

Pre Trip Inspection practice walkthrough - CDL Express Truck Rental, Bemidji, MN

Front of Vehicle

- Lights and Reflectors Turn signals, head lights, cab lights are proper color, not broken, cracked, loose, none are missing
- Mirrors Door mirror is not broken, cracked or loose, is secure, no missing hardware

Engine Compartment

- Oil Level Point out yellow dipstick, say the oil should be above the add mark with engine off
Show where you would add oil (black cap on pipe above engine)
- Coolant Level Point out the coolant reservoir and that coolant is visible within proper range
Show where you would add coolant (cap on reservoir) and that cap is present and tight
- Power Steering Fluid Point out the the power steering reservoir and that power steering fluid is within proper range
Show out where you would add fluid (cap on reservoir) and that cap is present and tight
- Water Pump Point out pump pulley (below cooling fan), not leaking, loose, and proper belt tension (3/4")
- Alternator Point out alternator, no loose or missing bolts, no cracked or exposed wires, belt tension (3/4")
- Leaks and Hoses Look for puddles or fluid dripping under the vehicle – smell for anything unusual
Point out radiator, power steering, and air hoses, not frayed, cracked, broken buldging or leaking
- Air Compressor Not cracked, loose or leaking (oil, coolant, air), no missing hardware, proper belt tension (3/4 inch)
- Master Cylinder Point out the air brake foot valve and attached air lines, mounted securely, no leaks
- Transmission Fluid No automatic transmission fluid to check on this vehicle (Manual transmission)

Steering

- Steering Box and Hoses (located on frame connected to steering linkage) – Not broken, cracked, loose, no missing hardware and is not leaking. Lines and hoses are not cracked, frayed loose or leaking
- Steering Linkage Steering shaft under hood and 3 point steering system (pitman arm, drag link, and tie rod) are not broken, cracked, bent, loose, no missing hardware, properly lubricated

Front Wheel

- Tires Tread depth is at least 4/32, no leaks, cracks, cuts or bulges in sidewall, and not unevenly worn
Valve stem is secure, not damaged and cap is not missing
Say you would check tire pressure for proper inflation with a gauge (95 psi for this tire)
- Rims Rims are not cracked, bent, broken or welded
- Lug Nuts Nuts are not cracked, missing or loose – no rust trails, shiny threads and no gaps
- Hub Oil Seal Not cracked, leaking, no loose or missing nuts, oil is at proper level

Front Suspension

- Springs and Shocks Leaf springs are not broken, cracked, twisted, loose or welded, none are missing
Shocks are not broken, cracked, bent or leaking, securely mounted, no missing hardware
- U Bolts Not broken, cracked, bent or loose, no missing hardware
- Spring Mounts Point out front and rear mounts, not broken, cracked, bent, loose, no missing or loose hardware

Front Brake

- Brake Hoses or Lines Hose and ABS line are not cracked, frayed, rubbing, worn or leaking and fittings are secure
- Brake Chamber Chamber is secure, not cracked, dented, loose or leaking, band is tight, no missing hardware
- Slack Adjustor / Rod Not cracked, damaged, loose, no missing cotter keys - check slack adjuster for no more than 1" play
- Drums and Linings Drums are not warped, cracked or welded
Point out inspection holes, linings are not cracked, no grease or oil and have at least 1/4 inch

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Driver / Fuel Area

Door and Mirror	Door has no missing weather seals, hinges are secure, no missing hardware, latches firmly Mirror is not broken, cracked or loose and is mounted securely. Hand bar is secure, not loose
Fuel Tank and Cap	Tank is not broken, cracked, dented or leaking, straps and hardware are secure and not loose Cap is present and secure, say you would check the seal under the cap
Catwalk and Steps	Steps on fuel tank and catwalk behind cab are not broken, cracked or loose, no missing hardware and are mounted securely - free of ice and debris
Battery Box	Box & cover are securely mounted, wires are secure, not frayed or damaged, batteries not leaking
Lights and Reflectors	Lights (front & mirror) are the proper color, not broken, cracked, loose or covered, none missing

Under Vehicle

Drive Shaft	Both shafts are not bent, twisted, cracked, or loose, U joints (3) are secure, no missing hardware
Exhaust System	Pipe and muffler are not leaking, broken, cracked, no holes and no soot lines, mounted securely
Frame	Frame and cross bars are straight, not cracked, bent, twisted or sagging, not rusted through

Rear Axles

Tires	Tread depths are at least 2/32, no cracks, cuts or bulges in sidewalls, and not unevenly worn Valve stems are secure, not damaged and caps are not missing – no mismatched tires Say you would check tire pressures for proper inflation with a gauge (80 psi for both tires)
Rims	Rims are not cracked, bent, broken or welded – both wheels
Lug Nuts	Nuts are not cracked, missing or loose – no rust trails, shiny threads and no gaps
Hub Oil Seal	Not cracked, leaking, no loose or missing nuts (there is no inspection port to check oil)
Spacers / Budd Spacing	Spacing between wheels is even, no daylight or gaps, nothing stuck between tires

Rear Suspension

Springs and Shocks	Leaf springs are not broken, cracked, loose, twisted or welded, none are missing Shocks are not broken, cracked, bent or leaking, securely mounted, no missing hardware
Airbags	No airbag suspension on this vehicle
U Bolts	Not broken, cracked, bent or loose, no missing hardware
Spring / Air Mounts	Point out front and rear mounts, not broken, cracked, bent, loose, no missing or loose hardware No air suspension on this vehicle

Rear Brakes

Brake Hoses or Lines	Hoses are not cracked, frayed, rubbing, worn or leaking and fittings are secure
Brake Chamber	Chamber is secure, not cracked, dented, loose or leaking, band is tight, no missing hardware
Slack Adjustor / Rod	Not cracked, bent, loose, no missing cotter keys Say you will chock the tires, release the parking brake, then check for no more than 1 inch play
Drums and Linings	Drums are not warped, cracked or welded Point out brake shoes, linings are not cracked, no grease or oil and have at least 1/4 inch

Rear of Vehicle

Doors and Lift	Vehicle doesn't have a rear door or lift
Splash Guards	Mud flaps and mounts are not broken, cracked or loose, no missing hardware, mounted securely
Lights and Reflectors	Lights are the proper color, not broken, cracked, loose or covered, none are missing Reflectors are not broken, cracked, loose, or peeling, are clean, not covered, none are missing

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Truck

Air / Electric Connectors Cord is latched securely, safety cover is holding securely, no missing hardware
Cord has no exposed or cut wires, no tears, not frayed, not pinched, not dragging on ground
Air lines are secure, no leaks, cuts, damage, not dragging or pinched, no missing hardware

Coupling System

Mounting Bolts Point out platform mounting bolts, all are secure, none broken, cracked, loose, missing, no gaps
Platform Platform (beneath skid plate) is securely mounted, no cracks, damage, no missing or loose hardware
Pivot pin (between skid plate and platform) is secure, not damaged, cotter key is not missing
Locking Jaws or Lever Lever is securely latched around the kingpin, not damaged – look from rear into skid plate
Release Arm / Latch Release arm is completely engaged, and is not damaged, cracked, bent, broken, no missing hardware. There is no safety latch on this truck.
5th Wheel Skid Plate Securely mounted, not cracked or damaged, no missing hardware, properly lubricated
Slide 5th Wheel Pins No sliding fifth wheel on this truck – it's bolted to the frame

Trailer

Air / Electric Connectors Cord is latched securely, safety cover is holding securely, no missing hardware
Cord has no exposed or cut wires, no tears, not frayed, not pinched – check inside trailer frame
Glad hand connections are tight, secure, not loose, no damage, no missing hardware, no leaks
Air lines are secure, no leaks, cuts, damage, not dragging or pinched – check inside trailer frame

Coupling System

Kingpin Kingpin is secure, not cracked, bent, excessively worn, say you would check with trailer disconnected
Apron Apron (plate on bottom of trailer) is securely mounted, not cracked, damaged, no cracked welds
Gap No gap or daylight between the trailer apron and truck skid plate

Trailer Front

Headerboard / Bulkhead Bulkhead (where the trailer bed stops) is not damaged, bent, loose, no broken or cracked welds
Lights and Reflectors Marker lights are the proper color, not broken, cracked, loose or covered, none are missing
Reflectors are not broken, cracked, loose or peeling, are clean, not covered, none are missing

Side of Trailer

Landing Gear Raised off ground completely, no loose or missing hardware, no broken or cracked welds
Bottom plate isn't damaged. Handle is secured in holder
Frame Frame and cross bars are straight, not cracked, rusted through, bent, twisted, sagging
Doors, Ties, Lifts Check storage door, tie down bar, stake pockets on side of trailer, secure with no cracks or damage
D-Rings on front of trailer are securely mounted, no cracked welds
Lights and Reflectors Marker lights are the proper color, not broken, cracked, loose or covered, none are missing
Reflectors are not broken, cracked, loose, or peeling, are clean, not covered, none are missing

Trailer Wheels

Tires Tread depths are at least 2/32, no cracks, cuts or bulges in sidewalls, and not unevenly worn
Valve stems are secure, not damaged and caps are not missing – no mismatched tires
Say you would check tire pressures for proper inflation with a gauge (90 psi for all four tires)
Rims Rims are not cracked, bent, broken or welded – all four wheels
Lug Nuts Nuts are not cracked, missing or loose – no rust trails, shiny threads and no gaps – both axles
Hub Oil Seal Not cracked, leaking, loose, oil is at proper level – both axles
Spacers / Budd Spacing Spacing between wheels is even, no daylight or gaps, nothing stuck between tires – both axles

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Trailer Suspension

Springs and Shocks	Leaf springs are not broken, cracked, loose, twisted or welded, none are missing – both axles There are no shocks on the trailer
Airbags	There is no airbag suspension on the trailer
U Bolts	Not broken, cracked, bent or loose, no missing hardware – both axles
Spring / Air Mounts	Spring mounts and tandem bar (between springs) are not broken, cracked, bent or loose, no missing or loose hardware. There is no air suspension on the trailer

Trailer Brakes

Brake Hoses or Lines	Hoses are not cracked, frayed, rubbing, worn or leaking and fittings are secure
Brake Chamber	Chamber is secure, not , loose, leaking, band is tight, no missing hardware – both axles
Slack Adjustor / Rod	Not cracked, bent, no missing cotter keys – both axles Say you will chock the tires, release the parking brake, then check for no more than 1 inch play
Drums and Linings	Drums are not warped, cracked or welded – both axles Point out brake shoes, linings are not cracked, no grease or oil and have at least 1/4 inch

Rear of Trailer

Doors and Lift	Ramps are secured to bed, not damaged, no cracked welds, mounts are secure, no damage
Splash Guards	Mud flaps and mounts are not broken, cracked or loose, no missing hardware, mounted securely Fenders are mounted securely, not damaged
Lights and Reflectors	Lights are the proper color, not broken, cracked, loose or covered, none are missing Reflectors are not broken, cracked, loose, or peeling, are clean, not covered, none are missing

Light Check

State that you want to do a light check. Turn the key to the run position and begin checking all the lights, on both sides of the vehicle. Check the front and back of the vehicle for the right and left turn signal, as well as the 4-way flasher, running lights and head lights – low and high beam. Ask the examiner to help check the brake lights.

Inside Vehicle

Safety Belt	Check the safety belt, state it is not torn or frayed, then put it on, verify it is securely latched Check safety belt mounting bolts are tight and secure
Emergency Equipment	Point out fire extinguisher and that it is the right type and fully charged Point out reflective triangles (box) behind passenger seat, and fuses in bag behind driver's seat
Safe Start	Explain that you are making sure the tractor parking brakes are on and the transmission is in neutral, clutch is pushed in, your safety belt is on, then start the truck
Temperature Gauge	Point out the temperature gauge and state that it is working, slowly rising, within normal range
Oil Pressure Gauge	Point out the oil pressure gauge and state that it is working, pressure within normal range
Voltmeter / Ammeter	Point out the voltmeter and state that it is working, reading about 14 volts and is charging
Air Gauge	Point out the air gauge and state it is working and reading about xxx psi, primary and secondary
Lighting Indicators	Activate the turn signal in both directions, the four way flasher and high beam headlights State that the dash indicators for each is working, as well as the dash back lighting
Horn	Honk the steering wheel horn and the air horn (blue button on dash) briefly, verify they work
Heater and Defroster	Activate the defroster and turn the fan up, feel for heat by windshield, state that both are working
Windshield / Mirrors	Windshield and mirrors are not cracked or damaged, not obstructed – mirrors are adjusted
Wipers and Washers	Spray some washer fluid, state that the blades are secure, not broken or cracked and work

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Brake Check

Parking Brake (Yellow & Red knobs)	With the tractor parking brake on and trailer supply off, put the truck in lowest gear and let off the clutch slowly until you feel the truck pulling against them – say the tractor brakes work With the tractor parking brake off and the trailer supply on, put the truck in lowest gear again, let off the clutch slowly, and say the trailer brakes are working and the connection is secure
Service Brake (Brake pedal)	With the both the tractor and trailer brakes off, pull forward slowly and press the brake pedal. The truck should stop and not pull to one side – state that the service brakes are working.
Electric Assist	No electric assist or hydraulic brakes on this truck.

Air Brake Test

Explain what you're doing during the air brake check, why you're doing it, and what you expect to happen for each test. You must do each step correctly, missing anything on the air brake check can result in a fail on the entire pretrip check!

One Minute Air Loss (Applied)	Leaving the tractor parking brake and trailer supply pressed in, put the truck in neutral and shut the engine off. Put the transmission in 1 st gear to prevent the truck from rolling. Turn the key all the way back to the run position so the electronics are on but do not start the truck. Press and hold the brake pedal for one minute watching the air pressure gauge for no more than 4 psi per minute of air loss. There's a clock with a second hand on the dash. After 1 minute, state there wasn't more than 4 psi of air loss.
Low Air Warning	With both brake knobs still pressed in, engine still off, and key still on, pump the brake pedal until the air pressure gauge drops to 60 psi (red line). The low air light and alarm will come on. The key must be in the run position for this alarm to come on. State that the low air warning system is working.
Emergency System	Continue pumping the brake pedal until the both the tractor parking brake and trailer supply knobs pop out, between 20 and 45 psi. The valves typically pop out at about 30psi. If just the trailer valve pops out, keep pumping until the truck valve pops. The spring brakes are now applied. You must verify the spring brakes are working. Return the transmission to neutral and start the truck. Put the truck in lowest gear and let off the clutch slowly until you feel the truck pulling against the brakes. This must be done before the air pressure reaches 60 psi. State that the emergency spring brake system is working.
Air Pressure Buildup	Allow air pressure to build up to safe driving levels, a minimum of 100 psi in both the primary and secondary systems – rev engine to about 2000 rpm to speed it up.

Air Brake Test (The short version)

- Turn truck off, put it in gear, turn key to run, push both air valves in
- Hold brakes for one minute, no more than 4 psi loss
- Pump brake pedal until alarm goes off, before 60 psi
- Pump brake pedal until both valves pop out, 20-45 psi
- Safe start, try to pull forward against brakes