valves and ABS sensors are listed under [Brake System](#), and disc brake caliper repair kits under [Brake Caliper Repair Kits](#).

Before working on the air system, the brakes or the suspension, chock the vehicle on level ground, switch off the battery master switch, and, if the cab tilts, check the tilt lock. Never reach toward a brake chamber, around a caliper or under an air spring while the system is pressurized. When pressure is released, spring brakes apply; caging a spring brake mechanically must be done only by personnel who know the procedure, in the sequence given in the service manual. On an air-sprung truck, the chassis drops once the air bags deflate; if you're going to work underneath, put the chassis on stands.

## What to Check on the Driveline, Steering, Suspension and Fifth Wheel?

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A truck's driveline, steering, suspension and fifth wheel group are made up of parts that wear slowly and give late warning. In this group, preventive maintenance rests on play measurement and seal inspection.

On the clutch, what's tracked is pedal travel, the engagement point, and the servo's seal condition. A leak on the air side of an air-assisted servo shows up as hissing; a leak on the hydraulic side shows up as fluid staining and a dropping level. Where the hydraulic side runs on glycol-based brake fluid, that fluid absorbs moisture over time and is replaced on the schedule's interval; some trucks use a mineral-based fluid instead, so the correct fluid type is confirmed from the service manual or the marking on the reservoir cap, and the two types are never mixed. Transmission and differential oil are changed at major service, and the swarf on the magnetic drain plug gives a read on gear and bearing wear without anything being taken apart.

On the steering, free play, tie rod ends and dust boots are checked; on hydraulically assisted steering, a growing whine or stiffness when turning points to the pump or the fluid. On an air-sprung truck, the air springs are inspected for cracking and chafing; a bag sitting lower than the one across from it suggests a leak or a faulty levelling valve. The levelling valve reads the distance between the axle and the frame through a lever and a linkage rod; if that lever shifts, ride height changes, and with it the fifth wheel height and driveline angles. That's why ride height gets measured and logged at intermediate service. Levelling valves are listed under [Levelling Valves](#).

The fifth wheel is the only mechanical link between the tractor and the trailer. On lubricated types, the old grease is cleaned off the plate and fresh grease applied; on maintenance-free lined plates, no grease goes on outside the manufacturer's instructions, and plate wear is monitored instead. Play between the trailer's king pin and the locking jaws is checked and adjusted per the manufacturer's procedure; as play increases, a knock becomes noticeable on pull-away and under braking.

## Seasonal Checks: How Do You Prepare a Truck for Winter and Summer?

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Seasonal checks on a truck are extra work packages added to the program at the two turns of the year. Lining these packages up with the intermediate service at the start of each season keeps the truck out of the shop for a second, separate visit in the same month.

Heading into winter, the air brake system is one of the systems that needs the most attention. The warm air the compressor pushes carries moisture; that moisture condenses in cold tanks and lines, freezes overnight, and can lock up valves by morning. Before winter, the air dryer cartridge's age is checked, tank draining is done more often, and the trailer line's glad-hand couplers are cleaned; details are covered in [Winter Air Brake Care: Freeze-Up and Moisture Guide](#). The coolant mix's freeze point is measured, the battery goes through a load test, winter-grade diesel is used against wax formation, and the fuel filter heater is tested. AdBlue freezes at around -11 °C (12 °F); most SCR systems carry tank and line heating, but a fault in that heating circuit often only shows up on the first cold morning, which is why the fault memory is read before winter.

In summer, the load shifts to the cooling system. Dust and insect buildup in front of the radiator and charge-air cooler fins blocks airflow; the fins are cleaned with compressed air, blown from the engine side outward. The fan clutch is checked to confirm it engages on a hot engine, and the expansion tank cap is checked to confirm it holds pressure. In hot, humid air the compressor

pushes more water vapor through the system, which raises the load on the air dryer. Tire pressure is also checked cold, since a warm tire gives a misleading reading.

## How Should a Truck Maintenance Record Be Kept?

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A truck maintenance record is the preventive program's memory. A single measurement only describes that one day; the same measurement logged across three services reveals a trend. If pad thickness or build-up time gets a little worse at every service, the replacement gets scheduled for the next tier and the part gets ordered ahead of time. Without a record, that same decision only gets made once the truck has already failed.

A useful record includes the plate number, chassis number and engine code, the date, mileage and engine hours, the service tier, the work performed, the OE reference for parts installed, measurements with their units, the finding and the decision made, and the name of whoever did the work. The install date of time-based parts like the air dryer cartridge and the battery also goes in the record, because their clock runs out even when mileage barely moves. Whether the record is kept on paper or in software matters less than filling in the same fields, in the same units, at every service.

## How Does Periodic Vehicle Inspection Relate to the Truck Maintenance Program?

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A periodic roadworthiness inspection doesn't replace a truck maintenance program. The inspection determines whether the vehicle meets minimum technical requirements on the day it's tested; the maintenance program is what keeps the vehicle in that condition between inspections. Items that can be written up as defects at inspection, such as a worn brake pad, a leaking air line or a light that doesn't work, show up much earlier in a well-kept maintenance record.

The legal duties behind inspection and brake upkeep sit in national law and differ from country to country. In the United Kingdom, [regulation 18 of the Road Vehicles \(Construction and Use\) Regulations 1986](#) requires every part of the braking system to be kept in good working order, and the defect definitions and pass/fail criteria for heavy goods vehicles are set out in the [DVSA HGV inspection manual](#). In Canada, air brake systems fall under the [Motor Vehicle Safety Regulations, which contain CMVSS 121](#). In South Africa the underlying instrument is the [National Road Traffic Act 93 of 1996](#), and in India the governing rules are published by the [Ministry of Road Transport and Highways](#). In Europe, and in other countries that apply the UNECE vehicle regulations, type approval of brake equipment is based on UN Regulation No. 13.

In the United States, air brake system design and performance are governed by [49 CFR 571.121 \(FMVSS 121\)](#), and equipment requirements for brakes on vehicles already in service are set out in [49 CFR Part 393, Subpart C](#); the annual inspection requirement for commercial motor vehicles sits in 49 CFR Part 396. At the roadside, the brake defects that put a truck out of service follow the [CVSA North American Standard Out-of-Service Criteria](#).

## How Do You Set Up a Truck Maintenance Program?

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A truck maintenance program is built in the same order whether it covers one truck or a large fleet; at every step, that vehicle's own service schedule takes precedence.

- 1 Gather each vehicle's chassis number, engine code, emissions class, model year and equipment (retarder, air suspension, PTO, fifth wheel type) into a single inventory list.
- 2 Enter the manufacturer's service schedule and the intervals reported by the maintenance indicator into that list, keeping in mind that two vehicles sharing a model name can belong to different generations or engine families.
- 3 Classify vehicles by duty cycle and apply the manufacturer's severe-duty intervals to any vehicle that matches a severe-duty condition.
- 4 Decide which of mileage, engine hours or the calendar triggers each item, and build the "whichever comes first" rule into the program.
- 5 Prepare the minor, intermediate and major service work packages, together with the values to be measured and the tools needed to measure them.
- 6 Keep the daily driver form short, show drivers how to fill it in, and decide how it reaches the shop.
- 7 Plan the filters, cartridges, gaskets and consumables each tier needs, by OE reference, well ahead of time, so the vehicle doesn't wait on parts once it's in the bay.
- 8 Set up a recordkeeping system, and add inspection dates, tire changes and seasonal packages to the same calendar.
- 9 Review the program at regular intervals, and if unplanned-downtime records show a recurring fault, shorten that item's interval or change how it's checked.

The parts side of the program depends on the part ordered matching the OE number on the vehicle. VADEN ORIGINAL products are cross-matched to OE references in the catalog; once the correct reference is identified from the chassis and engine data and filters, cartridges and repair kits are stocked ahead of each service tier, work in the shop keeps pace with the schedule on paper.

**Vehicles and engines mentioned in this guide:** Ford Trucks · Volvo FH · MAN TGX I (2007-2020) · Mercedes-Benz Actros · DAF XF · Scania R I (2004-2016)