



Checklist

Refuse/Garbage Truck Required Maintenance Planning Checklist

Ten-8 Industrial supports McNeilus refuse and recycling trucks with sales, service, parts, warranty repairs, mobile service, and dedicated refuse service locations across the Southeast. Their service team focuses on preventative maintenance, diagnostics, timely repairs, and keeping refuse fleets moving with minimal downtime.

CHECKLIST

BELOW IS A CHECKLIST FOR REQUIRED MAINTENANCE, TO HELP YOU PLAN APPROPRIATELY.

Status	PHASE	ACTION ITEM
☐	Maintenance Planning	Create a maintenance profile for each truck: VIN, body type, chassis, engine, transmission, route type, mileage, engine hours, PTO hours, and packer cycles.
☐	Maintenance Planning	Identify the truck application: rear loader, front loader, automated side loader, manual side loader, recycling truck, or mixed-use unit.
☐	Maintenance Planning	Set maintenance intervals based on mileage, engine hours, PTO hours, route severity, hydraulic use, and manufacturer recommendations.
☐	Maintenance Planning	Build a preventive maintenance calendar for daily, weekly, monthly, quarterly, semiannual, and annual service.
☐	Maintenance Planning	Assign ownership for inspections: driver, shop technician, fleet manager, outside service provider, and dealer support.
☐	Daily Pre-Trip	Inspect tires, wheels, lug nuts, mirrors, glass, lights, reflectors, horn, backup alarm, wipers, and safety decals.
☐	Daily Pre-Trip	Check engine oil, coolant, DEF, fuel, washer fluid, hydraulic fluid level, visible leaks, and air system pressure.
☐	Daily Pre-Trip	Test brakes, steering, parking brake, warning lights, cameras, proximity sensors, strobes, and work lights.
☐	Daily Pre-Trip	Inspect hopper, tailgate, packer blade, arm/lifter, forks, grabbers, container stops, cylinders, hoses, fittings, and body structure.
☐	Daily Pre-Trip	Confirm emergency stops, interlocks, body controls, compactor controls, PTO engagement, and safety switches operate correctly.



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☐	Daily Pre-Trip	Clean hopper, cab, steps, mirrors, camera lenses, lights, sensors, and control areas.
☐	Daily Pre-Trip	Document defects, leaks, abnormal noises, warning lights, hydraulic drift, slow cycles, loose components, and driver concerns.
☐	Daily Pre-Trip	Report safety-critical defects before the truck is released for the next route.
☐	Weekly Maintenance	Grease required body, lifter, arm, tailgate, hinge, packer, and cylinder pivot points.
☐	Weekly Maintenance	Inspect hydraulic hoses for abrasion, cracking, bulging, leaks, rubbing, loose clamps, and heat damage.
☐	Weekly Maintenance	Inspect body mountings, frame areas, welds, tailgate seals, hinges, locks, pins, bushings, rollers, and wear pads.
☐	Weekly Maintenance	Test compaction cycle time, lifter cycle time, arm movement, packer blade travel, and tailgate lock operation.
☐	Weekly Maintenance	Check battery condition, cable routing, alternator output, electrical connectors, exposed wiring, and corrosion.
☐	Weekly Maintenance	Perform chassis inspection: brakes, suspension, steering linkage, driveline, belts, hoses, exhaust, emissions system, and fluid leaks.
☐	Weekly Maintenance	Inspect hydraulic pump, PTO, reservoir, filters, valves, cylinders, pressure lines, return lines, and fittings.



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☐	Weekly Maintenance	Inspect lift arms, forks, grabbers, rollers, chains, linkages, pins, bushings, and structural wear points.
☐	Weekly Maintenance	Check camera system, onboard diagnostics, telematics, scales, RFID, route technology, and software updates.
☐	Weekly Maintenance	Review driver inspection reports and identify repeat defects that indicate larger maintenance trends.
☐	Quarterly PM	Complete oil and filter service according to chassis OEM intervals and duty cycle.
☐	Quarterly PM	Replace or inspect fuel filters, air filters, DEF system components, crankcase filter, and coolant condition as required.
☐	Quarterly PM	Inspect brake wear, slack adjusters, drums/rotors, chambers, hoses, ABS wiring, and air dryers.
☐	Quarterly PM	Inspect refuse body structural components for cracking, distortion, corrosion, worn hinges, and loose fasteners.
☐	Quarterly PM	Verify hydraulic pressure settings, relief valves, cycle speed, temperature, and system performance.
☐	Semiannual PM	Change hydraulic filters and sample hydraulic oil for contamination, water, metal, or overheating indicators.
☐	Semiannual PM	Inspect and adjust tailgate seals, packer blade wear shoes, slide blocks, wear pads, and body alignment.



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☐	Semiannual PM	Inspect PTO driveline, pump mounting, couplers, shafts, fasteners, and vibration issues
☐	Semiannual PM	Perform detailed electrical inspection on harnesses, connectors, relays, control modules, sensors, and corrosion-prone areas.
☐	Annual PM	Perform full chassis service, DOT inspection, emissions inspection, brake system review, coolant service review, and drivetrain inspection
☐	Annual PM	Perform full refuse body inspection, including structural welds, hopper floor, sidewalls, tailgate, ejector system, lifter/arm, cylinders, and safety interlocks.
☐	Annual PM	Review maintenance costs, downtime, failure patterns, warranty claims, driver reports, and replacement planning.
☐	Annual PM	Update the maintenance schedule based on actual route severity, component failures, age, mileage, engine hours, and hydraulic usage.
☐	Safety Systems	Test emergency stops, backup alarms, lighting, cameras, proximity sensors, interlocks, neutral safety controls, and operator presence systems.
☐	Safety Systems	Inspect cab steps, grab handles, non-slip surfaces, handrails, mirrors, guards, warning labels, and fire extinguisher.
☐	Safety Systems	Train drivers to stop operation immediately when safety systems fail or hydraulic movement becomes unpredictable.
☐	Hydraulic System	Monitor hydraulic temperature, pressure, noise, leaks, slow cycling, foaming, hose movement, and cylinder drift.



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☐	Hydraulic System	Keep hydraulic oil clean and use proper filters, fluid type, sampling intervals, and contamination controls.
☐	Hydraulic System	Replace damaged hoses, worn fittings, leaking cylinders, and failing seals before route failure occurs.
☐	Refuse Body	Inspect hopper wear, packer blade wear, tailgate seal condition, ejector panel operation, body corrosion, and debris buildup.
☐	Refuse Body	Watch for stress cracks around high-load areas, including tailgate hinges, arm mounts, body mounts, lifter mounts, and packer structure.
☐	Refuse Body	Schedule welding, fabrication, seal replacement, or wear-part replacement before major structural failure occurs.
☐	Parts Planning	Create a critical spare parts list: filters, hoses, fittings, seals, sensors, switches, lights, camera components, wear pads, pins, bushings, and belts.
☐	Parts Planning	Use Ten-8 Industrial parts support to identify parts for McNeilus and other refuse fleet units, including older trucks where parts sourcing is harder.
☐	Parts Planning	Track parts usage by truck to identify chronic failures and improve stocking levels.
☐	Dealer & Service Support	Identify when work should go to internal technicians, Ten-8 mobile service, or a Ten-8 service center. Ten-8 promotes mobile service and fully equipped service centers to reduce downtime.
☐	Dealer & Service Support	Use factory-trained or dealer-qualified technicians for diagnostics, warranty repairs, body controls, complex hydraulics, and major refuse body issues.



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☐	Dealer & Service Support	Confirm warranty coverage before starting major repairs on eligible McNeilus refuse or recycling trucks. Ten-8 Industrial provides McNeilus sales, service, maintenance, parts, and warranty support in Alabama, Mississippi, Georgia, and Florida.
☐	Documentation	Maintain digital records for inspections, PMs, repairs, parts, labor, warranty claims, downtime, defects, and road calls.
☐	Documentation	Track cost per mile, cost per hour, cost per route, unscheduled downtime, repeat repairs, and missed pickups caused by equipment failure.
☐	Documentation	Keep service manuals, schematics, parts books, warranty documents, inspection forms, and maintenance history accessible to the shop.
☐	Lifecycle Planning	Review each truck’s replacement timing based on age, mileage, engine hours, hydraulic hours, corrosion, repair cost, downtime, and route criticality.
☐	Lifecycle Planning	Decide whether to repair, rebuild, rotate to lighter duty, or replace the unit before maintenance costs exceed operating value.
☐	Lifecycle Planning	Use maintenance history to spec the next truck more intelligently, including body style, hydraulic options, safety systems, route technology, and support package.



REQUIRED MAINTENANCE TOOLS & DOCUMENTS

TOOL / DOCUMENT	WHY IT MATTERS
Driver vehicle inspection report	Captures daily defects before they become route failures.
OEM chassis manual	Defines engine, drivetrain, brake, emissions, and chassis maintenance intervals.
Refuse body service manual	Guides body, hydraulic, compactor, arm, lifter, and tailgate maintenance.
Hydraulic fluid sampling kit	Detects contamination, heat damage, water, and internal wear before failure.
Grease and lubrication chart	Prevents missed lubrication points on high-wear refuse body components.
Torque tools	Ensures wheels, body mounts, fasteners, and structural hardware are tightened correctly.
Diagnostic software	Supports chassis, engine, transmission, emissions, and electronic body troubleshooting.
Pressure gauges	Helps diagnose hydraulic pump, valve, cylinder, and relief pressure issues.
Parts inventory list	Reduces downtime by stocking high-failure and route-critical components.
Preventive maintenance calendar	Keeps inspections and service intervals from being missed.
Warranty file	Protects the fleet from paying for covered repairs.
Downtime report	Shows which trucks are costing the most to keep in service.



MAINTENANCE RED FLAGS

RED FLAG	WHY IT MATTERS
Hydraulic leaks are treated as “normal”	Small leaks often become pump, cylinder, valve, or fire-risk problems.
Drivers skip daily inspections	The truck may go into service with safety or compliance issues.
Grease points are missed	Pins, bushings, arms, lifters, and packer systems wear prematurely.
Slow packer or lifter cycles are ignored	Cycle speed changes often indicate hydraulic restriction, pressure loss, contamination, or wear.
Repeat road calls are not analyzed	Chronic failures usually point to a root cause that needs correction.
PM is based only on mileage	Refuse trucks also need service based on engine hours, PTO hours, hydraulic cycles, and route severity.
Parts are ordered only after failure	Waiting for parts increases downtime and missed collection routes.
No warranty review before repair	Covered repairs may be paid out-of-pocket unnecessarily.
No lifecycle replacement plan	Trucks can become more expensive to maintain than replace.