

Commercial Vehicle Pre-Trip Inspection Checklist

The Commercial Vehicle Pre-Trip Inspection Test is designed to test your ability to check a variety of commercial vehicle safety equipment and vehicle components. You are required to check the items listed below that relate to the operation of your vehicle. You will need to point out the item to be checked and explain how you check that item. You may use this checklist during your pre-trip inspection.

All commercial vehicles must display a current inspection sticker to receive a road test.

Combination Vehicle Type

Truck Air & electric connectors Coupling System mounting bolts pintle hook hitch release lever safety devices	Trailer Air & electric connectors Tongue storage area Coupling System tongue or drawbar mounting bolts safety devices sliding pintle	#2 Tractor Air & electric connectors Coupling System mounting bolts platform locking jaws or lever release arm & safety latch 5th wheel skid plate slide 5th wheel pins	#3 Semi-Trailer Air & electric connectors Coupling System kingpin apron gap
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(Remember to latch the hood.)

All Vehicles

#1 Front of Vehicle lights & reflectors mirrors Engine Compartment oil level coolant level power steering fluid water pump alternator leaks & hoses *air compressor master cylinder automatic transmission fluid Steering steering box & hoses steering linkage Front Wheel tires rims lug nuts hub oil seal Front Suspension springs & shocks u-bolts spring mounts Front Brake brake hoses or line *brake chamber *slack adjuster & push-rod drum & linings or rotor & disk	#4 Driver/Fuel Area door & mirror fuel tank & cap & leaks catwalk & steps battery/box lights & reflectors Under Vehicle drive shaft exhaust system frame Rear Axles tires rims lug nuts hub oil seal spacers or budd spacing Rear Suspension springs & shocks & airbags u-bolts spring/air mounts Rear Brakes brake hoses or lines *brake chamber *slack adjuster & push-rod drum & linings or rotor & disk Rear of Vehicle doors & lift splash guards lights & reflectors	Combination Vehicles Trailer Front header board or bulkhead lights & reflectors Side of Trailer landing gear frame & tandem release doors & ties & lifts lights & reflectors Trailer Wheels tires rims lug nuts hub oil seal spacers or budd spacing Trailer Suspension springs & shocks & airbags u-bolts spring/air mounts Trailer Brakes brake hoses or line *brake chamber *slack adjuster & push-rod drum & linings or rotor & disk Rear of Trailer doors & lift - Loading Ramps splash guards lights & reflectors	#6 *CHECK LIGHTS! (All 7)
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Passenger Bus Vehicles

Passenger entry & lift	Emergency exits	Seating	Baggage doors secure
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School Buses

8 Lamp system	First aid kit	Body fluid kit	Emergency exit types
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#5

Inside Vehicles

Safety belt Emergency equipment Safe start Temperature gauge *Air brake system only.	Oil pressure gauge Ammeter or voltmeter gauge *Air gauge Lighting indicators	Horn(s) Heater & defroster Windshield & mirrors Wipers & washers	Parking brake Service brake *Air brake check Hydraulic brake Check/electric assist
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#2

Tractor

– **Air and Electric connectors and lines**

- Electrical cord plugged in and secured w/safety latch, lines are not Cut, Exposed or Loose wires, and enough slack for the turn of trailer.
- Air lines connected at glad hands, rubber seal is not torn or leaking and the lines have enough slack for turns.

Coupling System

– **Mounting bolts**

- Nuts and bolts are not loose or missing, no gaps between platform, bracket and frame, no loose, cracked bolts or missing nuts and bolts. All Securely Mounted

– **Platform**

- Secured to frame, not Cracked, Bent and Dented or rusted trough, no missing bolts and nuts. Securely Mounted.

– **Locking jaws**

- Locking jaw is around the “shank”, and not the “head” of the kingpin, latched secured and visible. Not bent or cracked. Properly greased. Securely Mounted

– **Release arm**

- Release arm properly seated in drive position and safety latch/lock engaged and secured, no cracks or bent arm. Proper spring tension. If equipped with a Latch, These have safety latch or arm -mention not missing safety pin and cotter key. Securely Mounted

–**5th wheel skid plate**

- Not Greased, in place of grease is a (poly plate) mounted secured, no cracks. Not bent or warped. Securely Mounted

#3

Semi-Trailer

– **Air and electric connectors**

- Electrical cord firmly plugged in and secured, not cut, no corroded exposed or Loose wires, not dragging below the trailer frame. Securely Mounted.
- Air lines properly connected, no air leaks, no tears or cuts and not dragging below the trailer frame. Securely Mounted.

Coupling System

– **Kingpin**

- Locked in locking jaws, not Cracked, Bent, or Dented. Head is visible under the locking jaws.

– **Apron**

- Not cracked, bent or dented, secured to trailer frame. No missing or broken welds.

– **Gap**

- Look for gaps between the apron and 5th wheel. If there was a gap it would indicate the kingpin is not properly locked or locking jaw is on the head of the kingpin where it cannot be. The locking jaw is around the neck of kingpin exactly where it should be. The trailer is securely connected.

COMPLETE MOVE TO BOX #4

CLASS A LEASING
MINNESOTA TRUCK & TRAILER SCHOOL

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

www.classAleasing.com
(612) 723-4398

#1

Front of Vehicle

Lights & reflectors:

Wires are connected, not corroded, exposed or loose. Lights are not cracked, loose or missing. They are all clean, clear and proper color (amber=front). Reflectors are clean, clear not cracked, loose or missing. All securely mounted.

Mirrors:

Metal is not cracked, bent or dented, mirrors are clean, clear not cracked, loose or missing, no missing nuts or bolts are securely mounted

Engine Compartment

(Do not actually check the fluid level, but explain how you would.)

Remember to latch the hood when box#1 is complete.

Oil level:

Check oil level while engine is off ~should be above add mark, if below, point to where it should be added. Cap is not loose, cracked or leaking and is securely mounted.

Coolant level:

Should be above the add mark. Reservoir mounted securely, not cracked or leaking, not missing nuts or bolts, hoses are not loose, cracked or leaking, Securely Mounted.

Power steering level:

Should be above the minimum/add mark (checked while engine is running on automatic only.) Reservoir mounted securely, not cracked or leaking, not missing nuts or bolts, hoses are not loose, cracked or leaking, and are securely mounted.

Water pump:

Not cracked or leaking; proper belt tension (3/4 inch). You do not have to actually check the belt tension; just say "you would, push by hand." Belt condition: not cut, torn or frayed; and is securely mounted.

Alternator:

Not twisted, sagging or loose, no corroded, exposed or loose wires. Belt tension is (3/4 inch, when pushed by hand and is securely mounted.

Leaks & hoses:

Look for leaks or puddles on top, near the radiator and under the engine compartment. Hoses should not be cracked, worn through, loose or leaking, no loose or missing hose clamps.

Air compressor:

Not twisted sagging or loose, no missing nuts or bolts; not leaking; I'd look for any liquid leaks and listen for air leaks. Air Compressor is securely mounted. (If equipped) I'd check belt for proper tension, it's not loose 3/4 inch when pushed by hand (automatic only). Manual you'll mention it's gear driven (no belt).

Automatic transmission:

Red dipstick - Should be above the add mark (while the engine is running),
If below I'd add fluid where I checked it (Point to the red dip stick).

Steering box & hoses:

Steering box is not twisted, sagging, or loose; no missing nuts or bolts; not leaking. Hose; they're no abrasions bulges or cuts; not leaking.

Steering linkage:

The steering shaft, pitman arm and drag link are not cracked, bent, dented or loose; no missing nuts or bolts, bushings and joints are greased. Castle nuts and cotter keys (note: if equipped) are not missing, cracked or loose. Note: some trucks have only nuts and bolts. Check for excessive play at the steering shaft not more than 10 degrees of play at the shaft or 2 inches at the steering wheel.

Front Wheel

Tires:

Tire tread is virgin tread not recapped, tread depth is not worn dangerously thin it's at least 4/32 deep, evenly worn, no flat spots, side walls, are not cracked worn through or leaking. I'd check for proper inflation at valve stem and with an air gauge. Tires are properly inflated, no missing dust caps and are securely mounted.

Rims:

Not warped, cracked, bent or dented, there is no gap or exposed bead between the tire and rim. The tire is sealed to the rim, and is securely mounted.

Lug nuts:

None are loose, missing or cracked, no gap between nut and rim, no shiny threads or rust trails. All securely mounted.

Hub oil seal:

Not worn through, cracked, or leaking; no loose or missing nuts; proper level above the add mark (sight glass). Or solid cap I'd add grease here if it needed it.

Front Suspension

Springs & Shocks:

Metal is cracked, bent or dented, rusted through, twisted sagging or loose; Springs not scissoring. Shocks not leaking. Bushings not torn or missing, no missing nuts or bolts, securely mounted.

U-bolts:

Not cracked, bent, or dented; not twisted, sagging or loose; no missing nuts. Securely Mounted.

Spring mounts: Not bent, cracked, or dented; not twisted, sagging or loose, no gaps or missing bolts. No torn or missing bushings and are securely mounted.

Front Brake

Brake hoses or lines: No Abrasions, bulges or cuts; no leaks or missing hose clamps. ABS line they're no corroded, exposed or loose wires. Securely Mounted.

Brake chamber: Not cracked, bend, dented; mounted securely; no missing bolts or loose or missing c-clamps; chamber not leaking air, and is securely mounted.

Slack adjustor: Not bent or cracked; no missing pins or cotter keys; bushing are greased.

Push-rod: No more that 1 inch of play when pulled by hand. Also, not cracked, bent or dented, evenly adjusted..

Drums: No discoloration, not warped, cracked, or welded; they are dry -no grease or oil.
(automatic only) must look through inspection holes:

Linings: Linings (shoes) are at least 1/4 inch thick, not warn dangerously thin and evenly worn.
(Look through inspection hole ~automatic only): Linings have no grease or oil on them and are evenly worn.

CONTINUE TO BOX #2 & # 3

(Remember to latch the hood.)

#1

Driver/Fuel Area

For box #1 you are either assigned the front axel ie engine compartment or the rear axel ie driver/fuel area. Box #1 is selected randomly.. You need to study both boxes.

Door: Handles from outside/inside open the door. Door is not twisted, sagging or loose, no missing or worn door seals; no bent or loose hinges; latches securely and door is flush with the body of the truck.

Mirror: Metal is not cracked, bent or dented, mirrors are clean, clear not cracked, loose or missing, no missing nuts or bolts. Securely Mounted

Fuel tank & cap & leaks: Tank is secured with 2 metal straps, they're not twisted sagging or loose, rusted through, bushings are not missing, metal is not rubbing on metal. Gas cap seal is in pace, not worn through, missing or leaking. I'd look for leaks at the top of tank, at the cap and below the tank, Tank is securely mounted.

Steps: Not cracked, bent, dented or rusted through; no missing bolts; mounted securely; proper tread and free of debris or foreign objects. Securely Mounted.

Battery/box: Box/cover secured; not cracked, bent or dented, no missing straps or welds. Battery is not corroded, loose, cracked or leaking, wires are not cut, exposed, loose. Battery and box are securely mounted.

Lights & reflectors: Wires are connected not corroded, exposed or loose. Lights are not cracked, loose or missing. They are all clean, clear and proper color (amber=front, red=rear). Reflectors are clean, clear not cracked, loose or missing. All securely mounted.

Under Vehicle

Drive shaft: Not cracked, bent, dented or missing bolts; couplings are secure and greased; no obstruction around drive shaft such as these hoses and wires zipped tied to the inside of truck frame. Drive shaft securely mounted.

Exhaust system: Not cracked, broken, or rusted through; no signs of soot lines (cracks); no loose mounts.

Frame: Frame is straight; no illegal welds, not twisted or sagging, cracked, bend, dented or rusted through; cross members are straight, no gaps, missing nuts or bolts or rusted through. Frame and cross members securely mounted.

Rear Axles

Tires: Tire can be recapped, tread depth is not worn dangerously thin, it's at least 2/32 inch deep, evenly worn, no flat spots, side walls, are not cracked worn through or leaking. I'd check for proper inflation at valve stem and with an air gauge. Tires are properly inflated, no missing dust caps and are securely mounted.

Rims: Not warped, cracked, bent or dented, there is no gap or exposed bead between the tire and rim. The tire is sealed to the rim, and is securely mounted.

Lug nuts: None are loose, missing or cracked, no gap between nut and rim, no shiny threads or rust trails. All are securely mounted.

Hub oil seal: Not worn through, cracked, or leaking; no loose or missing nuts; proper level above the add mark (sight glass). Or solid cap I'd add grease here if it needed it.

Spacers or budd-spacing: Check for even spacing between wheels; no gap between rims, tires not touching or rubbing; no foreign objects to cause a puncture or fire.

Rear Suspension

Spring & shocks & air bags: **(Remember to latch the hood.)**
Springs: Metal is cracked, bent or dented, rusted through, not sagging or loose; Springs not scissoring and Shocks not leaking. Bushings not torn or missing, no missing nuts or bolts, Securely Mounted. Air bags: No Abrasions, Bulges or Cuts, not leaking; even inflation on both air bags.

U-bolts: Not cracked, bent, or dented; not twisted, sagging or loose; no missing nuts. Securely Mounted.

Spring/air mounts: Spring mounts, Not bent, cracked, or dented; not twisted, sagging or loose, or missing bolts. No torn or missing bushings. Air mounts, Not bent, cracked, or dented; not twisted, sagging or loose, no gaps or missing bolts. Securely Mounted.

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; no exposed or corroded wires.

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

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; properly greased and evenly adjusted.

Drums: No discoloration, not warped, cracked, or welded; evenly worn, they're dry -no grease or oil. (automatic only) must look through inspection holes:

Linings: Linings (shoes) are at least 1/4 inch thick, not warn dangerously thin and are evenly worn. (Look through inspection hole ~automatic only): Linings have no grease or oil on them and are evenly worn.

Rear of Vehicle

Splash guards: Not loose, cut or missing; no missing bolts; mounted secure; proper height ~not dragging on ground.

Lights & reflectors: DOT approved tape, clean and clear, Wires are connected, Not corroded, exposed or loose wires. Lights are clean, clear not cracked, securely mounted.

Reflectors are clean, clear not cracked, loose or missing. All are securely mounted (and the proper color red = rear).

CONTINUE TO BOX #2 & #3

#4

Combination Vehicles

Trailer Front

Header board: Is straight, not twisted, or loose; not cracked or has missing welds. (Strong enough to contain cargo.)

Lights & reflectors: DOT Approved Tape, clean and clear, wires are connected, not corroded, exposed or loose; lights are clean, clear not cracked and securely mounted and the proper color amber = front.

Side of Trailer

Landing gear: Fully raised up off ground; no missing welds, brackets are not cracked, bent, dented or rusted through. No loose or missing bolts, Handle in stowed in drive potion. Securely Mounted and strong enough for cargo.

Frame: Frame is straight; no missing welds, not twisted or sagging, cracked, bend, dented; cross members are straight, none are missing or loose. Frame and cross members are securely mounted and strong enough for cargo.

Ties: No missing ties (D-Rings), Brackets not cracked, bent, dented, no missing welds. Securely Mounted.

Lights & reflectors:

DOT approved tape is clean and clear and covers at least 50%, Wires are connected, Not corroded, exposed or loose lights are clean, clear not cracked, securely mounted. Proper color (amber=front, red=rear)

Trailer Wheels

Tires:

Tire can be recapped, THEY'RE NOT, tread depth is not worn dangerously thin, it's at least 2/32 deep, evenly worn, no flat spots, side walls, are not cracked worn through or leaking. I'd check for proper inflation at valve stem and with an air gauge. Tires are properly inflated, no missing dust caps and are securely mounted.

Rims:

Not warped, cracked, bent or dented, there is no gap or exposed bead between the tire and rim. The tire is sealed to the rim, Rim is Securely Mounted.

Lug nuts:

Not cracked, loose, or missing; no gaps, shiny threads, or rust trails.

Hub oil seal:

Not cracked or leaking; no loose bolts; proper level of oil.

Trailer Suspension

Springs:

Not cracked, broken, or loose springs; not cracked, bent, scissoring or loose.

U-bolts:

Not cracked, bent, or broken; no loose u-bolts; no missing nuts.

Spring mounts:

Not bent, cracked, or broken; no loose mounts, or missing bolts; no torn bushings.

Trailer Brakes

Brake hoses or lines:

Not cracked, worn, or leaking air hoses; fittings are tight.
ABS lines are not cracked, loose, no corroded, exposed or loose wires. Securely Mounted

Brake chamber:

Not cracked, dented, or loose; no missing bolts or broken c-clamps; not leaking air.

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.
Explain: "I would chock my tires and release the trailer parking brake to check for more than 1 inch of play on the push rod when I pull by hand," and evenly adjusted.

Drums:

No discoloration, not warped, cracked, or welded; evenly worn, they're dry -no grease or oil.
(~automatic only) must look through inspection holes:

Linings:

Linings (shoes) are at least 1/4 inch thick, not worn dangerously thin and are evenly worn.
(Look through inspection hole ~automatic only): Linings have no grease or oil on them and are evenly worn.

Rear of Trailer

Loading Ramps:

Not cracked, bent, or dented; no missing bolts; not loose, mounted secure; no broken welds; no missing pins. Upright position.

Splash guards:

Not cracked, broken, or loose; no missing bolts; mounted secure; proper height.

Lights & reflectors:

DOT approved tape is clean and clear and covers at least 50%, Wires are connected, Not corroded, exposed or loose lights are clean, clear not cracked, securely mounted. Proper color (red=rear)

CONTINUE TO BOX #5

If assign the engine compartment: remember to latch the hood before performing the in-cab portion of the pretrip.

#5

INSIDE VEHICLE

Safety belt:

Belt is securely mounted; not torn or frayed; adjusts and latches/unlatches properly.

Emergency equip.:

Spare fuses; 3 reflective triangles; properly charged and mounted secured 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 temperature 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 and 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 inside turn signal indicators and flashers.
Turn on head lights and check the high beam indicator.

Horn: Toot the horn/s, explain city horn works, and if equipped air/freeway horn works.

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. No illegal stickers and nothing blocking my view.
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) leaving yellow valve applied and put the truck in drive. Gently pull against the parking brake; truck should not move; "Parking brake works."

Service brake: Release all parking brakes, put the truck in drive, roll forward and stop with service brake (brake pedal); "Service brake works and also brakes evenly apply without pulling to either side."

***AIR BRAKE CHECK*:** (leave both the parking brakes in, and keep your foot on the brake pedal)

1.) Air Loss check: Put the truck in neutral, **turn off the truck** but turn the key back to the ON position;
Both parking brake valves should be released. Explain: "I should not lose more than 4 psi per minute." (3 psi for class B.) Wait the full minute while holding the service brakes.

2.) Low Air Alarm check: Explain: "The Low Air Alarm should come on between 80 - 60 psi." Start to pump the brakes slowly until alarm sounds. Explain: "Alarms work. Both visible and audible."

3.) Emergency Brake check: Both parking brake valves should still be pushed in and released at this time. Explain: "Both valves should pop out and apply automatically between 40 - 20 psi." Start to pump the brakes until both valves apply. Immediately start the engine, put the truck in drive and try to pull against the brakes. Explain: "Emergency brakes hold." Put the truck in neutral and build air pressure to at least 90 psi.

CONTINUE TO BOX #6

#6

Check Lights:

(Leave lights on and truck idling, Mention to examiner I now will check all my lights):

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

(Remember to latch the hood.)

REMEMBER to Check the 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 securely."

**Class A Leasing
Office Address**
8899 Hastings St. NE
Blaine, MN 55449

**Arden Hills
Exam Station Address**
5400 Old Highway 8
Arden Hills, MN 55112

**Plymouth
Exam Station Address**
2455 Fernbrook Lane N
Plymouth, MN 55442

Contacts: Main Line (612)723-4398

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Brannon (651)802-5063 | **Alex** (651)802-4452

CDL Appointments for Plymouth and Arden Hills: 651-297-5029

REMINDERS & HELPFUL TIPS

1. You're not actually checking fluid levels, landing gear pins, glad-hands, gas cap & seals, removing oil and automatic transmission fluid dip sticks, coupling and uncoupling of trailer, crawling under the trailer, pulling release arm so as to unlock the locking jaw of the trailer.
But rather mention this is what I "WOULD DO." (Remember to latch the hood.)

2. Make sure you point at the part and give a detailed description/explanation about every item listed! MENTION 3-4 things about it, Check it off and move on.

BE detailed but not so detailed that you run out of time, you have 45 minutes to complete the Pre-Trip portion of the exam. 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 securely"
- "not bent, twisted, or warped; not rusted through"
- "not leaking" etc.

Follow the list, and Be mindful of what you are saying and Your time.

3. Study your Pre-Trip. In addition to the presentations, reading this document and watching the pre-trip videos. You'll also need to practice, rehearse and study the Pre-Trip on your own to establish knowledge, confidence and passable results.
4. Ask your examiner for a time check throughout the pre-trip exam, examiners are not responsible to keep you on track. Aim for 10-12 minutes per box.
5. Arrive at the Driver's Exam Station at least 30-45 minutes, before your scheduled road test. And dress and prepare for the inclement weather, cold, rain, snow and ice.

Check in at the Outside Dispatch Window. DO NOT check in at the front door. Instead walk around the DMV building to the dispatch window.

Wait in or by your CDL Test Truck.

HELPFUL ACRONYMS:

CBD = No Cracks, Bends, Dented

ABC = No Abrasions, Bulges, Cracks/Cuts

CDL = No Cracks/Cuts, Dents, Leaks/Loose

PMS = Properly Mounted, Secure

CEL = No Corroded, Exposed or Loose wires

CCC = Clean, Clear, not Cracked

MENTALLY PREPARE FOR YOUR ROAD TEST

Proper Turns: During turns, remember to stay straight and turn late, to make wide enough turns and to ensure either the drive tire wheels (if class B) and/or trailer wheels do not get too close, rub or hit a curb. Remember these steps: The closer you are to the right-hand curb the further straight you have to travel forward to avoid hitting the curb. Be aware of the left and right-hand sides of your vehicle/s while making turns. Allowing too much space between you and the curb will also create enough space for drivers to attempt to pass your commercial vehicle, putting you and other drivers at risk of an accident. Close this gap, meaning; do not make turns too wide so as to create enough space for dangerous/risky drivers to pass your vehicle on either right and/or left while completing turns.

Right turns: The truck and trailer tires should be 3-4 feet from the curb, when you start the turn. And then return to the curb about 3-4 feet to complete the right turn. It's okay to enter into the opposing lane of traffic as long as it's safe to do so. It's also okay to cross over the center of road, center-line/s on right hand turn. Watch your rear wheel / rear trailer wheels in passenger side mirror, wait for the furthest rear wheel on your commercial vehicle/s setup to enter into the round portion of the curb and then come back to the curb on your right. DO NOT hit a curb with the drive tires (if Class B) and trailer tires (if Class A) on any right turn.

Left turns: The truck and trailer must remain in the left most lane, tires must go around the center line and/or painted yellow center lines. Always finish the turn in the same lane you started from. DO NOT let the trailer or class B vehicle rears tires cut or cross the yellow the center line/s on a left turn.

Double Left turns: As a commercial driver you need to turn from the outside lane whenever 2 turn lanes are available. Thus, leaving the inside lane for other traffic. Remember to return to the same lane you started your left turn from i.e. outside lane to outside lane.

Proper Stops: Come to a complete stop, behind the stop sign 2-3 feet, cross-walks and stop bars. You should be able to see the bottom edge of the road marking. Remember to stop, look in both directions and then move when it is safe to do so. You do not want to stop or slow other drivers down while you proceed through the intersection and/or to complete any turns.

Proper Observation: Be alert and aware of all sides of your commercial vehicle and trailer. Establish a cushion of space around you and other drivers. Don't allow your mind to drift into thought, be present and focused on driving. Keep your head moving during the road test, you can never look too-much but you can look too-little. Remain focused and observant at all controlled and uncontrolled intersections, backing & performing lane changes. Move head shoulder to shoulder. Learn to turn your head and use the windows on the doors not just the window in front of you.

Proper Hill Park: Always signal to the curb. The truck and trailer if equipped with a trailer must be parallel to the curb and also 1 foot or less from the curb. Try not to rub the curb with either the truck or trailer tires. When parking uphill move the tires to the left or away from the curb. Whenever parking down hill move the tires right or into the curb.

Proper Highway Driving: Remember to signal early, often and continuous when entering the highway/freeway. Proper lane changes require you signal early, look, assess and then move into the lane when it is safe to do so. Commercial drivers should allow a cushion of space around their vehicle/s. Always have an out or escape plan. Do not follow too close provide a minimum of 150 feet in the front of the truck. Observe all speed limits, do not speed.

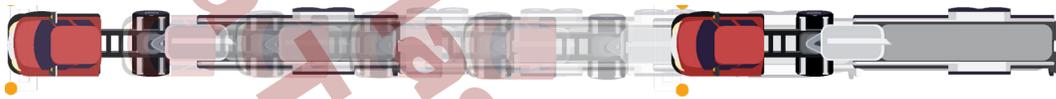
Backing: Once Truck is in the reverse gear be sure and check both mirrors at least 2-3 times before moving on any of the backing exercises.

Class A Drivers: Should remember the following. Always steer the steering wheel at “a problem” to avoid “the problem.”

Class B Drivers steer away from the problem to avoid the problem.

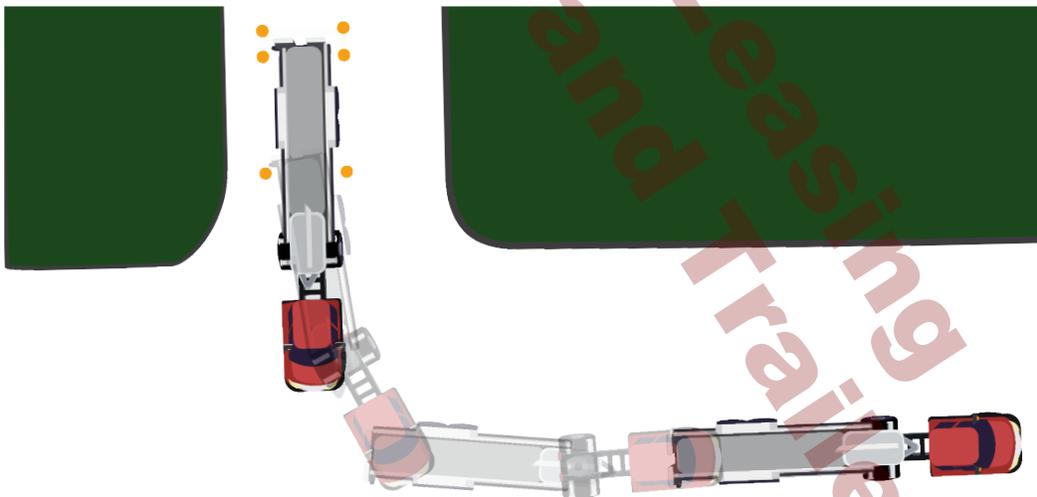
Backing exercises are considered extremely risky and potentially dangerous. Always proceed with caution. Failure to observed both sides of your vehicle is perceived as a risk to you and others. Always proceed with caution, and look-look, and look again to avoid risk, issues and failure.

Straight-back: 5 minutes to complete. Only allowed to use mirrors. No free pull ups. Use both mirrors to keep your



vehicle/s straight. Always looking to the left and to the right throughout the backing exercise.

Alley-Dock /90 degree: 5 minutes to complete. Use any window or mirror to look. Allowed one free pull up (class A Trucks only). Truck and trailer don't have to be straight. Get out and check as many times as you want. Farthest point of setup inside the 2 foot box. Be sure to look to the right side of you truck to mitigate the perceived risk/s on the right. Failure to look to the right enough is considered very risky and extremely dangerous. Always look to the right again-and again.



Off set (either right to left or left to right): 5 minutes to complete. Use any window or mirror to look. No free pull ups. Always beware of your surroundings. Look to the right and to the left, again-and again and again.

