

Class A Pre-Trip Inspection

1

Point to, or touch, every item that you are inspecting. Tell the tester how you know that the part you are inspecting is in good, safe working condition. Identify all defects or you may not receive credit.

Engine Compartment + 1 Axle

3 L's. Leaks, Leans, and Lights.

Before opening the hood, check for **LEAKS** on the ground, under the engine. Check that the truck is not **LEANING** to one side or the other. Check the **LIGHTS** on the top and front of the truck. They must be the proper color and not cracked, broken, or dirty.

3 Fluids.

Coolant Reservoir: check for proper level, securely mounted, and not leaking. Hose is not damaged or leaking, and is securely mounted.

Oil level: describe the procedure for checking the oil (remove dipstick, wipe clean, re-insert, remove and check level). Level must be at, or below, FULL but above ADD.

Power Steering Reservoir: indicate where the dipstick is and ensure proper level. Reservoir is not leaking and securely mounted. Hose has no splits or cuts, is securely mounted, and not leaking.

3 Engine Components.

Alternator: securely mounted and not damaged, all wires secure; belt or gear driven: if belt driven, belt is not cut or damaged and has no more than 1/2" to 3/4" of play.

Water Pump: (follow bottom radiator hose to find w.p.) securely mounted and not damaged, not leaking, and belt or gear driven. If belt driven, belt is not cut or frayed and has no more than 1/2" to 3/4" of play.

Air Compressor: not damaged, securely mounted, no audible leaks, and belt or gear driven. If belt driven, belt is not cut or frayed and has no more than 1/2" to 3/4" of play.

Steering.

Steering Shaft: not cracked or broken and securely mounted; no excessive play.

Power Steering Box: securely mounted to frame and not damaged; all hardware is present and no leaks.

Pitman Arm: securely mounted, not broken or cracked. Castle nuts and cotter pins present and not damaged.

Drag Link: properly secured, not broken or cracked, rubber bushings have no damage.

Upper and Lower Control Arms and Tie Rod: not bent or broken and all hardware is present and securely mounted.

Suspension, Brakes, Wheel and Tire (Axle).

Spring mounts: (front and rear) securely mounted to frame and not damaged.

Leaf Springs: not cracked, broken, not shifted (scissoring), or missing.

U-bolts: not broken or cracked, not loose, and not missing.

Shock Absorbers: mounted securely and not leaking. Rubber bushings are not worn.

Air Hose to Brake Chamber: securely mounted at both ends, no splits or cuts and not leaking.

Brake Chamber: mounted securely, not cracked or broken, and no leaks.

Slack Adjuster: no broken parts and not loose. Push rod is at a 90° angle to chamber and has no more than 1" of play.

Brake Pads: not broken, cracked, securely mounted. Must have minimum of 1/4" pad depth (not worn dangerously thin). No signs of heat (cracking or glazing).

Brake Drums: not cracked or bent, securely mounted, and no blueing from excessive heat.

Wheel (Rim): inside and outside is not damaged, cracked, or bent; cannot have welding repairs.

Tire Inflation: check for proper inflation with a mallet or air gauge.

Tire Condition: sidewalls have no splits or cuts and tread is evenly worn. Steer tires cannot be re-treads.

Tread Depth: 4/32" minimum tread depth on steer tires.

Valve stem: is not damaged, securely mounted, and has a metal cap.

Lug Nuts: not cracked, broken, or missing; not loose (rust trails or shiny threads).

Hub Seal: cannot be leaking, cracked, or broken; oil level is adequate.



Side and Back of Truck + 1 Axle

Mirror bracket must be securely mounted and not broken or damaged.

Door must open and close properly. Hinges cannot be broken or bent. Seal is in place and not damaged.

Fuel tank must be securely mounted and not leaking. Cap is tight, seal intact, and the chain is present.

Steps and catwalk should be mounted securely, no missing hardware and no excessive debris.

Frame not bent or twisted and no illegal welds.

Drive shaft should not be bent or cracked; universal joints are free of foreign objects.

Exhaust must be securely mounted and no missing hardware. No signs of leaks, such as carbon soot.

Suspension, Brakes, Wheel and Tire (Axle).

Spring mounts: front and rear are securely mounted to frame and not damaged.

Leaf Springs: not cracked, broken, not shifted (scissoring), or missing.

U-bolts: not broken or cracked and securely mounted.

Shock Absorbers: mounted securely and not leaking. Rubber bushings are not worn.

Air Bags: mounts are not damaged and properly mounted; air bag has no splits or cuts and not leaking.

Air Hose to Brake Chamber: securely mounted at both ends, no splits or cuts and not leaking.

Brake Chamber: mounted securely, not cracked or broken, and no leaks.

Slack Adjuster: no broken parts and not loose. Push rod is at a 90° angle to chamber and has no more than 1" of play.

Brake Pads: not broken, cracked, securely mounted. Must have minimum of 1/4" pad depth (not worn dangerously thin). No signs of heat (cracking or glazing).

Brake Drums: not cracked or bent, securely mounted, and no blueing from excessive heat.

Wheel (Rim): inner and outer wheel is not cracked or bent, securely mounted and no welding repairs.

Tire Inflation: check for proper inflation with a mallet or air gauge.

Tire Condition: sidewalls have no splits or cuts and tread is evenly worn.

Tread Depth: 2/32" minimum tread depth.

Dual Tires: no gap between wheels, no foreign objects between tires.

Valve stem: is not damaged, securely mounted, and has a metal cap.

Lug Nuts: not cracked, broken, or missing and not loose (look for rust trails or shiny threads).

Hub Seal: cannot be leaking, cracked, or broken; oil level is adequate.

Rear of Truck.

Lights/Reflectors: proper color and not cracked, broken, or dirty.

DOT Tape: must be present and securely mounted; not dirty and covers 100% of rear of vehicle.

Mud Flap: support is securely mounted to truck, mud flap is not damaged.

Space: verify that there is enough space between rear of truck and landing gear for turns.

Connections (Coupling)

Air/Electric Lines.

Inspect the air connections at BOTH ends: properly sealed and not damaged.

Check that the electrical line is locked in place with safety latch, at BOTH ends (tractor and trailer).

Air and electrical lines are not leaking, cut, or split and not tangled or dragging on the catwalk.

Fifth Wheel Assembly.

Trailer **apron** has no cracks or breaks, and is not bent.

Ensure there is no **gap** between the apron and skid plate, and proper lubrication.

The **skid plate** cannot be cracked or bent, and must be securely mounted to the platform. No missing hardware.

Platform should be securely mounted to frame and no missing or broken hardware.

The **release handle** should be in and the safety latch in place; no damage to handle.

Sliding fifth wheel locking pins are in place and not damaged, no missing hardware, and no air leaks from hose.

Locking jaws are around **kingpin** and neither are cracked or damaged.

Trailer + 1 Axle

3

Front of Trailer.

Clearance lights are not cracked, broken, or dirty. Bulkhead not bent, no holes, all hardware present.

Side of Trailer.

Side of trailer has no holes, no rivets missing.

Frame not bent or twisted.

DOT tape securely mounted, not dirty, covers 50%.

Crossmembers securely mounted, none missing.

Floor has no holes, securely mounted.

Landing gear not damaged, securely mounted, and all hardware present; handle is secure and operational.

Lights on side are not broken, cracked, or dirty.

Tandem release arm and **locking pins** are not damaged; release arm is locked and pins are in place.

Suspension, Brakes, Wheel and Tire (Axle).

Spring mounts: front and rear are securely mounted to frame and not damaged.

Leaf Springs: not cracked, broken, not shifted (scissoring), or missing.

U-bolts: not broken or cracked and securely mounted.

Shock Absorbers: mounted securely and not leaking. Rubber bushings are not worn.

Air Bags: mounts are not damaged and properly mounted; air bag has no splits or cuts and not leaking.

Air Hose to Brake Chamber: securely mounted at both ends, no splits or cuts and not leaking.

Brake Chamber: mounted securely, not cracked or broken, and no leaks.

Slack Adjuster: no broken parts and not loose. Push rod is at a 90° angle to chamber and has no more than 1" of play.

Brake Pads: not broken, cracked, securely mounted. Must have minimum of 1/4" pad depth (not worn dangerously thin). No signs of heat (cracking or glazing).

Brake Drums: not cracked or bent, securely mounted, and no blueing from excessive heat.

Wheel (Rim): inner and outer wheel is not cracked or bent, securely mounted and no welding repairs.

Tire Inflation: check for proper inflation with a mallet or air gauge.

Tire Condition: sidewalls have no splits or cuts and tread is evenly worn.

Tread Depth: 2/32" minimum tread depth.

Dual Tires: no gap between wheels, no foreign objects between tires.

Valve stem: is not damaged, securely mounted, and has a metal cap.

Lug Nuts: not cracked, broken, or missing and not loose (look for rust trails or shiny threads).

Hub Seal: cannot be leaking, cracked, or broken; oil level is adequate.

Rear of Trailer.

Lights/Reflectors: proper color and not cracked, broken, or dirty.

Door hinges: all are present, securely mounted, no missing hardware.

Doors: not bent or broken and latch and unlatch properly; door seal is properly mounted and not cut or split.

DOT Tape: must be present and securely mounted; not dirty and covers 100% of rear of vehicle.

Mud Flap: mounted securely and no damage.



External Light Check

Front of Truck.

Clearance, headlights, high beams, left turn, right turn, 4-way flashers.

Left Side of Truck.

Clearance, left turn, 4-way flashers.

Back of Truck.

Brake lights, tail lights, left turn, right turn, 4-way flashers.

Right Side of Truck.

Clearance, right turn, 4-way flashers.

Front of Trailer.

Clearance lights.

Left Side of Trailer.

Clearance, left turn, 4-way flashers.

Back of Trailer.

Clearance, brake lights, tail lights, left turn, right turn, 4-way flashers.

Right Side of Trailer.

Clearance, right turn, 4-way flashers.

In-Cab Inspection with Brake Check

Safety Items (5).

Fire extinguisher: properly charged and rated, securely mounted.

Triangles: must have 3, not broken or cracked, securely mounted.

Fuses: check for spare fuses. If vehicle does not use fuses, mention to tester.

Seat belt: securely mounted, latches and unlatches, adjusts properly, not cut or frayed.

Horn(s): ensure both horns (air and electric) work properly.

Key on, engine off.

In-Cab Items (5).

Mirrors: clean, not cracked, properly adjusted, no illegal stickers.

Windshield: securely mounted, not broken, no illegal stickers.

Wipers: arms and blades are securely mounted and have no damage. Wiper fluid must work properly.

Heater/defroster: ensure that both work properly.

Dashboard indicator lights: left turn, right turn, 4-way flashers, high beams.

Safe Start.

Parking brake is set, transmission in neutral, and clutch depressed. Start engine and look for ABS light to come on then go off.

Gauges (5).

Oil gauge: the gauge is working, rising to proper operating range, no warning lights.

Temperature gauge: the gauge is working, rising to proper operating range, no warning lights.

Ammeter/voltmeter: the gauge is working, rising to proper operating range, no warning lights.

Air gauges (2): air is building to proper range and no warning lights.

Brake Check (5).

IMPORTANT: explain each step in the brake check BEFORE performing the step.

Parking Brake test: release trailer brake, put truck in low gear, tug against parking brake.

Service Brake (brake pedal): release parking and trailer brakes, roll forward to 5mph; stop with hands lightly on steering wheel, ensure truck does not pull to right or left. **Do not set the brakes, leave truck in gear. Engine off, key on.**

Applied test (leaks): depress brake pedal and hold for 1 minute. Cannot lose more than 3psi.

Fanning test (low air warning): fan the brake pedal. At 60psi, the emergency light and buzzer should come on. Continue fanning. Brake valves should pop out between 40–20psi. Watch the valves, not the gauges.

Air compressor test: start the truck (ABS light?). Fast idle the engine until air pressure reaches 85psi. Stop fast-idling and verify that the air pressure rises from 85 to 100psi in 45 seconds or less. Fast idle to 120-125psi and verify the governor cut out (Pshhh!).