

Commercial Vehicle Pre-Trip Inspection Checklist

You are only required to inspect the items on the CDL Vehicle Inspection checklist. You may use the checklist provided in this section for your test and check off items as you have completed them, but NO additional markings or writing may be placed on this list prior to the test. You MUST name, point to and/or touch and fully explain to the examiner WHAT you are inspecting each safety critical item for. If you do not, you will not get credit for the item(s).

(Remember to latch the hood.)

Class A Checklist Tractor Semi-Trailer or Truck & Trailer or Bus & Trailer

In-Vehicle/Engine Start PG. 3

- *air or *hydraulic brake check
- parking & trailer brake check
- service brake check
- lighting indicators
- emergency equipment
- windshield & traffic monitoring devices
- wipers & washers
- heater & defroster
- horn(s)

Lights Operations Check PG. 4

- all external lights

Front of Vehicle/Engine Area PG. 4

- lenses
- fluid levels
- fluid & air leaks
- steering systems

Steering Axle PG. 4 & 5

- tires
- rims
- lug nuts
- springs/mounts & air bags & shocks
- brake lines or hoses & leaks
- brake contaminates

Side of Vehicle PG. 5

- lenses & reflectors
- traffic monitoring devices
- battery
- fuel tank(s)/DEF tank
- frame(s)

Combination Vehicles Only PG. 6

- air & electric lines & connectors
- fifth wheel skid plate or pintle hook or tow hitch
- kingpin & apron & gap or drawbar ring & tongue or coupler & tongue
- locking & safety devices

Trailer Only PG. 6

- landing gear & clearance
- reflective tape

Rear of Trailer PG. 6

- lenses & reflectors

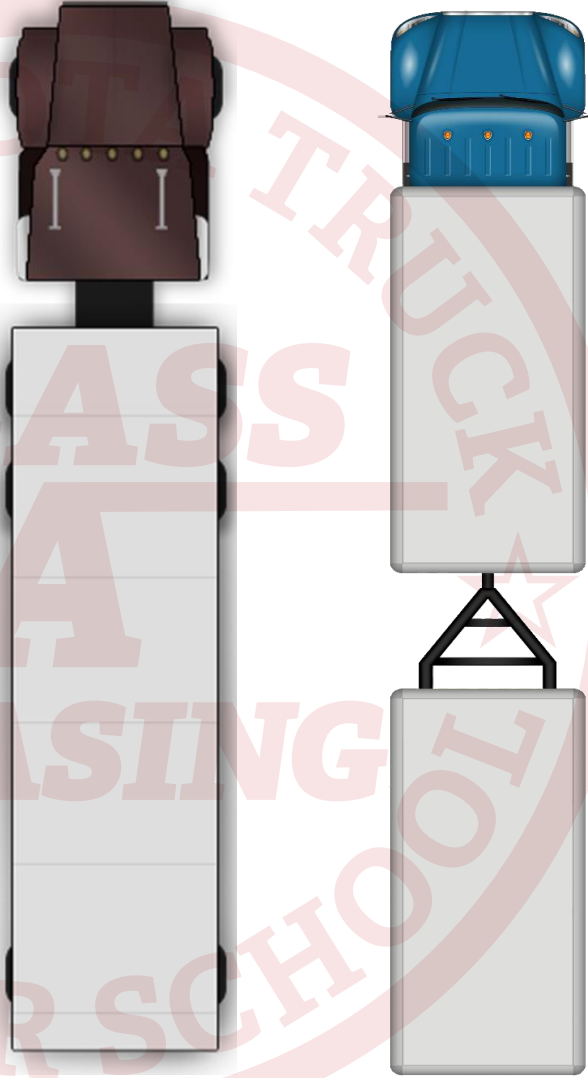
* Automatic failure if not performed correctly

Passenger and School Bus Only

- passenger entry & lift
- emergency exits
- passenger seating
- passenger monitoring devices

School Bus Only

- student lights (front & back)
- stop arm(s) & safety arm
- first aid & body fluid kits



READ MN CDL MANUAL SECTION 10M PAGES 189-200

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.**

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(Remember to latch the hood.)

Class B or Class C Checklist Straight Truck or Other Straight Vehicle

In-Vehicle/Engine Start

- *air or *hydraulic brake check
- parking & trailer brake check
- service brake check
- lighting indicators
- emergency equipment
- windshield & traffic monitoring devices
- wipers & washers
- heater & defroster
- horn(s)

Lights Operations Check

- all external lights

Front of Vehicle/Engine Area

- lenses
- fluid levels
- fluid & air leaks
- steering systems

Steering Axle

- tires
- rims
- lug nuts
- springs/mounts & air bags & shocks
- brake lines or hoses & leaks
- brake contaminates

Side of Vehicle

- lenses & reflectors
- traffic monitoring devices
- battery
- fuel tank(s)/DEF tank
- frame(s)

Rear of Vehicle

- lenses & reflectors



* Automatic failure if not performed correctly

READ MN CDL MANUAL SECTION 10M PAGES 189-200

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INSIDE VEHICLE

Safe start: **SHOW:** Before starting the truck, pull on the parking & trailer brake valves brake is on and then show the transmission is in neutral." **Start the truck.**

AIR BRAKE CHECK*: **THINK: A L E G**

- 1. Air Loss check** (leave both the parking and trailer brakes pushed in, and keep your foot on the brake pedal) 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 **before 55 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 **45 - 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.
- 4. Governor Cutoff Check & Air Gauge** **Explain:** Air Gauges read at the safe level (90-120 psi). **Explain, I would Chock the wheels,** (leave both the parking and trailer brakes pushed in, gently press service brake and gas pedal) start the vehicle and inspect that the air gauge is working and builds the air pressure to governor cutoff (**approximately 120 -140 psi**) and **identify the cutoff pressure for your vehicle.**

Parking & Trailer Brake Check

- Step 1. Parking Brake:** Release (push in) trailer brake (**red valve**) leaving **yellow valve** applied and put the truck in drive. Gently pull against the **parking brake**; truck should not move; **Explain:** "Parking brake Holds."
- Step 2. Trailer Brake & connection** Release (push in) parking brake (**yellow valve**) and pull the trailer brake (**red valve**) out. Gently pull truck forward **Explain:** "**Trailer Brake Holds the truck.**" Leave the trailer brake (**red valve**) out. **Explain:** "Now Testing Trailer Connection, to show hitch is securely locked and coupled together." Then gently pull truck forward and **Explain,**"Trailer Brake holds the truck and trailer is connected securely."
- Service brake:** Release all parking & trailer 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."
- Lighting indicators:** Turn on lights and check both inside turn signal indicators and flashers. Turn on head lights and check the high beam indicator. **Explain:** ABS Light is not ON and DEF is full and now warning lights are visible.
- Emergency Equip:** Spare fuses; 3 reflective triangles; properly charged and mounted secured fire extinguisher.
- 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.
- Heater & defroster:** Turn on the fan and test (twist) the heater/defroster controls to see if it works.
- Horn:** Toot the horn/s, explain city horn works, and if equipped air/freeway horn works.

Lights Operation Check:

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

All External 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.

Front of Vehicle/Engine Area

Lenses

Lights & reflectors: 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. Wires are connected, not corroded, exposed or loose. All securely mounted.

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

Fluid Level

Oil level check while engine is off, remove yellow dipstick, and 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 is at ADD & FULL lines, should be above the add mark. If below, point to where it should be added. The Reservoir is mounted securely, not cracked or leaking, not missing nuts or bolts, hoses are not loose, cracked or leaking, Securely Mounted.

Power steering Fluid 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.

Automatic Transmission Fluid Automatic transmissions only,

Check Red dipstick - Should be above the add mark (while the engine is running). If low add where I check it.

Fluid & Air Leaks:

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

Steering box & hoses:

(Remember to latch the hood.)

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.

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

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

Lug Nuts

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

Springs/Mounts/Airbag & Shocks

Springs

Springs The metal is cracked, bent or dented, rusted through, not sagging or loose; Springs not scissoring, no missing nuts or bolts, Securely Mounted.

Mounts

Spring mounts, The metal is not bent, cracked, or dented; not twisted, sagging or loose, no gaps or missing bolts. No torn or missing bushings and are securely mounted. The spring
U-Bolt mounts Not cracked, bent, or dented; not twisted, sagging or loose; no missing nuts and are Securely Mounted.

Airbag

Air bags, No Abrasions, Bulges or Cuts, not leaking; even inflation on both air bags. Only if asked about drive axle. Steer Axle does not have air bags.

Shocks

Shocks are not cracked, bent or dented, rusted through, twisted sagging or loose, they're not leaking. Bushings not torn or missing, no missing nuts or bolts, and securely mounted.

Brake hoses/Lines

/Leaks:

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

Brake contaminates:

Mention the drums and linings are dry -no grease or oil. No mud or rocks, signs of brake fade such as, warping and discoloration or debris and inside the drums and linings. They're securely mounted **(automatic only) must look through inspection holes keyholes.**

Lenses & Reflectors

(FRONT & SIDE OF VEHICLE) Lenses 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. Wires are connected not corroded, exposed or loose All securely mounted..

(REAR OF TRUCK) DOT approved tape, clean and clear, Wires are connected, Not corroded, exposed or loose wires. Lenses are clear not cracked, securely mounted. Reflectors are clean, clear not cracked, loose or missing. All are securely mounted (and the proper color red = rear).

(REAR OF TRAILER) DOT approved tape is clean and clear and covers at least 100%, Wires are connected, Not corroded, exposed or loose lights are clean, clear not cracked, securely mounted. Proper color (red=rear)

Traffic Monitoring

Devices:

(Mirrors)

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

Battery:

Battery is not corroded, loose, cracked or leaking, wires are not cut, exposed, loose. Batteries are securely mounted.

Fuel tank(s)/

DEF tanks:

Fuel Tank is secured with 2 metal straps, they're not twisted 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 fuel tank, at the cap and below the tank, Tank is securely mounted.

DEF tanks:

Def Tank is not twisted or loose, DEF cap and seal is in pace, not worn through, missing or leaking. I'd look for leaks at the top of DEF tank, at the blue cap and below the tank, DEF Tank is securely mounted.

Frame(s):

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.

(Remember to latch the hood.)

Could Ask questions about the Rear Axles

Rear Tires:

Rear Tires (duels tires) 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. **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.

Duel tires are the same type and size. I'd check for proper inflation at valve stems and with an air gauge. Tires are properly inflated, no missing dust caps and are securely mounted.

Combination Vehicles (ONLY)

(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.

(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.

Fifth Wheel Skid Plate or Pintle Hook or Tow Hitch

Fifth Wheel 5th Wheel Skid Plate Not Greased, in place of grease is a (poly plate) mounted secured, no cracks. Not bent or warped. Securely Mounted.

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.

King Pin & Apron & Gap or Drawbar ring & Tongue

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, should be no gap. 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.

Locking & Safety Devices

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 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

Trailer Only

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 position. Securely Mounted and strong enough for cargo.

Lenses & Reflectors

Reflective Tape:

Reflective tape, is DOT approved tape, clean and clear, covers 50% of the trailer side and 100% at the rear of trailer.

Section 11M

Basic Control Skills Test

This Section Covers

- **Basic Control Skills Test Scoring**
- **Basic Control Skills Test Exercises**


For the Basic Control Skills test, you will demonstrate basic skills in controlling a commercial vehicle and judging its position in relation to other objects.

It tests for the basic skills needed for safe control and operation of the vehicle. The types of judgment and skills required for these basic control skills are also required in many different driving situations.

You will receive points for changing direction to gain a better position, crossing over or touching boundary lines or cones and for your final position.

You may be permitted to exit the vehicle to check around the vehicle during backing exercises. When entering/exiting the vehicle, you must set your parking brake, place the vehicle in neutral, and safely exit/enter by facing the vehicle and maintaining three (3) points of contact at all times (when entering/exiting a bus, face forward and maintain a firm grasp on the handrail).

If at any time you open the door, move from a seated position when in physical control of the vehicle, (or on a bus, walk to the back to get a better view), you will be scored for a look.

You will receive specific instructions for each exercise prior to performing them. You will have an opportunity to ask questions. You must complete the exercise as directed. If you see the examiner raise their hand (like this ) , stop and return your vehicle within the exercise boundary lines.

Your Basic Control Skills test will include the following exercises, either off-road or somewhere on the street during the Road Test:

- Step 1 – Forward Stop,
- Step 2 – Straight-Line Backing,
- Step 3 – Forward Offset Tracking, and
- Step 4 – Reverse Offset Backing.

These exercises are shown in Figures 12M.1 through 12M.4 on page 12M-4.

11M.1 Scoring

During the Basic Control Skills test exercises, you will be scored for:

Pull-ups – pulling forward on a backing exercise to clear an encroachment or to get a better position is scored as a “pull-up.” These exercises include Exercise 2 – Straight-Line Backing and Exercise

4 – Reverse Offset Backing. The examiner will score the number of times you pull-up.

Stopping without changing direction does not count as a pull-up.

You will not be penalized for initial pull-ups. However, an excessive number of pull-ups, will count as errors. Your examiner will cover “pull-ups” when giving instructions for these exercises.

Back-ups – backing up on a forward moving exercise to clear an encroachment or to get a better position is scored as a “back-up.” “Back-ups” will be scored on Exercise 3 – Forward Offset Tracking. The examiner will score the number of times you back-up.

Encroachments – crossing over or touching exercise boundary lines or cones with any portion of your vehicle, other than the vehicle’s mirrors (door or fender) or other unique vehicle parts at door mirror height or higher, such as a bucket truck, is scored as an encroachment. Unique parts below door mirror height are counted as an “encroachment.”

If you have encroached, the examiner will stop you and you must return the vehicle within the exercise boundaries. You must stop immediately when signaled by the examiner. The examiner will score the number of times you touch or cross over an exercise boundary line or cone. Each encroachment will count as an error.

Looks – exiting the vehicle while performing an exercise to check the vehicle’s position while backing. You may be permitted to safely stop and exit the vehicle to check the external position of the vehicle (look).

When doing so, you must set the parking brake(s) and place the vehicle in neutral. Then, when exiting/entering the vehicle, you must do so safely by facing the vehicle and maintaining three (3) points of contact with the vehicle at all times (when exiting/entering a bus, you may face forward and maintain a firm grasp on the handrail). If you do not safely secure the vehicle or safely exit/enter the vehicle, it may result in an automatic failure for an unsafe act.

If you open your door or move from a seated position, it will count as a “look.” If you open your door while the vehicle is moving (not in neutral and park), it may result in an automatic failure for an unsafe act.

On a bus, if you walk to the back of the bus to get a better view, it will count as a “look.”

You may be allowed a maximum of one (1) free look on Exercise 2 – Straight-line Backing, and two (2) free looks on Exercise 4 – Reverse Offset Backing, to check the position of your vehicle. Your

examiner will cover “looks” when giving instructions for these exercises.

Final Position – the final position of the vehicle for backing exercises. You will be scored for final vehicle position on Exercise 2 – Straight-Line Backing and on Exercise 4 – Reverse Offset Backing.

It is important that you finish each exercise exactly as the examiner has instructed. Your vehicle must be within final exercise boundaries (other than mirrors and unique vehicle parts higher than the door mirrors, such as a bucket truck). If you do not maneuver the vehicle into its final position as described by the examiner, you will be penalized and will fail the Basic Control Skills test. You **MUST** complete the exercises as directed.

Failure to Follow Instructions or Unsafe Act – Failure to follow examiner instructions for completing the exercise as directed may result in an automatic failure and the test may be terminated by the examiner. Always follow the examiner instructions and directions. If you do not understand the instructions or understand how to complete the exercises, ask the examiner for clarification. **[If permitted, you may ask the examiner to walk you through the exercise area.]**

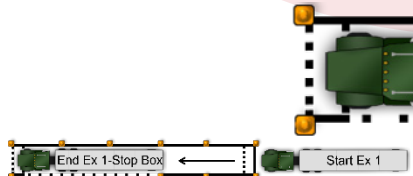
Committing an “unsafe act” (e.g., forgetting to set the parking brake or opening the door while in motion), may result in an automatic failure for an unsafe act and the test may be terminated by the examiner. Safety of the driver, the examiner and the testing area is of the highest priority. Always think SAFETY.

11M.2 Exercises

11M.2.1

Exercise 1 – Forward Stop

You will demonstrate your ability to judge the front of your vehicle during a controlled stop. Drive forward through the alley and stop with the front most part of the vehicle (other than unique vehicle parts higher than the door mirrors, such as a bucket truck) within the box at the end of the alley without going past it. You may stop only once.




Your examiner will point out the front most part of your vehicle when giving instructions for this exercise.

When you have stopped, set your parking brake, shift to neutral and sound the horn. The examiner will then score the exercise. You will receive points

if the front most part of the vehicle (other than unique vehicle parts higher than the door mirrors, such as a bucket truck) is not in the stop box. (See Figure 12M.1 on page 12M-4).

11M.2.2

Exercise 2 – Straight Line Backing

You will demonstrate your ability to back a vehicle in a straight line. From your stopped position from the previous exercise, the examiner will ask you to pull forward and stop when they raise their hand (like this ).

Then back straight through the alley until the front of your vehicle has cleared the last set of cones at the far end of the alley. (See Figure 12M.2 on page 12M-4)



You will be scored for pull-ups, encroachments and final position.

You are allowed one (1) free pull-up and may safely exit the vehicle only one (1) time to check around the vehicle.

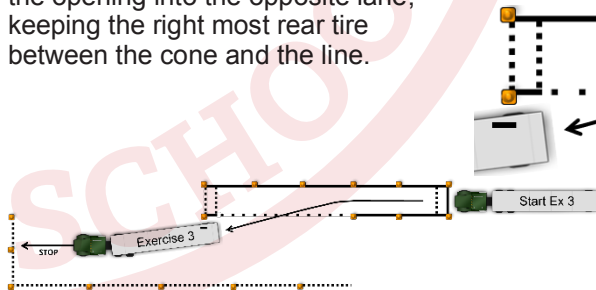
When you have completed the exercise, set your parking brake, shift to neutral and sound your horn. This will inform the examiner you have completed the exercise and allow them to score your final position.

11M.2.3

Exercise 3 – Forward Offset Tracking

You will demonstrate your ability to maneuver a vehicle around other objects while moving forward.

You will drive forward and steer to the left through the opening into the opposite lane, keeping the right most rear tire between the cone and the line.



You will be scored for back-ups, encroachments and forward tracking clearance (rear tire between the cone and the line).

There are NO free back-ups, and you are NOT permitted to exit the vehicle during this exercise.

Stop your vehicle when you are parallel to the outer boundary, prior to or at the cones at the far end of the exercise. Then, set your parking brake, shift to neutral and sound your horn. This will inform the examiner you have completed the exercise and allow them to score the exercise. (See Figure 12M.3 on page 12M-4)

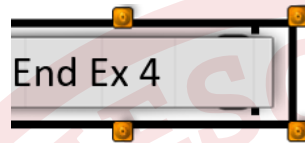
11M.2.4

Exercise 4 – Reverse Offset Backing

Remember, the Basic Control Skills test must be passed before you can proceed to the Road Test.

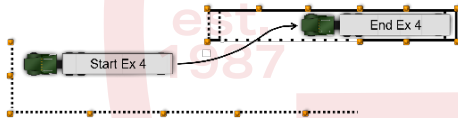
You will demonstrate your ability to offset back and park a vehicle at the end of an alley. Starting parallel with the outer boundary, offset back into the alley, bringing the rear most part of your vehicle (other than unique vehicle parts higher than the door mirrors, such as a bucket truck) within three (3) feet of the rear of the alley.

Stop with the rear most part of the vehicle (other than unique vehicle parts) in the three (3) foot box at the end of the alley.



Your examiner will point out the rear most part of your vehicle when giving instructions for this exercise.

Your vehicle must be straight within the alley when completed. Your vehicle must be completely within the defined exercise boundaries when completed (other than mirrors or other unique vehicle parts higher than the door mirrors, such as a bucket truck). You may not go beyond the outer boundary line. (See Figure 12M.4 on page 12M-4)



You will be scored for pull-ups, encroachments and final position.

You are allowed two (2) free pull-ups and may exit the vehicle a maximum of two (2) times to check around the vehicle during this exercise.

When you have completed the exercise, set your parking brake, shift to neutral and sound your horn. This will inform the examiner you have completed the exercise and allow them to score your final position.

Figure 11M.1: Exercise 1 – Forward Stop

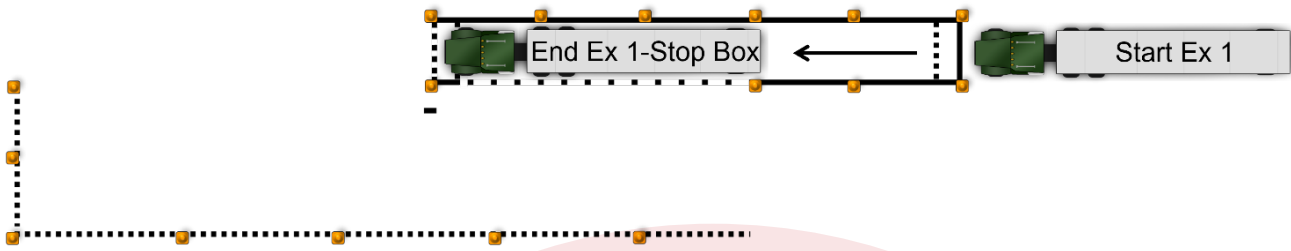


Figure 11M.2: Exercise 2 – Straight Line Backing

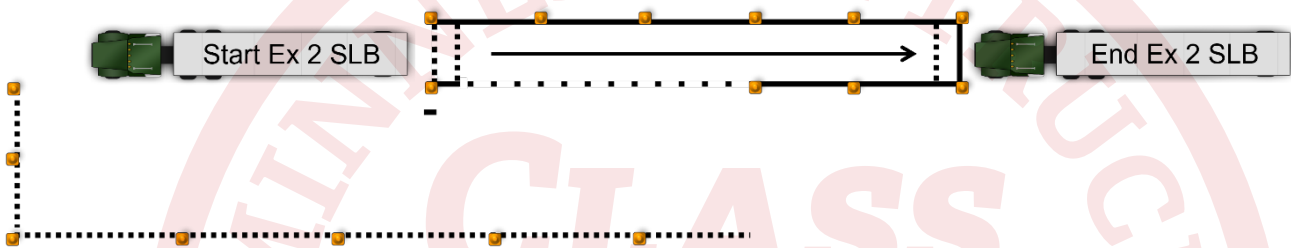


Figure 11M.3: Exercise 3 – Forward Offset Tracking

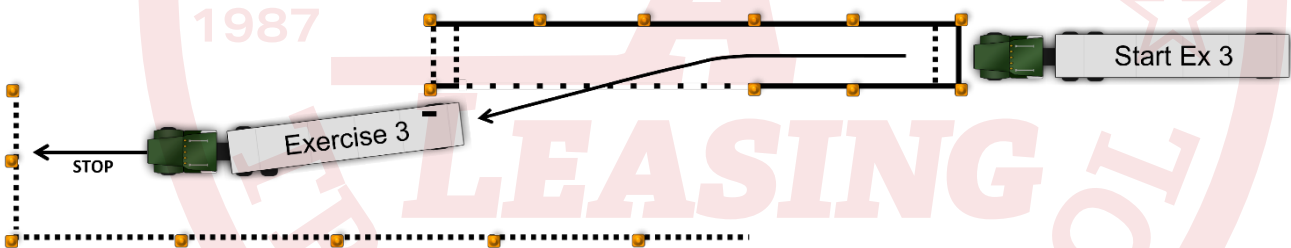
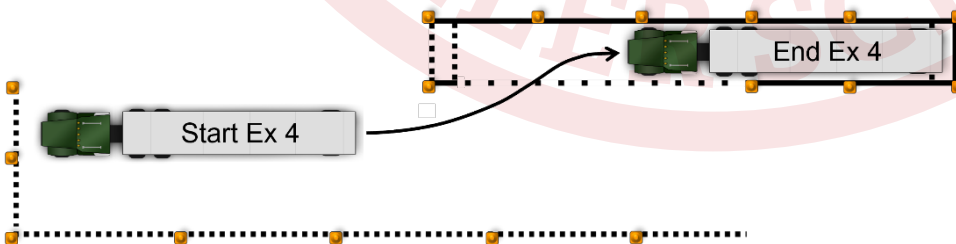


Figure 11M.4: Exercise 4 – Reverse Offset Backing



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.

While Driving outside the course the Examiner May Ask Questions: Be prepared to answer questions about driving scenarios such as, Road signs, Rail Road Crossings, and bridge Clearances.

READ MN CDL MANUAL SECTION 12 PAGES 214 - 216

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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."
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