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 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 bulding 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
## 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, leaky, 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
- 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

<table>
<thead>
<tr>
<th>Parking Brake (Yellow &amp; Red knobs)</th>
<th>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.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Brake (Brake pedal)</td>
<td>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.</td>
</tr>
<tr>
<td>Electric Assist</td>
<td>No electric assist or hydraulic brakes on this truck.</td>
</tr>
</tbody>
</table>

### 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!

<table>
<thead>
<tr>
<th>One Minute Air Loss (Applied)</th>
<th>Leaving the tractor parking brake and trailer supply pressed in, put the truck in neutral and shut the engine off. Put the transmission in 1st gear to prevent the truck from rolling.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Turn the key all the way back to the run position so the electronics are on but do not start the truck.</td>
</tr>
<tr>
<td></td>
<td>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.</td>
</tr>
<tr>
<td>Low Air Warning</td>
<td>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.</td>
</tr>
<tr>
<td></td>
<td>The key must be in the run position for this alarm to come on. State that the low air warning system is working.</td>
</tr>
<tr>
<td>Emergency System</td>
<td>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.</td>
</tr>
<tr>
<td></td>
<td>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.</td>
</tr>
<tr>
<td></td>
<td>State that the emergency spring brake system is working.</td>
</tr>
<tr>
<td>Air Pressure Buildup</td>
<td>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.</td>
</tr>
</tbody>
</table>

### 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

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