

CDL A and B Pre-trip In-cab

Climb in the truck using Three points of contact sit down and put on your Seat belt.

Safe Start/ Make sure both brakes are applied.

- Make sure the truck is in neutral.
- Press in the clutch to be able to start the truck.
- Turn the key to the on position, and let it cycle.
- Look for your ABS/lights to come on and off on the dash and on the trailer. (5 sec)
- Look for all your DEF (*in-duh-kay-trz*) indicators to come on/off. (5 sec)
- Take your foot off the clutch.

While the Truck is Building air pressure you can use this time to do some of the In-cab check items.

Mirrors from Inside

- The mirrors are (kleen) clean and (kleer) clear.
- They are (uh·juh·stuhd) adjusted to me the driver.

Emergency Equipment

- Six spare (fyoo·zuhz) fuses.
- There are 3 (*ruh·flek·tuhv*) reflective triangles.
- Fire (ek·sting·gwuh·shr) extinguisher (*chaarjd*) charged and (*suh·kyur*) secure.

Light Indicators and Horns

- Push your city horn, pull your air horn.
- Check your low beams and high beams.
- Put on your left and right turn signals.
- Turn on your 4-way flashers.

Wipers and Washers

- (*aarmz*) Arms and blades are (*suh·kyur*) secured.
- They work and (*skwurt*) squirt.

Windshield (*wind·sheeld*)

- (*kleen*) Clean with no (*uhb·struhk·shn*) obstructions
- Not (*krakt*) cracked.
- No (*flaad*) flawed glass.

Check Heater and defrost.

- Turn heater and defrost on.
- Wave hand above for defrost and below for heater.
- Say both are working (*praa·pr·lee*) properly.

Next step in the in-cab inspection is the Governor cutoff.

Governor Cut-off

Building air to (120psi to 140psi) or governor cut-off. You must identify where the governor cuts off.

EX: “My governor cut off at 130psi.”

1. SHUT OFF ENGINE, TURN THE KEY BACK TO ON POSITION.
2. RELEASE ALL PARKING AND TRAILER VALVES.
(PUSH IN BOTH BUTTONS)
3. APPLY SERVICE BRAKE AND WAIT FOR GUAGE TO SETTLE (APPX 4 SECONDS). PUSH DOWN AND HOLD THE BRAKE PEDAL.

AIR LEAK-

- I will hold the brake for 1 minute.
- Check that vehicle did not lose more than 4psi in 1 min.
- Explain results. (Hear no leaks outside/needle does not move)

AIR WARNING DEVICE (ALARM)-

- Without restarting the engine.
- I will fan my brakes until the Alarm comes on at 55 psi or above.
- Explain results. (The alarm actually came on at 65psi)

Emergency Brake Test-

- I will continue to fan my brakes.
 - Between 20 to 45 psi both my valves should pop out.
 - Explain results. (The valves popped out at 25psi each)
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Don't forget to explain the results for all portions of the above procedures. What was the psi when your governor kicked in? For the leak test, did you hear any air leaks from the outside or, did the needle move on the gauges? When you were fanning the brakes for the alarm at what psi did the alarm actually come on at? What was the psi when the Valves pop out at?

Parking and Trailer Brake Check Safe start the vehicle and build up air pressure to at least (90psi). During the buildup you can finish the in-cab items.

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.
- 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 "pull out the red button."
- Release tractor brakes "push in the yellow button."
- Put the tuck in 1st gear.
- Lift your foot off the clutch slowly until it engages.
- The trailer did not move, the trailer brakes are working properly.
- have no play in my fifth wheel connection.

3. Service brakes Check

- Make sure that both Valves are pushed in “push 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 wheel did not pull left or right.
 - My brakes are working properly.
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Light Operations Check Inspect that all light on front, sides and the rear of vehicle are working correctly including Left and Right turn signals, 4-ways, Low and High beams, Clearance or Marker lights, Taillights and Brake lights. Brakes on when pressed off when released.

Ask Examiner to assist, explain to examiner you wish for assistance.

Ex: Front, side rear, of truck and traile

CDLA and B Pre-trip Outside.

Front of the Truck

I am looking (*uhn-dr-neeth*) underneath the truck for: any (*puh-dul*) puddle of (*fy-ool*) fuel (*oyl*) oil, or (*kooh-luhnt*) coolant and I do not see any (*hang-uhng*) hanging (*wai-urz*) wires.

All my (*len-zuhz*) lenses “in the front of the tractor”

- Not (*brow-kn*) broken.
- Not (*mi-suhng*) missing.
- They are all the (*pra-prr*) proper color.
- They are all (*kleen*) clean.

Take a step back and inspect to (*veh-ruh-fa*) verify the vehicle is sitting (*leh-vl*) level in the Front side to side. On the side from front to back.

3 POINTS OF CONTACT TO OPEN THE HOOD.

(en·jn) Engine and (tranz·mi·shn) Transmission (Fluid and Air leaks)

- No (*puh·duls*) puddles or (*leeks*) leaks on the ground.
- No air (*leeks*) leaks (*kuh·muhng*) coming from my (*en·jn*) engine.
- There are no (*dri·puhng*) dripping (*floo·uhd*) fluid coming from (*bowth*) both.
- No (*floo·uhds*) fluids on the (*brayk*) brake (*druhm*) drum and (*lai·nuhng*) lining.
- Dip Stick The (*oyl*) oil is at (*praa·pr*) proper (*leh·vl*) level.

Pull out the (*dip·stik*) dip stick, wipe it clean, re-insert it & make sure the (*oyl*) oil level is between add and full." You don't have to pull it out for the examiner, just explain how you would check it."

(koo·luhnt) Coolant and Power (stee·ruhng) steering (reh·zrv·waarz) reservoirs

- The (*reh·zrv·waarzs*) reservoirs lines are between (*mi·nuh·muhm*) minimum and (*mak·suh·muhm*) maximum.
- I can check by the lines on the side, and there are no (*lee·ks*) leaks.

(stee·ruhng) Steering (si·stm) System

- (*Geer*) Gear box is (*suh·kyoor·lee*) securely (*mown·tuhd*) mounted and not (*lee·kuhng*) leaking.
- All (*stee·ruhng*) steering (*how·ziz*) hoses and (*kuh·nek·shnz*) connections not (*krakt*) cracked, worn, or (*lee·kuhng*) leaking.
- The (*stee·ruhng*) steering (*si·stm*) system has no (*mi·suhng*) missing (*nutz*) nuts, (*bowlts*) bolts, or (*kaa·tr*) cotter (*keez*) keys.

(stee·ruhng) Steering (ling·kuhj) Linkage

- (*aarmz*) Arms and (*raadz*) rods from the box to the wheel are not worn or (*krakt*) cracked.

(leef)Leaf Springs

- They are not (*krakt*) cracked or (*brow·kn*) broken.
- They are not (*mi·suhng*) missing or (*shif·tuhd*) shifted.

Air Bags (If applicable)

- Not (*krakt*) cracked or (*lee-kuhng*) leaking.
- (*suh-kyoor-lee*) Securely (*mown-tuhd*) mounted.
- The (*joynts*) joints are not worn or (*loos*) loose.

Spring (*Mownt*) Mounts “they are in the front and back.”

- They are not (*krakt*) cracked or (*brow-kn*) broken.
- They have no (*mi-suhng*) missing (*haard-wehr*) hardware.

Shock (*uhb-zor-br*) Absorber

- Not (*krakt*) cracked, (*brow-kn*) broken, and not (*lee-kuhng*) leaking
- (*suh-kyoor-lee*) Securely (*mown-tuhd*) mounted.

(*brayk*) Brake Lines or (*how-ziz*) Hoses

- Not (*krakt*) cracked or (*lee-kuhng*) leaking.
- (*suh-plize*) Supplies air to (*brayk*) brake (*si-stm*) system.
- (*how-ziz*) Hoses and (*fi-tuhngz*) fittings are (*suh-kyoor*) secure (*tite*) tight.

(*brayk*) Brake Drums and (*lai-nuhng*) Lining

- No (*kuhn-ta-muh-nay-shn*) contamination. (contamination)
- No (*floo-uhds*) fluids (*oyl*) oil, (*greez*) grease, etc.

Tires

- Inside, outside (*sai-dwaals*) sidewalls, and tire (*tred*) tread.
- No cuts, no (*tehrz*) tares, or (*uhk-spowzd*) exposed wire.
- (*tred*) Tread depth is 4/32 seconds or more.
- (*chek*) Check with a (*tred*) tread depth (*gayj*) gauge.
- (*chek*) Check for proper (*uhn-flay-shn*) inflation with an air (*preh-shr*) pressure (*gayj*) gauge.

Valve Stem (Accessible)

- Not (*krakt*) cracked or (*brow-kn*) broken.
- Cap is (*preh-zuhn-t*) present and (*tite*) tight with no leaks.

Rim Inside and Outside

- *(bowlt)* Bolt holes not *(krakt)* cracked or *(duh-stor-tuhd)* distorted.
- No *(da-muhj)* damaged, no *(ruh-pehr)* repair *(weldz)* welds.
- No rust to show rim is *(looz)* loose.
- *(stuhdz)* Studs not *(krakt)* cracked or *(looz)* lose.
- No missing *(haard-wehr)* hardware.

Lug Nuts

- All are *(preh-zuhn-t)* present and *(tite)* tight.
- They have no shiny *(thred)* thread or *(ruhst)* rust *(traylz)* trails.
- No *(brow-kn)* broken *(stuhdz)* studs

Side of Vehicle *(len-zuhz)* lenses and *(ruh-flek-trz)* reflectors. (Inspect that all)

- Not *(krakt)* cracked or *(brow-kn)* broken.
- Not *(mi-suhng)* missing and *(kleen)* clean.

Traffic Devices (Mirrors)

- Not *(krakt)* cracked or *(brow-kn)* broken.
- *suh-kyoor-lee)* Securely *(mown-tuhd)* mounted.
- No *(mi-suhng)* missing *(haard-wehr)* hardware.
- *(kleen)* Clean and *(kleer)* clear.

Battery Box

- Batteries are *(suh-kyoor)* secure.
- *(kuh-nek-shn)* Connections are *(tite)* tight with no *(kr-ow-zhn)* corrosion.
- All cables *(suh-kyoor)* secure, not *(krakt)* cracked or worn.
- The battery box door or cover is *(suh-kyoor)* secure opens and closes *(praa-pr-lee)* properly.

DEF Tank and Fuel Tank

- *(bowth)* Both *(suh-kyoor-lee)* securely *(mown-tuhd)* mounted.
- Caps are *(tite)* tight.

- No (*leeks*) leaks from tanks or the (*linez*) lines.

(fraym) Frames (Truck, Trailer, and (tan·dm) Tandems)

- No (*kraks*) cracks or (*brow·kn*) broken (*weldz*) welds.
- No damage to (*fraym*) Frame, (*kraa·smem·br*) crossmembers, and (*tan·dms*) tandems.
- No holes in floor

Sliding (tan·dms) Tandem Trailers

- (*tan·dms*) Tandem (*releez*) release pins and or (*releez*) release (*aarm*) arm are (*suh·kyoor*) secure.

Air and Electric (linez) lines and connectors

- (*kuh·nek·shnz*) Connections on truck and trailer (*see·tuhd*) seated and (*seeld*) sealed. not (*da·muhi*) damage and (*laakt*) locked in place.
- (*how·ziz*) Hoses and (*linez*) Lines not (*krakt*) cracked, cut, (*chayft*) chafed, (*spliset*) spliced, (*taypt*) taped, or worn.
- (*how·ziz*) Hoses and (*linez*) Lines not (*tang·gld*) tangled, (*krimpt*) crimped, (*pincht*) pinched, not (*dra·guhng*) dragging on vehicle or the (*grownd*) ground.

Fifth Wheel skid Plate

- No (*krakt*) cracked or (*brow·kn*) broken.
- Skid plate is (*suh·kyoor·lee*) securely (*mown·tuhd*) mounted to the (*plat·form*) platform.
- No (*uhk·seh·suhv*) excessive (*wehr*) wear and (*praa·pr·lee*) properly (*greest*) greased.

Kingpin and (ay·pruhn) Apron

- Not (*krakt*) cracked, (*brow·kn*) broken, bent, or worn.
- (*ay·pruhn*) Apron is flat on the skid (*playt*) plate with no gap.
- Kingpin is in place and (*praa·pr·lee*) properly (*greest*) greased.

(laa·kuhng) Locking and (sayf·tee) safety Devices

- (laak) Lock (jaaz) jaws are around the (king·pin) kingpin.
- No Free play when I did the tug test.
- (ri-lees) Release (aarm) arm in closed (puh·zi·shn) position (sayf·tee) safety (lach) latch in place.

Tractor has a sliding fifth wheel inspect the locking pins.

- Not (krakt) cracked or (brow·kn) broken
- (laakt) Locked (puh·zi·shn) position

Landing Gear and (klee·ruhns) Clearance

- Fully (rayzd) raised, (krangk) crank (han·dl) handle (suh·kyoor) secure, and no (mi·suhng) missing (haard·wehr) hardware
- Support (fraym) frame and (padz) pads not (krakt) cracked or (brow·kn) broken.
- Proper (klee·ruhns) clearance from tractor to the (lan·duhng) landing (geer) gear.
- Vehicle (shud) should not get (kaat) caught up during turns.

Reflective tape (On the side and rear of trailer)

- Present and (uh·fikst) affixed (suh·kyoorly) securely to the trailer.

(len·zuhz) Lenses and (ruh·flek·trz) reflectors (Rear of Trailer)

- Not (mi·suhng) missing.
- Not (krakt) cracked or (brow·kn) broken.
- They are of (praa·pr) proper color and (kleen) clean.