



CDL CLASS A COMPLETE FULL PRE-TRIP

Study online at https://quizlet.com/_im04ou

Underneath the truck no puddles of fluids and

no hanging wires.



HOOD AND FRONT GRILL

SECURELY MOUNTED, NOT BROKEN
NOT CRACKED



HOOD LATCH

MAKE SURE TO RELEASE BOTH SIDES



THREE POINTS OF CONTACT

TO OPEN THE HOOD



HOOD MIRRORS IF EQUIPED

SECURELY MOUNTED, NOT BROKEN,
NOT CRACKED
CLEAN AND CLEAR



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All my lenses

Securely Mounted, Not broken, Not cracked, Not missing, proper color, and clean and clear.

CLEARANCE LIGHTS

AMBER IN COLOR

HEADLIGHTS LOW BEAM

CLEAN AND CLEAR

HEADLIGHT HIGH BEAM



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CLEAN AND CLEAR



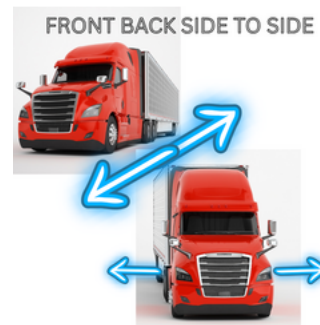
HEADLIGHTS WITH TURN SIGNAL
AND REFLECTOR

AMBER IN COLOR



Vehicle is sitting level

Front/Back/Side to Side



Coolant and Power steering reser-
voirs

Securely Mounted, Not broken, Not
cracked, caps are tight, proper level,
no leaks



Dip Stick

Securely Mounted, Not broken, Not
cracked



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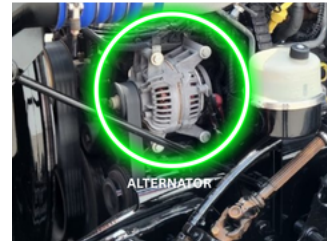
Check the Dip Stick

Pull out the dip stick, wipe it clean, replace it, pull back out, proper level.



ALTERNATOR

BELT DRIVEN, NO LOSE WIRE



AC COMPRESSOR

BELT DRIVEN, NO LOSE CONNEC-
TIONS, NO LEAKS



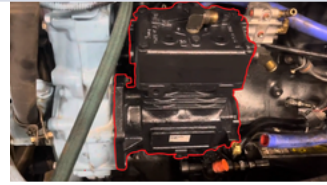
AIR COMPRESSOR

GEAR DRIVER, LOOKS LIKE A LAWN
MOWER MOTOR



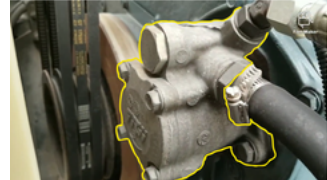
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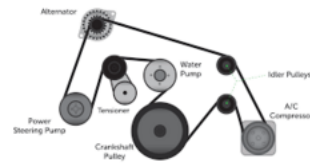
POWER STEERING PUMP

GEAR DRIVEN NO LEAKS



ENGINE BELTS

NO CUTS, NO TARES, NO MORE THAN 3/4 INCH PLAY



Steering System /Gear box and Linkage

Both Securely Mounted, Not broken, Not cracked No missing castle nuts and cotter keys.

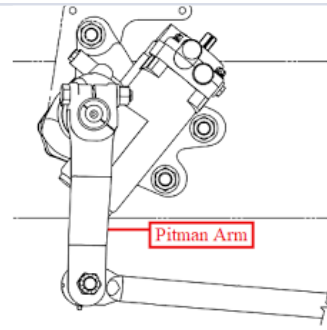
PITMAN ARM

Not loose or worn, castle nuts and pins present



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PITMAN ARM ON TRUCK

CONNECTED TO THE GEAR BOX



PITMAN ARM AND DRAGLINK

CONNECTED BY CASTLE NUTS AND PINS



DRAGLINK ON TRUCK

NOT LOSE OR WORN
CASTLE NUTS AND PINS PRESENT



ARMS AND RODS

NOT LOSE OR WORN
CASTLE NUTS AND PINS PRESENT



UPPER AND LOWER CONTROL ARMS
(ARMS & RODS)



NOT LOSE OR WORN

CASTLE NUTS AND PINS PRESENT

CONTROL ARM (KNUCKLE)

NOT LOSE OR WORN

CASTLE NUTS AND PINS PRESENT



TIE ROD

NOT LOSE OR WORN

CASTLE NUTS AND PINS PRESENT

TIE ROD ON TRUCK

NOT LOSE OR WORN

CASTLE NUTS AND PINS PRESENT

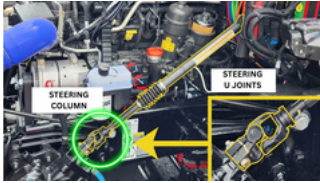


STEERING COLUM



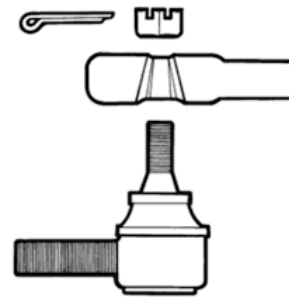
U-JOINTS INTAKE

NO MORE THAN 2 INCH OF PLAY



CASTLE NUTS AND PINS

Not loose or worn



COOLANT RESERVOIR

Securely Mounted, No cuts, No tares, or leaks clamps are present and tight.

POWER STEERING RESERVOIR

Securely Mounted, No cuts, No tares, or leaks clamps are present and tight.

POWER STEERING HOSES



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Securely Mounted, No cuts, No tares,
or leaks clamps are present and tight.



ENGINE FLUID HOSE

Securely Mounted, No cuts, No tares,
or leaks NO MISSING HARDWARE



ENGINE AIR HOSES

Securely Mounted, No cuts, No tares,
or leaks NO MISSING HARDWARE



ENGINE FLUID AIR HOSE SECURE-
MENT

FITTINGS AND CLAMPS



Tire



Securely Mounted to rim, No cuts, No tares, or leaks No exposed wire.

Tread depth is 4/32 seconds or more.

Check with a tread depth gauge.



Thread depth gauge

Used to check tires.



Valve Stem (Accessible)

Securely Mounted, Not broken, Not cracked Cap is present and tight with no leaks.



VALVE STEM CAP

NO LEAKS



Properly inflated

checked with a pressure guage.



Rim Inside and Outside

Securely Mounted, Not broken, Not cracked No distorted Bolt holes. No illegal welds.



The bolts holes are



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Not Distorted



FRONT HUB SEAL

PROPER LEVEL NO LEAKS



Lug Nuts and Studs

All Securely Mounted, Not broken, Not cracked All hardware are present and tight. They have no shiny thread or rust trails.

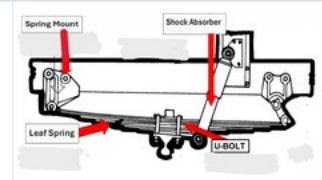
Leaf Springs, Spring
Mounts(FB),U-Bolts, shock absorber.

All Securely Mounted, Not broken, Not cracked All have no missing hardware and are tight



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SPRING MOUNTS

FRONT AND BACK



Leaf springs

not shifted or missing



Shock absorber

is not leaking



U-BOLTS

FASTENERS TIGHT AND SECURE



NO TARES NO LEAKS



AIR BAG FRONT SUSPENSION



Brake Lines or Hoses

Both Securely Mounted, No cuts, tares, or leaks Supplies air to brake system.



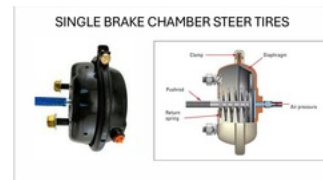
FRONT SINGLE BRAKE CHAMBER

CLAMP PRESENT



SINGLE BRAKE CHAMBER

CUT AWAY



SLACK ADJUSTER

NO MORE THAN 1 INCH OF PLAY,



PUSH ROD



COMES FROM THE BRAKE CHAMBER



CONNECTED TO PUSH ROD



CLEVIS PINS

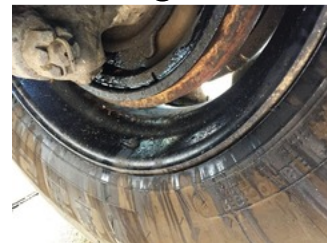
Brake Drums and Lining

Both Securely Mounted, Not broken,
Not cracked



No brake contaminates

No fluids, oil, or grease in between



BRAKE DRUM

NO CRACKS NO CONTAMINATES





BRAKE LININGS

NO CRACKS NO CONTAMINATES



Side of Vehicle All my Lenses and reflectors.

All Securely Mounted, Not broken, Not cracked All not missing, proper color Clean and clean



MARKER LIGHTS, SIGNAL LIGHTS

TRUCK AND TRAILER



REFLECTORS

TRUCK AND TRAILER



Traffic Devices (Mirrors)

Securely Mounted, Not broken, Not cracked No missing hardware. Clean and clear.



DOOR AND HINGES

HINGES OPEN AND CLOSE DOOR
SEAL INTACT



DOOR STEPS

NO GREASE SECURELY MOUNTED



Air and Electric lines and connectors

All Securely Mounted, No cuts, tares,
and leaks. Connection, truck and trail-
er in locked position. not frayed.

HOSES AND FITTINGS



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AIR CONNECTIONS ON TRUCK



AIR CONNECTIONS ON TRAILER

HOSES AND GLADHANDS



HOSES AND GLADHANDS

SEALS AND GROMMETS INTACT
NOT TORN OR DRY ROTTED



BLUE HOSE

SERVICE LINE



RED HOSE

EMERGENCY LINE (CONSTANT AIR)



ELECTRIC LINES



PLUG CONNECTION TRUCK AND TRAILER



ELECTRIC PLUG

LOCKED POSITION TRUCK AND TRAILER



Locked Position

ELECTRIC PLUG ON TRUCK



Locked Position

ELECTRIC PLUG ON TRAILER



Electrical lines and plug truck and trailer

Hoses and connection not tangled or touching truck,



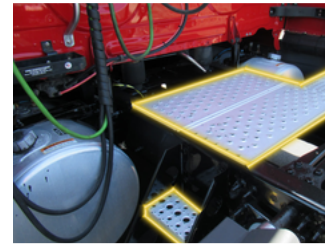
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CAT WALK AND STEPS

NO GREASE



EXHAUST SYSTEM

NO LEAKS OF SOOT NO MISSING CLAMPS



CLAMPS TIGHT AND SECURE

EXHAUST SYSTEM SECUREMENT



USED TO PROVIDE VISIBILITY AT NIGHT



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TRACTOR REAR LAMPS



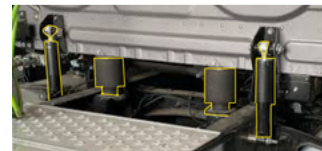
WHILE BOBTAILING FOR MORE VISIBILITY AT NIGHT

TRACTOR REAR REFLECTORS



TRACTOR CAB SUSPENSION

AIR BAGS AND SHOCKS



HEADACHE RACK

USED TO STORE CHAINS AND BINDERS



CARGO SECUREMENT



CHAINS AND BINDERS

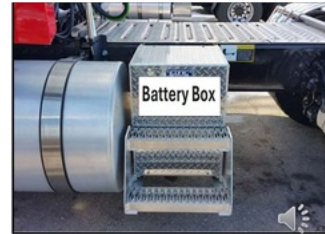


STRAPS AND BUNGEE CORDS



Battery Box Door

Opens and Closes



Cables and Connections

All Securely Mounted, Not broken, Not cracked connections tight with no corrosion.

no leaks.



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Batteries have



DEF Tank and Fuel Tank

All Securely Mounted, Not broken, Not cracked Caps are tight and sealed

No leaks from

tanks or the hoses.



FUEL TANK STRAPS

GASKET INTACT NO DRY ROT SECURED TO FRAME



FUEL TANK CAPS

TIGHT AND SEALED CHAIN PRESENT



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DRIVE SHAFT

NOT LOSE OR WORN



DRIVE SHAFT U JOINTS

NOT LOSE OR WORN



DRIVE SHAFT CARRIER BEARING

SECURELY MOUNTED, NOT LOSE OR WORN



DUAL DRIVE TIRES

PROPER BUD SPACING 2/32 TREAD MINIMUM



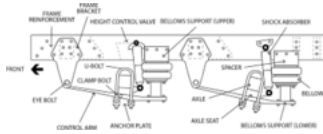
DRIVE TIRES SUSPENSION



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SAME COMPONENTS ARE STEER ONLY
DIFFERENCE IS HAS THE DUAL BRAKE
CHAMBERS.



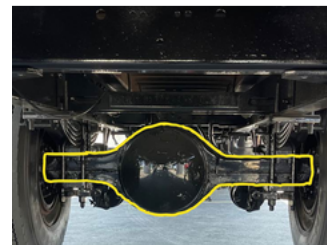
DRIVE TIRES SUSPENSION

ALSO KNOWN AS A TWIN SCREW



AXLE

AXLE HOUSING



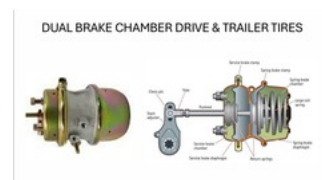
CLAMPS PRESENT NO LEAKS

DRIVE AND TRAILER DUAL BRAKE
CHAMBER



DUAL BRAKE CHAMBER

CUT AWAY



AIR BAGS



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USED IN CONJUNCTION WITH
SHOCKS

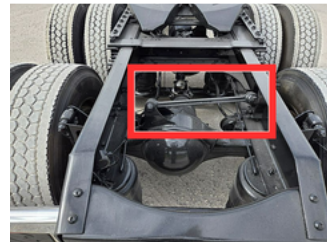


REAR DUAL AXLE

AIRBAGS AND SHOCKS



KEEPS THE DRIVE FROM SHIFTING



TORQUE BAR

Frames (Truck, Trailer, and Tandems)

All Securely Mounted, Not broken, Not cracked No missing hardware, no broken welds.

TRAILER HEAD BOARD



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NO BULGES, NO MISSING RIVETS



TRAILER FLOOR

NO HOLES OR LOSE FLOOR BOARDS



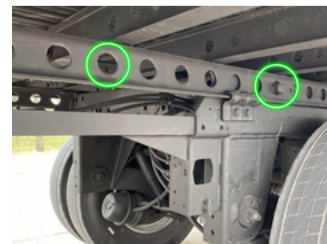
SLIDING TANDEMS ON TRAILER

Tandem release pins and or release arm are secure



SLIDING TANDEMS

ABOUT 250 LBS PER HOLE



Fifth Wheel Skid Plate

Skid plate is securely mounted to the platform. Not broken, Not cracked No excessive wear and properly greased.



Kingpin and Apron

Both Securely Mounted, Not broken,
Not cracked No excessive wear and
properly greased

Apron is flat on the skid plate with?

No gap.



Locking and safety Devices

Both Securely Mounted, Not broken,
Not cracked



No Free play when I did the tug test.



Locking jaws are around the kingpin.



in locked position.

Release handle and Lock Jaws are

RELEASE ARM

LOCKED POSITION



Tractor has a sliding fifth wheel inspect the locking pins.

All Securely Mounted, Not broken, Not cracked and in locked position.



WHEN SLIDING FIFTH WHEEL

ABOUT 500 LBS PER NOTCH



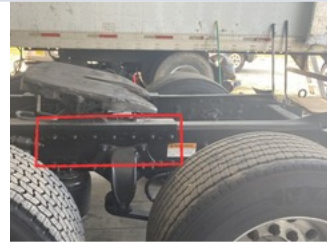
MOUNTING BOLTS ONTO FRAME



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FIFTH WHEEL PLATFORM

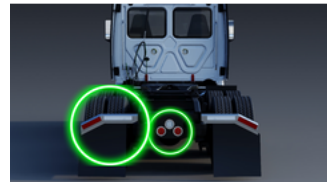


PIVOT PIN FIFTH WHEEL SKID PLATE



REAR OF TRACTOR

TAIL LIGHTS, REVERSE LIGHT, MUD-
FLAPS



MUDFLAPS ON TRUCK

PROPER DISTANCE FROM TIRE AND
GROUND



Landing Gear and Clearance

All Securely Mounted, Not broken, Not
cracked



Crank handle stowed, and feet fully
raised



All Securely Mounted, Not broken, Not cracked

Crank handle stowed



Feet fully raised



Proper clearance

from tractor to the landing gear.



Vehicle should

not get caught up during turns

TRAILER SIDE SKIRTS

FUEL EFFICIENCY



Reflective tape (On the side and rear of trailer



All Securely Mounted, Not broken, Not cracked Present and affixed securely to the trailer. Proper color red and silver.

REFLECTIVE TAPE SIDE AND BACK

DOWN BOTH SIDES AND REAR OF VEHICLE



Lenses and reflectors (Rear of Trailer)

All Securely Mounted, Not broken, Not cracked All not missing, proper color clean and clear



TRAILER ROLL UP DOOR

CA



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ROLL UP DOOR HARDWARE

CABLES NOT TORN



ROLL UP DOOR LATCH

SEAL AND PAD LOCK DOOR



SWING DOOR TRAILER

WATCH FOR FALLING FREIGHT



SWING DOOR HINGES

CHECK THAT HINGES ARE NOT DAMAGED



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SWING DOOR LATCH

LOOP STYLE



LOOP STYLE

SECURELY MOUNTED, LOCKED POSITION



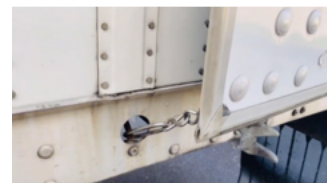
SWING DOOR CHAIN LATCH

LOOP HOLD BACK



LOOP HOLD BACK

SECURELY MOUNTED, LOCKED POSITION



TRUST LOCK



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SWING DOOR TRUST LOCK



TRUST LOCK

SECURELY MOUNTED LOCKED POSITION



TRAILER DOT BUMPER



TRAILER LIFT GATE



Climb in the truck using

Three points of contact

Pre-Trip begins with the in-cab inspection. Remember to always use 3 POINTS OF CONTACT



Sit down

and put on your Seat belt.

PUT ON YOUR SEAT BELT





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Safe Start/ Make sure both brakes are applied.

Truck and Trailer valves are applied (out)



Make sure the truck is in neutral

Move Shifter Side to Side



Press in the clutch to

be able to start the truck.



Turn the key to the on position

and let truck cycle.



TRUCK DASH DISPLAY

OIL PRESSURE GUAGE



PROPER RANGE WORKING PROPERLY

WATER TEMPERATURE GUAGES

PROPER RANGE WORKING PROPERLY

TACHOMETER

USED TO MEASURE
REVOLUTIONS PER MINUTE

SPEEDOMETER

USED TO MEASURE
MILES PER HOUR



PRIMARY AIR GUAGE

USED TO MEASURE TRACTOR PSI

SECONDARY AIR GUAGE

USED TO MEASURE TRAILER PSI

FUEL GUAGE

USED TO MEASURE FUEL LEVEL

USED TO SLOW DOWN VEHICLE



ENGINE BRAKE

WARNING STOP ENGINE

CHECK AND STOP ENGINE LIGHTS

USED FOR HIGHWAY DRIVING

CRUISE CONTROL

FASTEN YOUR SEATBELT

SEATBELT

USED TO MEASURE VOLTAGE



VOLTMETER

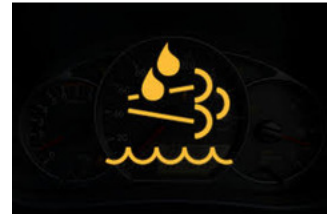
Look for your ABS/lights to

come on and off on the dash and on the trailer. (5 sec)



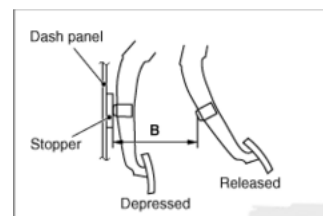
Look for all your DEF indicators

to come on/off. (5 sec)



Take you foot

off the clutch.



Light Indicators

Low beams and high beams working properly Left and right turn signals working properly. 4-way flashers working properly.

LOW BEAM

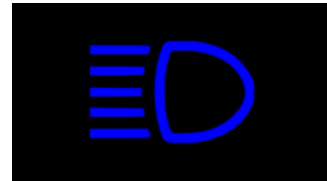


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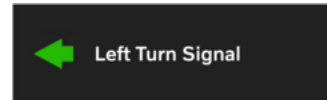
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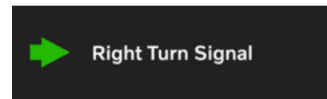
HIGH BEAM



LEFT TURN SIGNAL



RIGHT TURN SIGNAL



4 WAY FLASHERS



LEFT AND RIGHT

TURN SIGNAL SWITCH

Emergency Equipment

Six spare fuses There are 3 reflective triangles. Fire extinguisher charged and secure.



Windshield and Mirrors

Both Securely Mounted, Not broken, Not cracked Both are clean and clear with no obstructions Both have no flawed glass.



Mirrors are adjusted to the driver,

adjusted to the driver,

Wipers and Washers

Securely Mounted, Not broken, Not cracked Arms and Blades firmly against the glass Not dry rotted, washers work and squirt



WIPER SWITCH

USED TO ENGAGE WIPER MOTORS



Check Heater and defrost

Wave hand above for defrost and below for heater. Say both are working properly.



City Horn and Air Horn

Pull air Horn, push city horn. Both working properly

Governor Cut-off

Building air to (120psi to 140psi) or governor



cut-off. If its proper range



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it is working properly.



1. SHUT OFF ENGINE,

TURN THE KEY BACK TO ON POSITION



2. PRESS DOWN AND HOLD

(SERVICE) BRAKE PEDAL



3. RELEASE ALL PARKING AND TRAILER VALVES.

PUSH IN BOTH BUTTONS



AFTER YOU PUSH IN BOTH BUTTONS

WAIT FOR GAUGE TO SETTLE (APPX 4 SECONDS)

AIR LEAK TEST

NO MORE THAN 4 PSI IN 1 MINUTE

After the Air Stabilizes

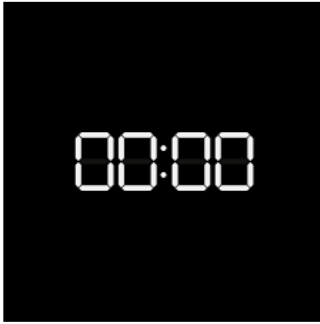
time starts now.



After 1 minute stop timer.



EXPLAIN THE RESULTS

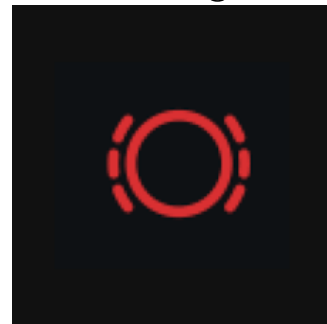


Check that vehicle did not lose more than 4psi in 1 min.

No leaks detected Working properly

Without restarting the engine.

AIR WARNING DEVICE (ALARM)



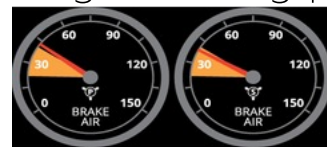
I will fan my brakes until the

Alarm comes on 55 psi or above.



Alarm came on check the gauges.

Proper range working properly.



SHOULD COME ON WHEN AIR PRESSURE DROPS



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LOW AIR WARNING LIGHT



Emergency Brake Test-

I will continue to fan my brakes.



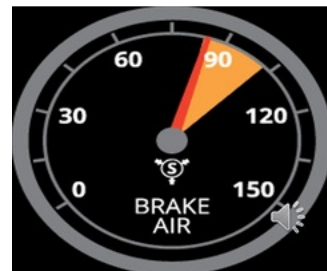
Between 20 to 45 psi both my valves should pop out.

Proper range working properly.



Parking and Trailer Brake Check Safe start vehicle and

build up air pressure to 90 psi and above



1. Tugging on Tractor Brake Release the trailer brakes "push in the red button."

Apply tractor brakes "pull out the yellow button."



Put the tuck in 1st gear.



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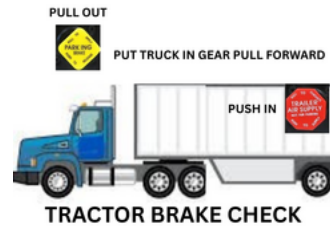
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Lift your foot off the clutch slowly until it engages.



The tractor did not move

The tractor brakes are working properly



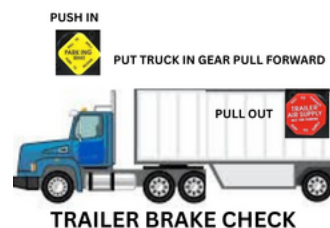
2. Tugging on Trailer Brake Apply the trailer brake

Release tractor brakes "push in the yellow button."



The trailer did not move

The trailer brakes are working properly.



I have no play in my



fifth wheel connection.



3. Service brakes Check Make sure that both Valves are pushed in

The red and yellow button



Put the truck in gear and you must drive forward and reach 5mph and

apply service brakes coming to a smooth stop



The steering wheel did not pull left or right, and the truck stopped.

My service brakes are working properly.



Once your sure your done on the in-side have

Have the examiner perform an exterior light check.