

Tractor

- air and electric connectors and lines
 - electrical cord firmly plugged in and secured, no tears/cuts or exposed wires, not dragging on the frame and with enough slack for turns.
 - air lines properly connected to glad hands, no air leaks, no tears/cuts and enough slack for turns.

Coupling System

- mounting bolts
 - check for loose or missing bolts and nuts, cracked bolts and shiny threading.
- platform
 - secured to frame, enough grease, not visible space between upper/lower fifth wheel, no cracks.
- locking jaws or lever
 - locking jaws around the shank, and not the head of the kingpin, latched secured.
- release arm & safety latch
 - release arm properly seated and safety latch/lock engaged and secured, no cracks.
- 5th wheel skid plate
 - greased/lubed, mounted secured, no cracks.

Semi-Trailer

- Air and electric connectors
 - electrical cord firmly plugged in and secured, no tears, cuts or exposed wires, not dragging on the frame and with enough slack for turns.
 - Air lines properly connected to glad hands, no air leaks, no tears or cuts and enough slack for turns.

Coupling System

- kingpin
 - locked in jaws, not bent or cracked
- Apron
 - not bent or cracked, secured to trailer frame
- Gap
 - check for space or gaps

CLASS A LEASING

Truck – Trailer Rental
Class A or Class B CDL Road Test

www.CLASSALEASING.com

(612) 723-4398

Front of Vehicle

Lights & reflectors: Lights are not cracked, broken, or loose; not missing; are clean and proper color. Reflectors are not cracked, broken, or loose; not missing; are clean; not covered.

Mirrors: Not cracked, broken, or loose; Mounted securely. No loose bolts/nuts, cracks in the frame/arm.

Engine Compartment

Oil level: (you do not have to actually check any fluid level, but be able to explain the process.) Yellow dipstick; should be above the add mark. (While engine is off.)

Coolant level; Should be above the add mark. Reservoir mounted securely, hose fitting tight with no leaking fluid, etc.

Power steering level: Should be above the minimum/add mark. (Checked while engine is running.)

Water pump; (Located behind the center pulley with the 4 nuts on it.) No cracked, leaking; proper belt tension (3/4 inch). (You do not have to actually check the belt tension; just say you would.) Belt condition: no tears or cut.

Alternator: No loose or missing bolts; No cracked or exposed wires; Proper belt tension (3/4 inch.)

Leaks & hoses: Look for leaks or puddles under the engine compartment. Hoses should not be cracked, broken, or loose, not leaking.

Air compressor: Not cracked, broken, or loose, no missing bolts; Not leaking; Proper belt tension (3/4 inch.)

Automatic transmission: Red dipstick; Should be above the add mark. (While the engine is running.)

Steering:

Steering box & hoses: (at bottom of the steering column) Steering box is not cracked, broken, or loose, no missing bolts; Not leaking. Hoses are not cracked, broken, or loose, not leaking.

Steering linkage: Not cracked, broken, or loose, no missing bolts. Same for all linkage points. Linkage joints greased.

Front Wheel

Tires: 4/32 min. Tread depth; Not uneven / unevenly worn. No cracks, cuts, or bulging in sidewall; Check proper inflation with a tire gauge or mallet. valve stem not cracked or cap missing.

Rims: Not bent, cracked, or welded.

Lug nuts: Not cracked, missing, or loose (no gaps, shiny threads, or rust trails).

Hub oil seal: Not cracked, or leaking; no loose or missing nuts; proper level above the mark.

Front Suspension

Springs & Shocks: No cracked, broken, or loose springs; No cracked, bent, or loose; no leaking shocks.

U-bolts: No cracked, bent, or broken, no loose u-bolts; no missing nuts.

Spring mounts: Not bent, cracked, or broken; no loose mounts, or missing bolts.

Front Brake

Brake hoses or lines: Not cracked, worn, or leaking air hoses; fitting are tight. Lines are not cracked, loose, or rubbing on anything.

Brake chamber: Not cracked, dented, or loose; no missing bolts or broken c-clamps.

Slack adjuster & Push-rod: Not bent or cracked; no missing pins or cotter keys; greased. No more than 1 inch of play, when you pull by hand. Also, not bent or cracked.

Drum & linings: No warped, cracked, or welded drums. Look thru inspection hole: linings are not cracked; no grease or oil on them; Linings (shoes) are at least 1/4 inch thick, evenly worn.

Driver/Fuel Area

Door & mirror:	Door has no missing seals; no bent or loose hinges; latches securely. Handles from outside/inside open the door. Mirror is not cracked, broken, or loose; mounted securely.
Fuel tank & cap & leaks:	Not cracked or leaking; no broken or loose straps; no cracked or missing cap. Gasket seal inside not ripped or torn.
Steps:	Not cracked, broken, or loose; no missing bolts; mounted securely.
Battery/box:	Box/cover secured; no cracks, broken welds. Battery connectors secured, no ripped, torn, exposed, or corroded wires or cables.
Lights & reflectors:	Not cracked, broken, or loose; no missing lights; not covered; proper color. Not torn, loose, or covered; no missing reflectors.

Under Vehicle

Drive shaft:	Not bent; no cracked, loose, or missing bolts; couplings are secure.
Exhaust system:	Not cracked, broken, or rusted through; no signs of soot lines (cracks); no loose mounts.
Frame:	Frame is straight; not bent, twisted, or cracked, not rusted through; not sagging including cross beams & members.

Rear Axles

Tires:	2/32 min. Tread; No cracks or cuts in side; Not mismatched or unevenly worn; Proper inflation with a gauge or mallet. No bulging; valve stem not cracked or cap missing.
Rims:	Not bent, cracked, or welded.
Lug nuts:	Not cracked, loose, or missing; no gaps, shiny threads, or rust trails.
Hub oil seal:	Not cracked or leaking; no loose bolts.
Spacers or budd spacing:	Check for even spacing between wheels; not rubbing; no foreign objects.

Rear Suspension

Spring & shocks & air bags:	<u>Springs</u> : Not cracked, broken, or loose; no missing <u>springs</u> ; <u>Shocks</u> : No cracked, bent, or loose; no leaking <u>shocks</u> ; <u>Air bags</u> : Not cracked, or leaking <u>air bags</u> .
U-bolts:	No cracked, bent, or broken, no loose u-bolts; no missing nuts.
Spring/air mounts:	Not bent, cracked, or broken; no loose <u>air mounts</u> , or missing bolts. Not bent, cracked, or broken; no loose <u>spring mounts</u> , or missing bolts.

Rear Brakes

Brake hoses or lines:	No cracked, worn, or leaking air hoses; fitting are tight. Lines are not cracked, loose, or rubbing on anything.
Brake chamber:	Not cracked, dented, or loose; no missing bolts or broken c-clamps.
Slack adjustor & Push-rod:	Explain: "I would first chock the tires, and release the parking brake, and then check for not more than 1 inch of play, when you pull by hand." Not bent or cracked; no missing pins or cotter keys.
Drum & linings:	No warped, cracked, or welded drums. Look thru inspection hole: linings are not cracked; no grease or oil on them; Linings are at least 1/4 inch thick, evenly worn.

Rear of Vehicle

Splash guards:	Not cracked, broken, or loose; no missing bolts; mounted secure.
Lights & reflectors:	Not cracked, broken, or loose; no missing lights; not covered; proper color. Not torn, loose, or covered; no missing reflectors.

Combination Vehicles

Trailer Front

- Header board: Not bent, twisted, or loose; no cracked or broken welds.
(Strong enough to contain cargo).
- Lights & reflectors: Not cracked, broken, or loose; no missing lights; not covered; proper color.
Not torn, loose, or covered; no missing reflectors.

Side of Trailer

- Landing gear: Fully raised up off ground; No missing or loose bolts; No cracked welds.
Handle is secure.
- Frame: Frame and cross members are straight; not bent, twisted, or cracked, not rusted
through; not sagging; no broken welds.
- Lights & reflectors: Not cracked, broken, or loose; no missing lights; not covered; proper color.
Not torn, loose, or covered; no missing reflectors.

Trailer Wheels

- Tires: 2/32 min. Tread; No cracks or cuts in side; Not mismatched or unevenly worn; Proper
inflation with a gauge or mallet. No bulging; valve stem not cracked or cap missing.
- Rims: Not bent, cracked, or welded.
- Lug nuts: Not cracked, loose, or missing; no gaps, shiny threads, or rust trails.
- Hub oil seal: Not cracked or leaking; no loose bolts.

Trailer Suspension

- Springs & Shocks: No cracked, broken, or loose springs; No cracked, bent, or loose; no leaking shocks.
- U-bolts: No cracked, bent, or broken, no loose u-bolts; no missing nuts.
- Spring mounts: Not bent, cracked, or broken; no loose mounts, or missing bolts.

Trailer Brakes

- Electric line: No cracked, loose, or exposed wiring. Connection to tires is secured.
- Brake hoses or lines: Not cracked, worn, or leaking air hoses; fitting are tight.
Lines are not cracked, loose, or rubbing on anything.
- Brake chamber: Not cracked, dented, or loose; no missing bolts or broken c-clamps.
- Slack adjustor & Push-rod: Not bent or cracked; no missing pins or cotter keys; greased.
No more than 1 inch of play, when you pull by hand. Also, not bent or cracked.
Explain: "I would choke my tires and release the parking brake to check for more
than 1 inch of play when I pull by hand."
- Drum & linings: No warped, cracked, or welded drums.
Look thru inspection hole: linings are not cracked; no grease or oil on them;
Linings are at least 1/4 inch thick, evenly worn.

Rear of Trailer

- Loading Ramps: Not cracked, broken, or loose, no missing bolts; mounted secure; no broken welds;
no missing pins.
- Splash guards: Not cracked, broken, or loose; no missing bolts; mounted secure.
- Lights & reflectors: Not cracked, broken, or loose; no missing lights; not covered; proper color.
Not torn, loose, or covered; no missing reflectors.

(Now close the hood, turn the key on, and start checking all your lights):

Right turn signal:	Get out and check front & back;
Left turn signal:	Check front & back;
Flasher:	Check front & back;
Brake Lights:	Ask the examiner to help you check the brake lights.
Low Beams:	Check front;
High Beams:	Check front;
Running Lights:	Check all sides of truck and trailer and top of cab.

INSIDE VEHICLE

Safety belt:	Belt is securely mounted, not torn or frayed, and latches securely.
Emergency equip.:	Spare fuses; 3 reflective triangles; Properly charged fire extinguisher.
Safe start:	Say: "Before I start the truck, I will make sure the parking brake is on. and the transmission is in neutral." Then start the truck.
Temperature gauge:	Point to it and say: "The tem. gauge is working; and slowly rising."
Oil pressure gauge:	Point to it and say: "The oil pressure gauge is working; and shows oil pressure."
Voltmeter gauge:	Point to it and say: "The voltmeter gauge is working; reading about 14 and is charging."
Air gauge:	Point to it and say: "The air gauge is working; and reading above 90 and holding air pressure."
Lighting indicators:	Turn on and check both insider turn signal indicators; also flashers; Turn on head lights and check the high beam indicator.
Horn:	Toot the horn.
Heater & defroster:	Turn on the fan and test (twist) the heater/defroster controls, to see if it works.
Windshield & mirrors:	Windshield is clean, clear, and not cracked. The mirrors are clean, clear, and adjusted properly.
Wipers & washers:	The wiper blades are not cracked or missing and operate smoothly. Test the washer fluid.
Parking brake:	Release trailer brake (red valve) and put the truck in drive. Gently pull against the parking brake; truck should not move; "Parking brake works."
Service brake:	Release parking brake, put the truck in drive, roll forward and stop with service brake (brake pedal); "Service brake works."
Air brake check:	(leave the parking brake in, and keep your foot on the brake pedal)
Air loss:	Put the truck in neutral, turn off the truck, and turn the key on; (clock should be on). Check air loss for 1 min. (4 psi per minute max air loss.)
Low air alarm:	Fan/Pump the brake pedal until the low air alarm sounds before 60 psi. "Alarm works."
Emergency brake test:	Continue to fan/pump pedal until the yellow valve pops out (between 20-40 psi.) Then restart the engine, and try to gently pull forward; the truck should not move; build air pressure back up to above 90 psi. "Emergency brake works."
Check trailer connection:	Release yellow parking brake valve (push in) and leave red trailer brake valve applied (pulled out). Gently pull truck forward to show hitch is securely locked and coupled together. Explain, "Trailer is connected secured."

Make sure you point out and give a detailed description/explanation about each & every item listed!

In short, try to give a 3 - 4 point description about nearly every item listed.

- Examples”
- “not cracked, broken, or loose”
 - “no missing bolts; mounted secure”
 - “not bent, twisted, or warped; not rusted through.”
 - “not leaking” etc.

Follow the list, and Be mindful of what your saying.

Arrive at the Driver’s Exam Station at least 30-45 min. before your scheduled road test.

Check in at the Outside Dispatch Window.

Wait in or by your CDL Test Truck.

Review your pre-trip.

Mentally Prepare for you road test:

Proper Turns:	Right.	Left.	Double Left.
Proper Stops.			
Proper Observation.			
Proper Hill Park.			
Backing:	Straight.	Alley.	Off set.
Proper Highway Driving.			

Directions from our Practice Lot:

- Take a right at the stop sign.
- Take a right at the next stop sign (Airport Rd.)

- Go East on Hwy. 10 (about 1.5 miles)
- Follow 1 South (about 1/4 mil.)
- Take the first exit County Rd. I, and go right at the bottom of ramp.
- Take a right on first service road (look for Big Green Sign saying Driver Exam Station).

Eric’s Cell: 612-618-1812.

Dawn’s Cell: 612-723-4398.