

## CDL A and B Pre-trip Outside.

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### Front of the Truck

I am looking underneath the truck for: any puddles of fuel, oil, or coolant, and I do not see any hanging wires.

### All my lenses *"in the front of the tractor"*

- Not broken.
- Not missing.
- They are all the proper color.
- They are all clean.

**Take a step back and inspect to verify the vehicle is sitting level in the Front side to side. On the side from front to back.**

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### 3 POINTS OF CONTACT TO OPEN THE HOOD.

### Engine and Transmission (Fluid and Air leaks)

- No puddles or leaks on the ground.
- No air leaks coming from my engine.
- There are no dripping fluid coming from both.
- No fluids on the brake drum and lining.

### Dip Stick

- The oil is at proper level.  
Pull out the dip stick, wipe it clean, re-insert it & make sure the 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."*

### Coolant and Power steering reservoirs

- The reservoirs lines are between minimum and maxim.
- I can check by the lines on the side, and there are no leaks.

### Steering System

- Gear box is securely mounted and not leaking.
- All steering hoses and connections not cracked, worn, or leaking.
- The steering system has no missing nuts, bolts, or cotter keys.

### Steering Linkage

- Arms and rods from the box to the wheel are not worn or cracked.
- The joints are not worn of loose.

### Spring Mounts *"they are in the front and back."*

- They are not cracked or broken.
- They have no missing hardware.

### Leaf Springs

- They are not cracked or broken.
- They are not missing or shifted.

### Air Bags (If applicable)

- Not cracked or leaking.
- Securely mounted.

### Shock Absorber

- Not cracked, broken, and not leaking
- Securely mounted.

### Brake Lines or Hoses

- Not cracked or leaking.
- Supplies air to brake system.
- Hoses and fittings are secure tight.

### Brake Drums and Linning

- No contaminates. (contamination)
- No fluids oil, grease, etc.

### Tires

- Inside, outside sidewalls, and tire tread.
- No cuts, No tears, or exposed wire.
- Tread depth is 4/32 seconds or more.
- Check with a tread depth gauge.
- Check for proper inflation with an air pressure gauge.

### Valve Stem (Accessible)

- Not cracked or broken.
- Cap is present and tight with no leaks.

### Rim Inside and Outside

- Bolt holes not cracked or distorted.
- No damaged, no repair welds.
- No rust to show rim is loose.
- Studs not cracked or lose.
- No missing hardware.

### Lug Nuts

- All are present and tight.
  - They have no shiny thread or rust trails.
  - No broken studs
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### Side of Vehicle lenses and reflectors. (Inspect that all)

- Not cracked or broken.
- Not missing and clean.

### Traffic Devices (Mirrors)

- Not cracked or broken.
- Securely mounted.
- No missing hardware.
- Clean and clear.

### Battery Box

- Batteries are secure.
- Connections are tight with no corrosion.
- All cables secure, not cracked or worn.
- The battery box door or cover is secure opens and closes properly.

### DEF Tank and Fuel Tank

- Both securely mounted.
- Caps are tight.
- No leaks from tanks or the lines.

### Frames (Truck, Trailer, and Tandems)

- No cracks or broken welds.
- No damage to Frame, crossmembers, and tandems.
- No holes in floor

### Sliding Tandem Trailers

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- Tandem release pins and or release arm are secure.

### Air and Electric lines and connectors

- Connections on truck and trailer seated and sealed. not damage and locked in place.
- Hoses and Lines not cracked, cut, chafed, spliced, taped, or worn.
- Hoses and Lines not tangled, crimped, pinched, not dragging on vehicle or the ground.

### Fifth Wheel skid Plate

- No cracked or broken.
- Skid plate is securely mounted to the platform.
- No excessive wear and properly greased.

### Kingpin and Apron

- Not cracked, broken, bent, or worn.
- Apron is flat on the skid plate with no gap.
- Kingpin is in place and properly greased.

### Locking and safety Devices

- Lock jaws are around the kingpin.
- No Free play when I did the tug test.
- Release arm in closed position safety latch in place.

### Tractor has a sliding fifth wheel inspect the locking pins.

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- Not cracked or broken
  - Locked position
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### Landing Gear and Clearence

- Fully raised, crank handle secure, and no missing hardware
- Support frame and pads not cracked or broken.
- Proper clearance from tractor to the landing gear.
- Vehicle should not get caught up during turns.

### Reflective tape (On the side and rear of trailer)

- Present and affixed securely to the trailer.

### Lenses and reflectors (Rear of Trailer)

- Not missing.
- Not cracked or broken.
- They are of proper color and clean.

## CDL A and B Pre-trip In-cab

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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** 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.**

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### Mirrors from Inside

- The mirrors are clean and clear.
- They are adjusted to me the driver.

### Emergency Equipment

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

- Arms and blades are secured.
- They work and squirt.

### Windshield

- Clean with no obstructions
- Not cracked
- No flawed glass.

### Check Heater and defrost.

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

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**Next step in the in-cab inspection is the Governor cutoff.**  
**Class A CDL is (4psi)                      Class B CDL is (3psi)**

## Governor Cut-off

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

**EX: “My governor cut off at 130psi.”**

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- 1. SHUT OFF ENGINE, TURN KEY BACK TO ON POSITION.**
- 2. RELEASE ALL PARKING AND TRAILER VALVES. (PUSH IN BOTH BUTTONS)**
- 3. APPLY SERVICE BRAKE AND WAIT FOR GAUGE TO SETTLE (APPX 4 SECONDS). PUSH DOWN AND HOLD 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 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 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 build up you can finish the in-cab items.**

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### 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 1<sup>st</sup> 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 1<sup>st</sup> gear.
  - Lift your foot off the clutch slowly until it engages.
  - The trailer did not move the trailer brakes are working properly.
  - I have no play in my fifth wheel connection.**
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### 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.**

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**Ask Examiner to assist-**

**Explain to examiner you wish for assistance.**

**Ex: Front, side rear, of truck and trailer**