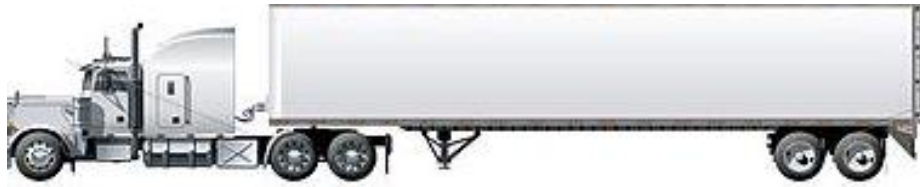


PRE-TRIP TEST STUDY GUIDE



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INTRODUCTION

Reading this study guide over and over will not teach you how to do a PT test. You must read it, understand it, learn how to use it, and then perhaps, the most important part, explain it to someone else. The more secure you convey your explanation, the more likely you are to get credit for the part. If you are unsecure about what you are explaining, the examiner may listen closer to make sure you don't miss something and be over-critical. If you blaze through it like you are reciting the alphabet, the examiner may not catch everything you say and not give you credit thinking you missed something. You must speak clearly, get to the point, touch or point at the part, then move on to the next part. If you realize you missed something, you may still come back to the part you already inspected and mention what you missed. If you are doing a good job explaining your PT, the examiner will be more likely to give you credit for it (is up to him though). Your inspection is only conducted on the driver side unless there is a specific part only found on the passenger side; this is more typical of part A as the engine bay has different components on either side. Do not remove any parts off the vehicle, simply touch them or point at them (most common item removed is the oil dipstick) **Regardless of what type of inspection you get you must always perform the following:**

1. Mention and show your safety equipment:
 - a. 3 working triangles,
 - b. fully charged and properly rated fire extinguisher, securely mounted to its bracket.
 - c. Spare fuses that are the correct size for the truck. Also, indicate the location of your fuse boxes (engine and cab)
2. You must perform an inspection of the **Coupling Section**. Refer to *Part B - Catwalk Section* (page 4) for more information.
3. You must also do an In-cab inspection. This includes, seat belt, mirrors and glass, switches, gauges, air brake test, tug test and 5 MPH test

You can learn more if you team up in groups of 3 and one explains the PT while the other 2 listen. Take turns and help each other without berating (put down) or making fun of each other. Critiques must have the purpose of improving your PT knowledge not prove each other wrong. If you can't work with someone, choose a different partner. If you have a question about an item and your group cannot figure it out, write it down, then ask an instructor when he's teaching about Pre-trip or while on a break; not while in the middle of another subject. **If you are not able to pass an instructor exam, your driving privileges will be suspended until an instructor is satisfied with the way you explain your PT.** You must demonstrate knowledge on when the vehicle is safe to drive before you can drive it. This guide offers a *Wording* section and parts A, B and C of the Pre-Trip. For your skills test, you may get one of these 3 or you may get part D, which means you must do the ENTIRE Pre-trip. Use your "free-time" to study. There is no down time in truck driving. Your commitment to the program reflects your success.

WORDING

There are words or phrases you will repeat throughout the test; memorize these phrases so when it comes time to talk about a part, you know what to say. You will not get credit for the part if you fail to mention how you go about checking it. For example; you will not get credit if you say **“This is my mirror”**. You must say **“I’m checking my mirror. It is not cracked or broken; it has no illegal stickers, no nuts or bolts missing and is securely fastened to the mirror mount”**.

If the part is	Say	Abbreviation
Metal	Not cracked, bent or broken. No illegal welds. No nuts or bolts missing. Securely fastened to the ____	NCBB,NIW*,NNBM,SFT____ *Only for large items like rims and frames, not needed for small items.
Rubber	No abrasions, bulges or cuts. No leaks. No nuts or bolts missing. Securely mounted to the ____	NABC,NL,NNBM*,SMT____ If the hoses have hose clamps. Some hoses have pressed fittings.
Plastic	Not cracked or broken. No sun damage. (red/amber/clear) in color. No nuts or bolts missing. Securely fastened to the ____	NCB,NSD,(color),NNBM,SFT____
Electric cables	No rips tears frays or corrosion. No nuts or bolts missing. Securely mounted to the ____	NRTFC,NNBM,SMT____ or SFT____
Glass (Mirrors)	Not cracked or broken, no illegal stickers. No nuts or bolts missing. Securely fastened to the ____	NCB,NIS,NNBM,SFT____ or SMT____
Tires	Sidewall has no abrasions, bulges or cuts. Properly inflated to (pressure) PSI, Checked with a Tire Gauge, Valve Stem is not Cracked or Bent and has No Leaks, Top of the tire is Evenly Worn Across with at least (tread depth) of tread depth.	SWNABC, PI(pressure)PSI, CTG, VS-NCB-NL, EWA, (tire depth)TD

SFT or Securely Fastened To ____ means the part is held in place with nuts, bolts, cotter pins, rivets or other fastening devices. Removing the part requires tools and at separation from its mating part, it would generally come off undamaged.

SMT or Securely Mounted To ____ means the part is glued, welded, seated or otherwise attached by its own design. Removing the part could require deforming it, cutting it prying it or damaging in some way (like a tire or a windshield) but not in the case of a part that is designed to be removed on a regular basis (such as a fuel cap).

Be careful what you say something is securely mounted to or fasted to. A tire doesn’t securely mount to the frame. Think about what you say. Not everything is “Securely Fastened To the Frame.”

Common misnomers. In our program, we call the front axle of the tractor the “steers”. The wheels in the catwalk area are called the “drives”. Finally, we call the trailer wheels the “tandem”. However, here are the proper names of these items and the wheel positions:

A TIRE and a RIM make a *WHEEL*. Two WHEELS bolted together (duals) make a *WHEEL SET*. Two WHEELS or WHEEL SETS mounted in a row to either side of the vehicle along with their brakes and suspension items make an *AXLE*. Two or more AXLES grouped together make a *TANDEM*.

A semi-truck/trailer combination has one steer axle, one drive (or power) tandem and one trailer tandem. It’s called a “*SEMI*” because a *semi-trailer* needs the drive tandem to support the full load; one tandem alone cannot carry the payload. Meanwhile, a regular *trailer* (like a boat trailer or camping trailer) can support its full load on its own axle(s). The tractor alone is called “bobtail”.

COUPLING SECTION



	THIS SECTION IS TO BE INSPECTED ALWAYS, REGARDLESS OF THE INSPECTION YOU GET (A,B,C or D)		
	Electrical Line		
Electric	Checking my socket on the cab side	Plastic	NCB,NNBM,SMT(Cab outlet)
	Checking my Electric cord (green)	Cable	NRTFC,NNBM,SMF(Sockets)
	Checking my socket on the trailer side	Plastic	NCB,NNBM,SMT(Trailer receiver)
	Air lines (physically inspect both and mention you'd do the same one as you did the other)		
Airlines	Checking the fittings on the cab side	Metal	NCBB,NIW,NNBM,SFT(Cab)
	Checking my air line	Rubber	NABC,NL,NNBM,SMT(fittings)
	Checking my glad hands (Air Line side)	Metal	NCBB,NIW,NNBM,SMT(Glad hand receivers on the trailer)
	*Checking my glad hand grommets	Rubber	Properly seated in the glad hand ,no chunks missing.
	Checking my glad hands (Trailer side)	Metal	NCBB,NIW,NNBM,SMT(Headboard)
	King pin / Gap / Fifth wheel		
KP	Checking my apron	Metal	NCBB,NIW,NNBM,SMT(trailer body)
	Checking my king pin	Metal	NCBB,NIW,NNBM,SMT(apron)
Gap	Checking for no Gap (This is NOT a part, this is a condition)		Between the 5 th wheel and the apron should be no space. Trailer should sit firmly on the fifth wheel
Fifth Wheel	Checking my skid plate	Metal	NCBB,NIW,NNBM,SFT(platform)
	Checking the release handle and safety latch mechanism	Metal	No springs are broken or missing, NCBB,NIW,NNBM,SFT(fifth wheel). Safety latch is built into the design of the mechanism.
	Checking my locking jaw	Metal	NCBB,NIW,NNBM,SFT(fifth wheel)
	Checking my platform	Metal	NCBB,NIW,NNBM,SFT(frame)
	**Checking my slider mechanism and locking pins	Metal	NCBB,NIW,NNBM,SF(between 5 th wheel and frame), properly seated and locked.
	Checking my mounting bolts	Metal	None missing, no shiny streaks, properly tightened
End of Coupling Section **Some trucks do not have a slider mechanism. Omit if not present. Continue to Part A, B or C			

PART A (From firewall forward, around engine bay)



	Check paperwork and show emergency equipment		
	Go to COUPLING SECTION (Page 4) before continuing below		
	Stand in front of the vehicle to begin inspection		
	Check under the vehicle for evidence of leaks such as puddles or stains		Also make sure the vehicle is not leaning to once side for evidence of suspension issues.
	Lights		
Lights	Checking my Left and right turn signals	Plastic	NCB,NSD,(amber),NNBM,SFT(Housing)
	Checking my L/R Low and high beams	Plastic	NCB,NSD,(clear),NNBM,SFT(Housing)
	Checking my clearance lights	Plastic	NCB,NSD,(amber),NNBM,SFT(visor)
	I'm going to open my hood to begin my engine bay inspection		Open the hood, turn steers to the left to facilitate inspection
	STEER AXLE SECTION		
	Wheels		
Wheels	Checking my steer tire	Rubber	SWNABC, PI120PSI, CTG, VS-NCB-NL, EWA,4/32TD
	Checking my rim	Metal	NCBB,NIW,SFT(axle)
	Checking my lug nuts	Metal	None missing, no rust trails, no deformation (oval-shape), no shiny treads
	Checking my hub seals	Plastic	No leaks, NCB,NNBM,SFT(axle)
	Brakes		
Brakes	*Checking my brake drum (**rotor)	Metal	Not deformed, NCBB,NIW,NNBM,SMT(axle)
	*Checking my brake shoes (**pads)	Metal	NCBB, Not worn too thin, no oil, grease or debris, NNBM,SMT(axle)
	Checking my slack adjuster and pushrod (**brake caliper)	Metal	NCBB,NIW,NNBM,SFT(axle) Slack adjuster has no more than 1" of play w/ brakes released
	Checking my brake chamber	Metal	No air leaks, NCBB,NIW,NNBM,SFT(axle)
	Checking my brake air lines	Rubber	NABC,NL,NNBM,SMT(brake chamber)
	Suspension		
Suspension	checking my U-bolts	Metal	NCBB,NIW,NNBM,SFT(leaf-springs)
	Checking my leaf springs	Metal	NCBB,NIW,NNBM,SFT(leaf-spring mounts)
	*Checking my bushings	Rubber	No cracks or chunks missing, NNBM,SMT(to the leaf-spring and leaf-spring mount)
	Checking my leaf spring mounts	Metal	NCBB,NIW,NNBM,SFT(frame)
	Checking my shocks	Metal	Not leaking, NNBM, SFT(frame)

Steering			
Steering	Checking my Steering Linkage (pitman arm, tie rod, draglink, steering knuckle)	Metal	NCBB,NIW,NNBM,SFT(axle)
	Checking my power steering box	Metal	No leaks, NCBB,NIW,NNBM,SFT(Frame)
	Checking my related hoses	Rubber	NABC,NL,NNBM,SMT(box)
	Checking my related hose clamps	Metal	Properly mounted and tightened, NNBM,SMT(box)
	Checking my power steering rod	Metal	No more than 1 inch of play, NCBB,NIW,NNBM,SFT(box)
ENGINE AND ACCESSORIES			
Engine and Accessories	Checking my engine oil level	Fluid	Pull out, clean, reinsert, pull out, obtain reading. No evidence of leaks
	Checking my power steering reservoir fluid level	Fluid	Pull out, clean, reinsert, pull out, obtain reading. SFT(Frame). Power steering pump is gear driven, NCBB, NL, SFT(Engine)
	Checking my related hoses	Rubber	NABC,NL,NNBM,SFT(Reservoir and pump)
	Checking my air compressor	Metal	NCBB,NL,NIW,NNBM,SFT(engine). Compressor is gear driven
	Checking my related hoses	Rubber	NABC,NL,NNBM,SFT(Compressor)
	**Checking my coolant level	Fluid	Check level through plastic or sight glass. Properly filled.
	**Checking my related hoses	Rubber	NABC,NL,NNBM,SFT(Reservoir, radiator and engine)
	**Water pump	Metal	Belt driven, no more than 3/4" play, NCBB,NL,NIW,NNBM,SFT(engine)
	Checking my alternator	Metal	Belt driven, no more than 3/4" play, NCBB,NIW,NNBM,SFT(engine)
	Checking my related cables	Cables	NRTFC,NNBM,SMT(alternator)
	*Checking my batteries	Plastic	No corrosion around terminals, no leaks, NCB, NNBM, SFT(battery box)
	*Checking my air tanks	Metal	No leaks, NCBB,NIW, NNBM, SFT(Frame)
Checking my fuse box	Plastic	NCB,NNBM,SFT(firewall) *Check for corrosion or signs a burn out fuse	
Proceed to "In cab Inspection" Page 11			
	*Means the item may not be accessible or too far out of reach to point or touch OR it could be located under part B of the inspection.		You can say "If I could check my ____, I would... then proceed to explain how to check the item even if you cannot reach it or see it.
	**Means the item may be located on the passenger side of the engine bay		You can wait until you walk around the passenger side of the vehicle to talk about this item.
	***This part is the equivalent of drum brake systems to disc brake systems		If you check a brake system that has drum brakes use the regular words. For disc brake systems, use the words in parenthesis

PART B (From firewall back to the mud flap of the tractor)



	Check paperwork and show emergency equipment		
	Go to COUPLING SECTION (Page 4) before continuing below		
	DRIVE AXLE SECTION		
	Wheels		
Wheels	Checking my tires	Tires	SWNABC, PI120PSI, CTG, VS-NCB-NL, EWA, 2/32TD
	Checking my rim	Metal	NCBB,NIW,SMT(axle)
	Checking my lug nuts		None missing, no rust trails, no deformation (oval-shape), no shiny treads
	*Checking my hub or axle seal	Plastic	No leaks, NCB,NNBM,SFT(axle)
	*Checking the space between the wheels (this is NOT a part is a condition)		They're evenly spaced with no debris between them
	You don't have to check all the wheels, in the axle or tandem		Just mention that you would do the same for all other wheels
	Brakes		
Brakes	*Checking my brake drum (rotor)	Metal	NCBB,NIW,NNBM,SMT(axle)
	*Checking my brake shoes (pads)	Metal	NCBB, Not worn too thin, no oil, grease or debris, NNBM,SMT(axle)
	*Checking my slack adjuster and pushrod (brake caliper)	Metal	NCBB,NIW,NNBM,SMT(axle)
	Checking my brake chamber	Metal	No air leaks, NCBB,NIW,NNBM,SMT(axle)
	Checking my brake air lines	Rubber	NRTH,NLA,NNBM,SMT(brake chamber)
	Suspension		
Suspension	checking my U-bolts	Metal	NCBB,NIW,NNBM,SFT(torque arm and axle)
	Checking my torque arm	Metal	NCBB,NIW,NNBM,SFT(torque arm mounts)
	*Checking my bushings	Rubber	No cracks or chunks missing, NNBM,SMT(torque arm and mount)
	Checking my torque arm mount	Metal	NCBB,NIW,NNBM,SFT(frame)
	Checking my shocks	Metal	Not leaking, NNBM, SFT(frame)
	Checking my air bags	Rubber	NABC,NL,NNBM,SFT(air bag mounts)
	Checking my air bag mounts	Metal	NCBB,NIW,NNBM,SFT(frame)

DOOR AND SIDE OF THE CAB SECTION			
Door and side of the cab	Checking my steps	Metal	They can hold my weight, NCBB,NIW,NNBM,SFT(frame)
	Checking my door (demonstrate operation)	Metal	Proper operation, NCBB,NIW,NNBM,SFT(frame)
	Checking my door seals	Rubber	No chunks missing, NRTH,SMT(door) (close the door)
	Checking my door mirror	Glass	NCB,NIS,NNBM,SFT(mirror mount)
	Checking my mirror mounts	Metal	NCBB,NIW,NNBM,SFT(door)
	Checking my side marker light/turn signal/hazard	Plastic	NCB,NSD,(amber),NNBM,SFT (door/mirror/frame)
	Repeat for any other lights		Know their function and then use wording to indicate what you check
	Checking my utility door	Metal	Operates properly NCBB,NIW,NNBM,SFT(frame)
UNDER THE CAB AND CATWALK SECTION			
Under the cab area and Catwalk	Checking my fuel tank	Metal	NCBB,NIW, checking my fuel bands, NNBM,SFT(frame), checking under tank for fuel leaks
	Checking my fuel cap	Metal	No leaks, NCBB, NIW, gasket seal is present No chunks missing, SMT(tank)
	*Checking my batteries	Mix	Refer to Part A, page 6 for instructions
	Checking my Exhaust System	Metal	No leaks, NCBB,NIW,NNBM,SFT(frame)
	Checking my driveshaft	Metal	NCBB,NIW,NNBM,SFT(driveline)
	Checking my main frame	Metal	NCBB,NIW,NNBM
	Checking my catwalk	Metal	It can hold my weight, NCBB,NIW,NNBM,SFT(frame)
	Checking my catwalk steps	Metal	It can hold my weight, NCBB,NIW,NNBM,SFT(frame)
	Checking my splashguard	Plastic	No missing pieces NCB,NNBM,SFT(frame)
Checking my mud flap	Rubber	No chunks missing, NNBM, SFT(Frame)	
REAR LIGHTS SECTION			
Lights	Checking my tail lights	Plastic	NCB,NSD,(Red),NNBM,SFT(Frame)
	Checking my brake lights	Plastic	My tail lights also serve as my brake lights
	Checking my turn signals	Plastic	My tail lights also serve as my turn signals
	Checking my hazard lights	Plastic	My tail lights also serve as my hazard lights
Proceed to "In cab Inspection" Page 11 & 12			
	*Means the item may not be accessible or too far out of reach to point or touch		You can say "If I could check my ____, I would... then proceed to explain how to check the item even if you cannot reach it or see it.

PART C (From the front of trailer, including coupling section to the tail of the trailer)



	Check your paperwork and show emergency equipment		
	Go to COUPLING SECTION (Page 4) before continuing below		
	FRONT OF TRAILER SECTION		
Front	Checking my headboard	Metal	NCBB,NIW,NNBM,SFT(trailer body)
	Checking my front clearance lights (top of trailer)		NCB,NSD,(amber),NNBM,SFT(body of the trailer)
	SIDE OF TRAILER SECTION		
Side Section	Checking my trailer box	Metal	No damage or holes Body panels NCBB,NIW,NNBM, SFT(frame)
	Checking my reflective tape		No missing pieces, SFT(trailer body)
	Checking my landing gear and cross members	Metal	NCBB,NIW,NNBM,SFT(frame)
	Checking my side marker light	Plastic	NCB,NSD,(amber),NNBM,SFT(trailer body)
	Checking my hazard/turn signal light	Plastic	My side maker light also serves as my hazard/turn signal
	TRAILER AXLES SECTION		
	Wheels		
Wheels	Checking my tires	Tires	SWNABC, PI110PSI, CTG, VS-NCB-NL, EWA, 2/32TD
	Checking my rim	Metal	NCBB,NIW,SMT(axle)
	Checking my lug nuts		None missing, no rust trails, no deformation (oval-shape), no shiny treads
	**Checking my hub or axle seal	Plastic	No leaks, NCB,NNBM,SFT(axle)
	Checking the gap between the drives (this is NOT a part is a condition)		They're evenly spaced with no debris between them
	You don't have to check all the wheels, in the axle or tandem		Just mention that you would do the same for all other wheels
	Brakes		
Brakes	*Checking my brake drum (rotor)	Metal	NCBB,NIW,NNBM,SFT(axle)
	*Checking my brake shoes (pads)	Metal	NCBB, Not worn too thin, no oil, grease or debris, NNBM,SMT(axle)
	Checking my slack adjuster and pushrod (brake caliper)	Metal	NCBB,NIW,NNBM,SFT(axle)
	Checking my brake chamber	Metal	No air leaks, NCBB,NIW,NNBM,SFT(axle)
	Checking my brake air lines	Rubber	NABC,NL,NNBM,SMT(brake chamber)

Suspension			
Suspension	Checking my axle cross member	Metal	NCBB,NIW,NNBM,SFT(u-bolts)
	Checking my U-bolts	Metal	NCBB,NIW,NNBM,SFT(leaf-springs)
	*Checking my leaf springs/torque arm	Metal	NCBB,NIW,NNBM,SFT(leaf-spring mounts)
	Checking my bushings	Rubber	No cracks or chunks missing, NNBM,SMT(leaf-springs)
	*Checking my leaf spring/torque arm mounts	Metal	NCBB,NIW,NNBM,SFT(frame)
	Checking my shocks	Metal	Not leaking, NNBM, SFT(frame)
	*Checking my air bags	Rubber	NABC,NL,NNBM,SFT(air bag mounts)
	*Checking my air bag mounts	Metal	NCBB,NIW,NNBM,SFT(frame)
Slider box Section			
Slider box	Checking my mud flap	Rubber	No chunks missing, NNBM,SFT(Frame)
	Checking my Frame	Rubber	NCBB,NIW,NNBM
	Checking my slider box and tandem release	Metal	NCBB,NIW,NNBM, Pins hold the box and the frame securely
	Checking my door safety hook	Metal	NCBB,NIW,NNBM,SFT(trailer body)
	*Checking my ABS light	Plastic	NCB,NSD,(amber),NNBM,SFT(trailer body)
	Checking my rear (side) clearance light	Plastic	NCB,NSD,(Red),NNBM,SFT(trailer body)
REAR OF TRAILER SECTION			
Rear lights			
Rear Lights	Checking my rear clearance lights (top)	Plastic	NCB,NSD,(Red),NNBM,SFT(trailer body)
	Checking my tail lights	Plastic	NCB,NSD,(Red),NNBM,SFT(Frame)
	Checking my brake lights	Plastic	My tail lights also serve as my brake lights
	Checking my turn signals	Plastic	My tail lights also serve as my turn signals
	Checking my hazard lights	Plastic	My tail lights also serve as my hazard lights
Doors			
Doors	Checking my door	Metal	NCBB,NIW,NNBM,SFT(Frame)
	Checking my door hooks / chain	Metal	NCBB,NIW,NNBM,SFT(door)
	Checking my reflective tape	Plastic	No missing pieces, SMT(trailer body)
	**Checking my lift gate mechanism	Metal	NCBB,NIW,NNBM,SFT(frame)
	**Means the item may not be accessible or too far out of reach to point or touch or may be non-existent. If it doesn't exist, omit talking about it.		You can say "If I could check my ____, I would... then proceed to explain how to check the item even if you cannot reach it or see it.
	*The trailer you inspect may have torque arm and airbags instead of leaf springs. If an item is not present, you do not need to mention it. Only mention the parts that you're able to check.		
Proceed to "In cab Inspection" Page 11 & 12			

IN-CAB INSPECTION (Always performed, after doing Parts A, B, C or D)

Pre-Ignition and glass inspection		
	Use 3-point contact, get in the cab behind the wheel	Check for paperwork of vehicle. (Registration-Cab card, Inspection, Insurance, IFTA permit)
	Checking my fuse box and fuses. (show location)	Check for corrosion or signs a burn out fuse
	Checking my seat belt	No rips or tears
	Checking my seat belt mounts	NCBB,NIW,NNBM,SFT(Cab)
	Checking my seat belt receiver	Fastens properly NCBB,NIW,NNBM,SFT(floorboard)
	Checking my mirrors	Properly adjusted for my seating position NCB,NIS
	Checking my windshield and windows	Clean, NCB,NIS,SMT(Frame/door)
Safe Start, gauge cluster inspection		
Safe start and gauge check	Turning my key on	Before starting the engine, I'm checking to see all my gauges sweep which indicates they are in proper working order
	With parking brake on and transmission in neutral. I'm doing a safe start	Check my gauges individually for proper working range
	Checking my oil pressure gauge	Reads in proper working range
	Checking my water temperature gauge	Reads in proper working range (if engine is cold, it will read below but should raise as engine warms)
	Checking my volt meter gauge	Reads in proper working range
	Primary/Secondary air tank gauges	Reads in proper working range
	Other gauges (Varies by truck)	You may have other gauges not listed here. Be familiar with them and ensure they're in range
Switches and Accessories		
Wording	Activating switch to demonstrate operation	ASDO
	Switch is in working condition / Switch and light are in working condition	SWC, SLWC
Switches and Accessories	Checking my parking light switch	ASDO, SWC, "Cluster also illuminates"
	Checking my headlight switch	ASDO, SWC
	Checking my high beams switch and light	Pull the stalk upwards and point at the blue headlight ASDO, SLWC
	Checking my turn signal stalk and left signal light	Point at blinking arrow "Moving the stalk down, activates my left blinker, ASDO, SLWC
	Checking my turn signal stalk and right signal light	Point at blinking arrow "Moving the stalk up, activates my right blinker", ASDO, SLWC
	Checking my hazard signals switch	Point at hazard lights ASDO, SLWC,
	Checking my windshield wipers	ASDO, SWC, wipers are not worn or with chunks of rubber missing, clean properly and SMT(frame)
	Checking my windshield washer fluid spray	ASDO, SWC, mister sprays evenly across windshield
	Checking my defroster and heater	ASDO, SWC. Reach the vents and verify air flows evenly towards the windshield
	Checking my air horn (highway horn)	ASDO, SWC "Emits the proper sound"
Checking my electric horn (city horn)	ASDO, SWC "Emits the proper sound"	
In cab inspection continues on the next page with the Air Brake Test		

AIR BRAKE TEST AND TUG TEST (Begin without a prompt from the examiner)

Setup	B	Block the wheels	Place chocks in the front and back of left steer
	R	Raise to 110 – 120 PSI	Start the engine and raise the air pressure to 110 psi or above, listen for the compressor cutoff.
	A	Air valves	Push the red and yellow air valves in, this RELEASES the brakes (hence the chocks)
	K	Kill the engine	Turn the key off to stop the engine
	E	Electric only	Without restarting the engine, turn the key back to “ON” and allow the gauges to do an electric sweep.
Brake Test	S	Static test 3PSI/min	Without touching anything, no pressure loss greater than 3PSI/minute is allowed
	A	Applied test 4 PSI/min	Press the service brake, no pressure loss greater than 4PSI/minute is allowed
	L	Low air test. On before 60 PSI	Pump the service brake, the alarm should come on before the pressure drops below 60 PSI
	E	Emergency test. On between 20-45 PSI	Continue pumping, the air valves should pop out when the pressure goes between 20 and 45 PSI
	S	Start truck 100 PSI in 90 seconds	Restart the engine and accelerate truck to 1000 RPMs to rebuild air pressure. Put away your chocks
Tug Tests and 5 MPH Test			
Tug Tests		Parking brakes test	“Valves are out so parking brakes are set. I will attempt to move the vehicle and it should not go forward” Put truck in drive and gently try to move.
		Tractor Parking brake test (Explain the test, then perform action described)	“I will release the parking brakes on trailer only (red valve in), I will attempt to move the vehicle and it should not go forward. Tractor brakes hold”
		Trailer brakes test (You reverse the valves, pull the red one and push the yellow one) (Explain the test, then perform action described)	“I will release the parking brakes on tractor only (yellow valve in), I will attempt to move the vehicle and it should not go forward. Trailer brakes hold”
5 MPH		5 MPH Test (Explain the test, then perform action described)	“I will release both brakes, and drive forward to 5 MPH, I will apply my service brake, vehicle stops without pulling to either side.