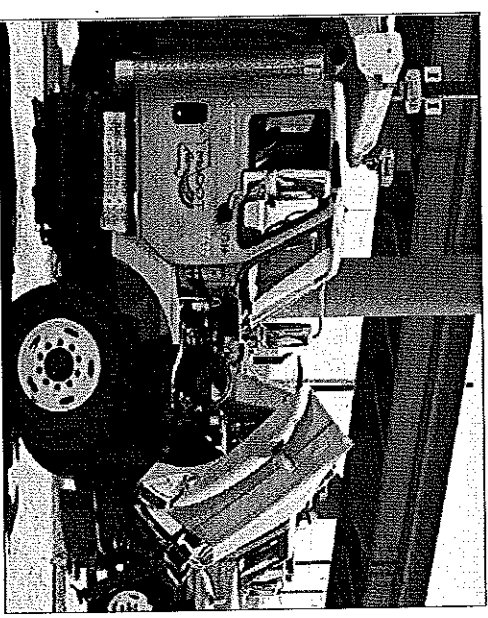


Knowledge Test

- You will have to take one or more knowledge tests depending on the class of license and endorsements.
- After passing the required test you will be issued a permit.
- You will need a permit to:
 - Train on any driving maneuvers
 - Operate a commercial vehicle with another operator
 - The ride along operator must have a valid CDL with a class rating that is the same or a class rating that is more than the permit holder

Pre-trip Inspection

- You will be required to complete a pre-trip inspection of the vehicle.
- The pre-trip inspection will cover all of the following:
 - Truck
 - Engine compartment
 - In-cab inspection
 - Engine start
 - Brake test
 - Trailer (class A only)



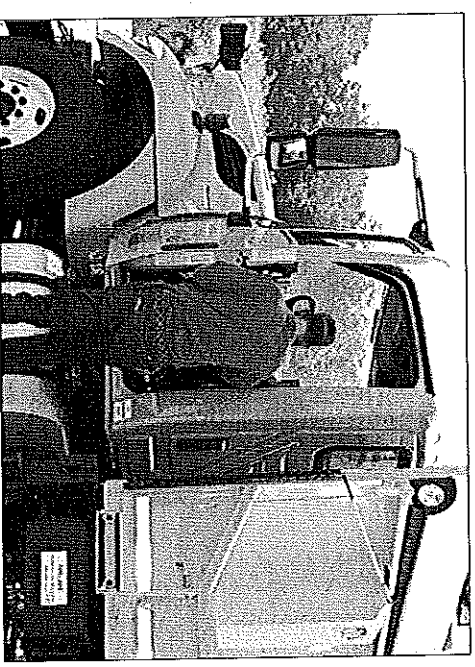


Pre-trip Inspection

- The pre-trip inspection will be administered as a partial or full inspection of the vehicle.
 - There is no given routine or "order" for the pre-trip inspection
 - You will "not" know what pre-trip you will be asked to perform
 - Will be chosen randomly on site by the CDL testing supervisor
 - Follow the examiners instructions as to what order or item that they want inspected.

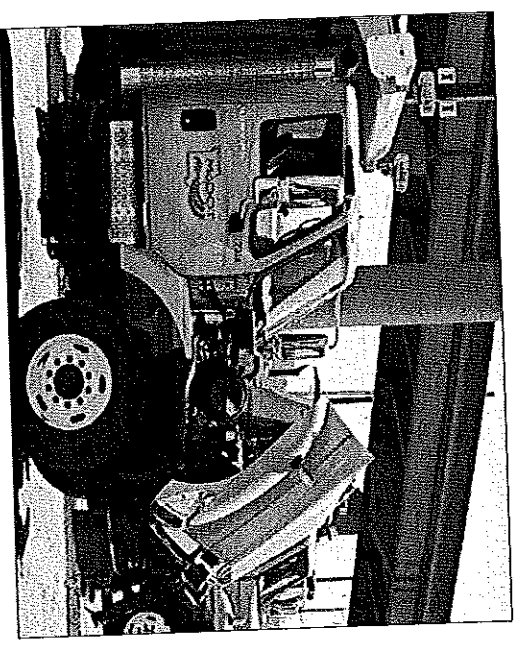
Pre-Trip Scenarios

- The following are the given scenarios possible based on number of people to be tested.
 - Example: 4 people are to test, 3 would get a partial and 1 would get a full inspection for the Class A inspection.
- Class A
 - 3 partial inspections
 - 1 full inspection
- Class B
 - 2 partial inspections
 - 1 full inspection



Pre-Trip Mandatory Items

- Class A will require an inspection of the coupling system.
- Class A and B will require the following regardless of a partial or full inspection. (core components)
 - In cab inspection
 - Engine start
 - Brake test



Pre-trip Side of Vehicle

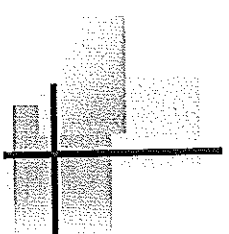
▪ Side of Vehicle

- Frame: no damage, no cracks or unnecessary welds, and no unnecessary holes.
- Drive Shaft: not bent or cracked, U-joints are secured and free of foreign objects.
- Exhaust System: mounted securely and connections are tight and no leaks.
- Rear Lights: no damage, mounted securely, proper color and no obstructions.

Pre-trip Trailer

▪ Trailer

- Pintle Hitch Receiver: mounted securely, no missing or loose nuts or bolts, no damage.
- Glad Hands and Receivers: mounted securely, no damage, locked in place, no leaks, air lines are not damaged, leaking, or pinched.
- Electrical Plug: firmly seated and locked in place, electrical cord not pinched or damaged.
- Safety Chains: no damage, welded to trailer and secure, no cracks in welds, connected to truck and secure, all pins and hooks in place and secure.
- Landing Gear: landing gear in full up position, mounted securely, no loose or missing bolts, handle in tow position, no visible damage.
- Header Board: properly mounted, no broken welds.



Pre-trip Trailer

- Lights (side/left/right): no visible damage, mounted securely, no obstructions, proper color.
- Frame: no visible damage, no cracks, broken welds, no holes, no damage to cross members, box and floor.
- Tandem Release: (if equipped): locked in transport position.
- Tiedowns: mounted securely, no cracks in welds, straps, chains and binders are secured.
- ABS System Check: The ABS malfunction lamp should be located on the left side, either on front or rear corner of the trailer. The malfunction lamp comes on at startup for a bulb check and then goes out quickly. If the lamp stays on after the bulb check, you may have lost ABS control on one or more wheels.

Pre-trip In Cab Inspection

In Cab Inspection / Engine Start

- Seat Belt: put on, inspect for securely mounted, adjustable and latches properly.
- Horn: make sure it works.
- Emergency Equipment: check for properly rated spare fuses, fully charged fire extinguisher, 3 red reflective safety triangles
- Mirrors and Windshield: mirrors should be clean and adjusted properly; windshield should be clean, no illegal stickers and no damage.
- Gear Shift and Start: gear selector in neutral/park, check for proper clutch free play, start engine (allow air pressure to build) and release clutch slowly.
- Steering Wheel Play (with engine running): turn wheel and inspect play, no more than 10 degrees of play. Example: no more than 2" of play on a 20" steering wheel].

Pre-trip In Cab Inspection

■ Gauges

- Oil Pressure: climb to normal range and working
- Temperature: climb to normal operating range and working
- Ammeter/Voltmeter: check to make sure the alternator is charging
- Air Pressure: check to see that air pressure climbs to normal operating pressure (100-125 psi) and working.
- Lighting Indicators: check the following for proper operation: left turn, right turn, emergency 4-way flashers, and high beam indicator.
- Windshield Wipers: wiper arms and blades secure and not damaged and operating smoothly, windshield washers operate correctly.
- Heater / Defrosters: turn on and select cab, cab/defrost/mix and defrost to make sure each works properly.



Pre-trip In Cab Inspection

ABS Light

- ABS System Check: The ABS malfunction lamp should be located on the instrument panel. The malfunction lamp comes on at startup for a bulb check and then goes out quickly. If the lamp stays on after the bulb check, you may have lost ABS control on one or more wheels.

Pre-trip Engine Compartment

Engine Compartment

- Overall View: Look at the front of the truck for leaning, indication of suspension failure.
- Any Leaks and Hoses: puddles on the ground dripping fluids from engine and -transmission inspect hoses for condition and leaks.
- Oil Level: indicate where dipstick is and explain where to check level and how to add oil, oil level should be in operating range and above refill mark.
- Coolant Level: inspect reservoir sight glass or when engine is not hot remove cap and inspect, indicate where to check level and fill reservoir.
- Belts: check for proper tension, crack and frays. Belt(s) should not have more than $\frac{3}{4}$ " of play at center of belt.

Pre-trip Engine Compartment

Engine Compartment

- Power Steering: indicate where power steering reservoir is at and where to check for fluid level.
- Power Steering Pump: gear driven (must tell examiner), check that it is working properly, no damage, no leaking, and mounted securely.
- Water Pump: working properly, no damage, not leaking, mounted securely.
- Alternator: working properly, no damage, mounted securely, all electrical connections are not damaged and connected securely.
- Air Compressor: gear driven (must tell examiner), working properly, no damage, mounted securely (nuts tight), not leaking, all lines connected properly, secure, not leaking and not damaged.

Pre-trip Truck and Steering

Truck and Steering

- Headlights, Turn Signals, Marker Lights and Running Lights: no damage and working properly, mounted securely, no visible obstructions, proper color.
- Steering Wheel Shaft: not bent, not loose, no damage and all connecting points are secure.
- Steering Gear Box: no damage, mounted securely (no missing or loose nuts or bolts), not leaking and power steering hose not damaged or leaking at gearbox.
- Pitman Arm: no damage, not bent or cracked, all joints are not worn or loose and not damaged, all nuts, bolts and cotter keys are secure and in place.
- Drag Link: no damage, not bent or cracked, all joints are not worn or loose and not damaged, all nuts, bolts and cotter keys are secure and in place.
- Steering Arm: no damage, not bent or cracked, all joints are not worn or loose and not damaged, all nuts, bolts and cotter keys are secure and in place.
- Tie Rod: no damage, not bent or cracked, all joints are not worn or loose and not damaged, all nuts, bolts and cotter keys are secure and in place.

Pre-trip Suspension

▪ Suspension Inspection

- Leaf Springs: not cracked, shifted, broken or missing, if $\frac{1}{4}$ or more are missing vehicle is out of service, and check auxiliary springs where required.
- Spring Mounts: properly secured to frame, no loose or missing nuts and bolts, no cracks or damage.
- U-Bolts: properly secured and in place, no loose or missing nuts and bolts, no cracks or damage.
- Shock Absorber: no leaks, secure, no missing nuts or bolts, and no damage.

Pre-trip Brakes

▪ Brakes

- Hoses/Lines: secured properly, no cracks, frays or worn, and no leaks.
- Brake Chamber (Air): mounted securely, no loose or missing nuts and bolts, not leaking, and no dents/cracks.
- Slack Adjuster: securely mounted, no broken, loose or damaged parts, all pins/cotter keys in place. With brakes released, no more than 1" of play.
- Brake Drum: securely fastened, no missing nuts/bolts, no cracks, dents or holes.
- Brake Linings: not worn thin or damaged - if visible.



Pre-trip Wheels

- Wheels

- Rim: not bent or damaged, no welds (repaired)
- Lug Nuts: all lug nuts are in place and secure, no damage or cracks, not loose (shiny threads or rust streaks), and bolt holes not cracked.
- Spacer: not bent, damaged and wheels not touching.
- Hub Oil Seal: proper fluid level (sight glass), not leaking and all nuts/bolts in place and secure.

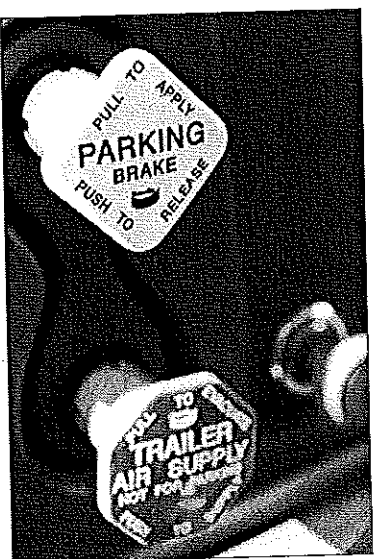
Pre-trip Side of Vehicle

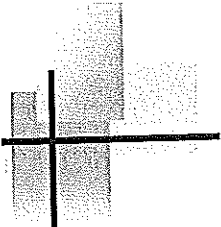
▪ Side of Vehicle

- Mud Flap: not damaged, properly secured, no nuts/bolts missing.
- Mirrors: frame not damaged, mounted securely, no missing nuts/bolts, and mirror glass not damaged, cracked or dirty.
- Driver's Door: no damage - opens and closes properly, mounted securely, and all nuts/bolts are not loose or missing.
- Fuel Tank: mounted securely to frame, fuel cap is on and tightly secured, no damage to tank, and no leaks.
- Battery Box: box secured to frame, batteries are secure, connections are tight, no corrosion, and box door is secured.

Air Brake Test

- There will be 3 air brake tests that are required.
- You must pass all 3 air brake inspections to pass the CDL test.
- The following are the three air brake tests:
 - Parking brake hold
 - Leak test
 - Emergency "pop-out"





Parking Brake Check

- Build air pressure to 100-125 psi
- Apply parking brake only
- Shift into forward gear
- Gently pull against the brake to see if it holds

Test Air Leak Rate

- Pressure up to 100-125
- Shut off engine
- Set key to Acc. "on"
- Release brakes "push in"
- Apply foot brake and hold for one minute
- Check to see that the air pressure does not drop more than:
 - 4 psi for combination units
 - 3 psi for single unit

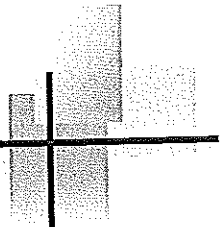
Emergency "Pop Out" Check

- This inspection will check a couple of air brake items. The low warning indicators (light and horn) and the spring brakes.
 - ✓ For class B test, disregard the trailer section and do not release "push in" the trailer brake valve.



Emergency "Pop Out" Check

- Engine off/Ignition on Acc. "from last check"
- Release brakes "push in"
- Fan off air pressure using the foot brake
- Fan brake rapidly to activate the low pressure warning light and horn (60 psi)
- Continue fanning off air pressure until the trailer protection valve sets "pops out" (40 psi)
- Continue fanning off air pressure until the truck protection valve sets "pops out" (20 psi)

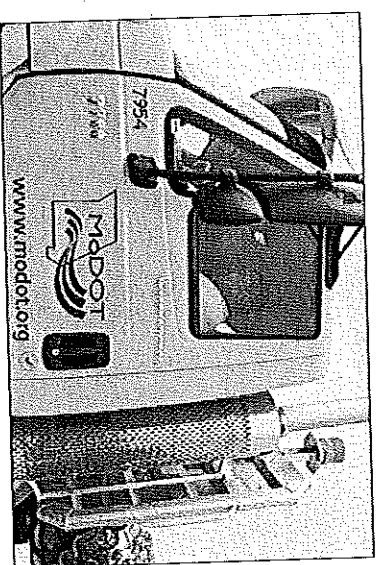


Basic Control Skills

- To evaluate the drivers basic skills in controlling the vehicle and judging its position in relation to other objects
- Is essential for safe control of the vehicle
- Required in many different driving situations

Skills Test

- There will be 6 different exercises.
 - The test will require 3 of the 6 possible
 - The 3 will be randomly drawn by the CDL test supervisor
- Must complete the exercises as intended

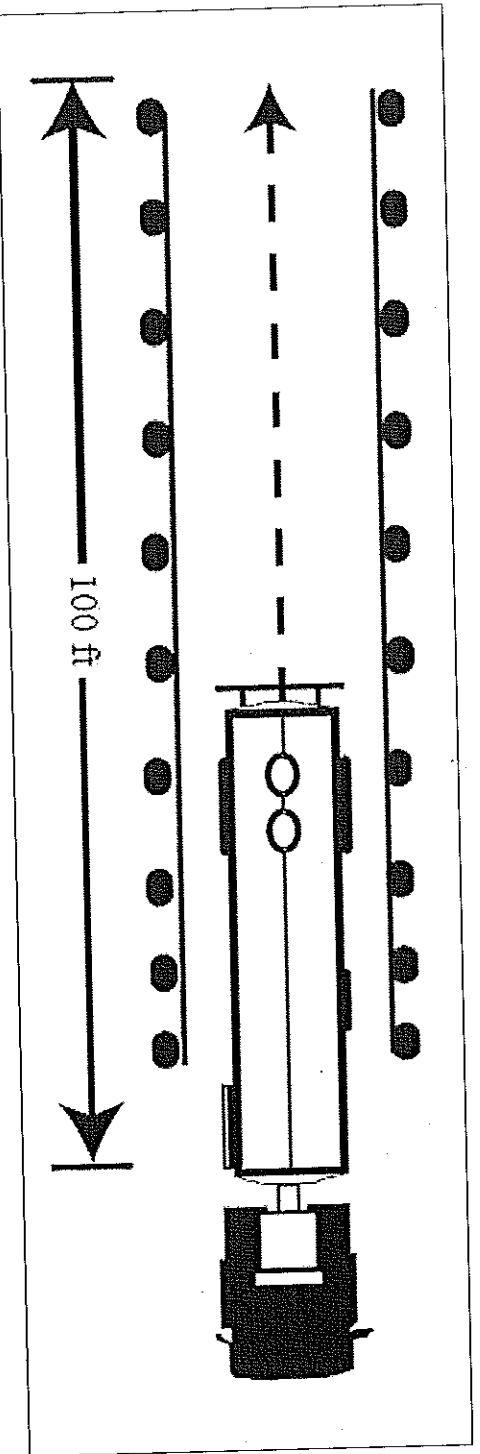


Skills Test

- The following is a list of the 6 possible skills tests that will be given.
 - If you do not pass the skills test, you will "not" be allowed to take the road test
- 1) Straight line backing
- 2) Offset backing right
- 3) Offset backing left
- 4) 90° alley dock
- 5) Drivers side parallel park
- 6) Passenger side parallel park

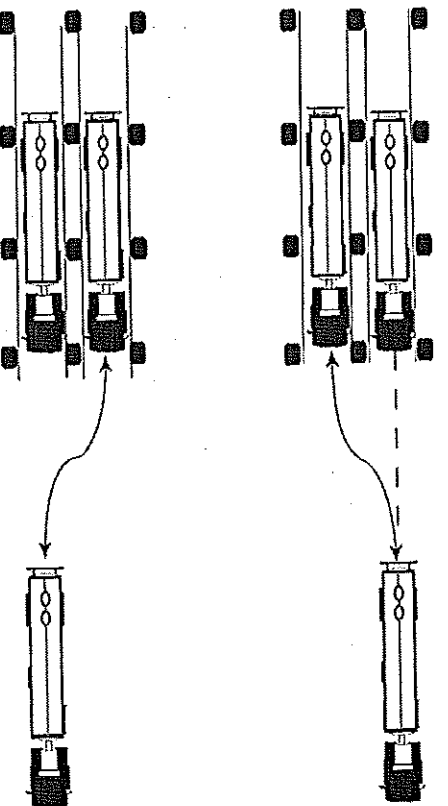
Straight Line Backing

- Pull straight through and then back straight through.
- No stop boxes
- Must keep vehicle straight at end of maneuver

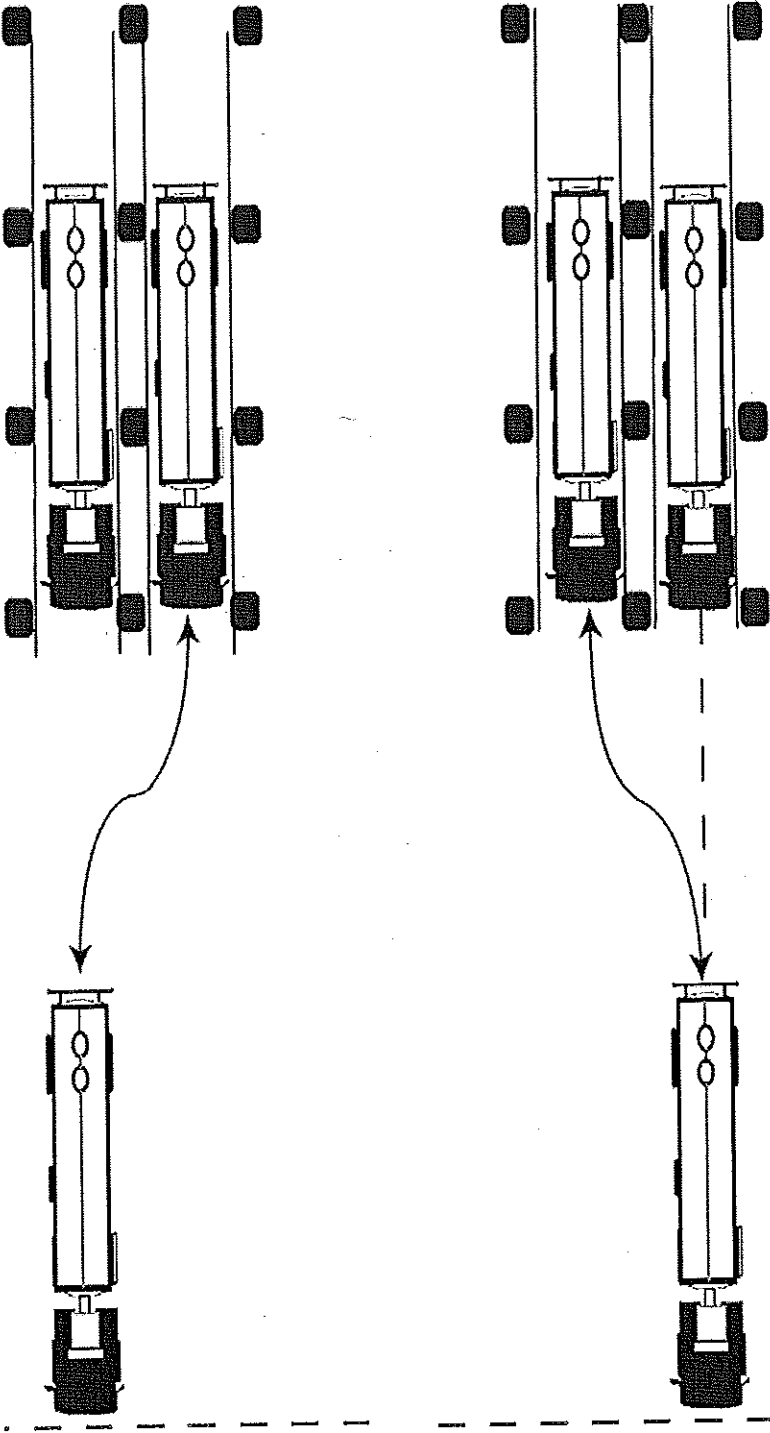


Offset Backing

- Pull straight forward on opposite side of alley that you are to back into
- Front of vehicle must be inside the boundary
- After completing the first maneuver, repeat the process - only back into the opposite side



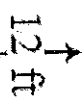
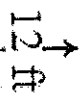
Offset Backing Diagram



Offset Dimensions

Dimensions

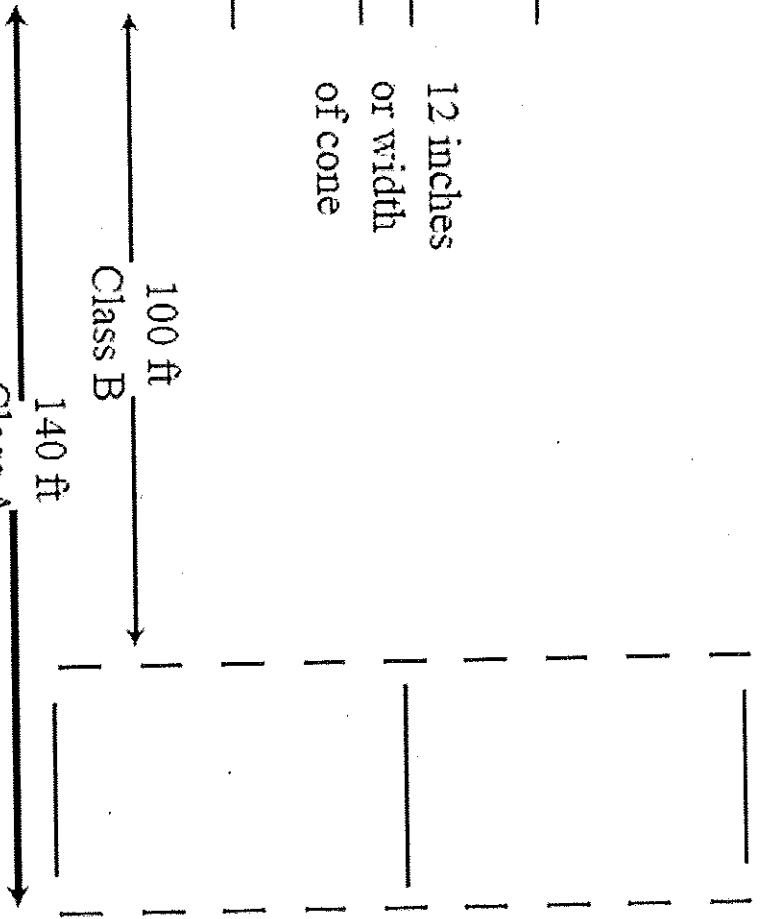
Minimum of 40' or length of vehicle



12 inches
or width
of cone

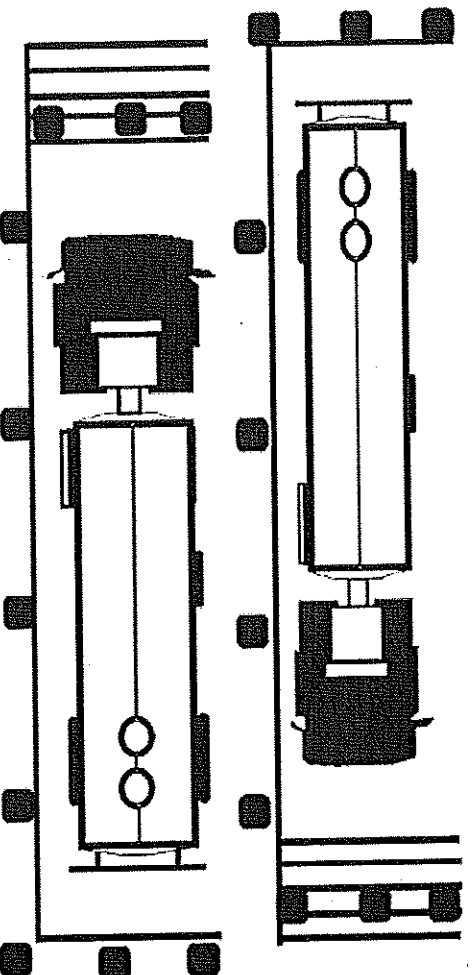
100 ft
Class B

140 ft
Class A



Parallel Park

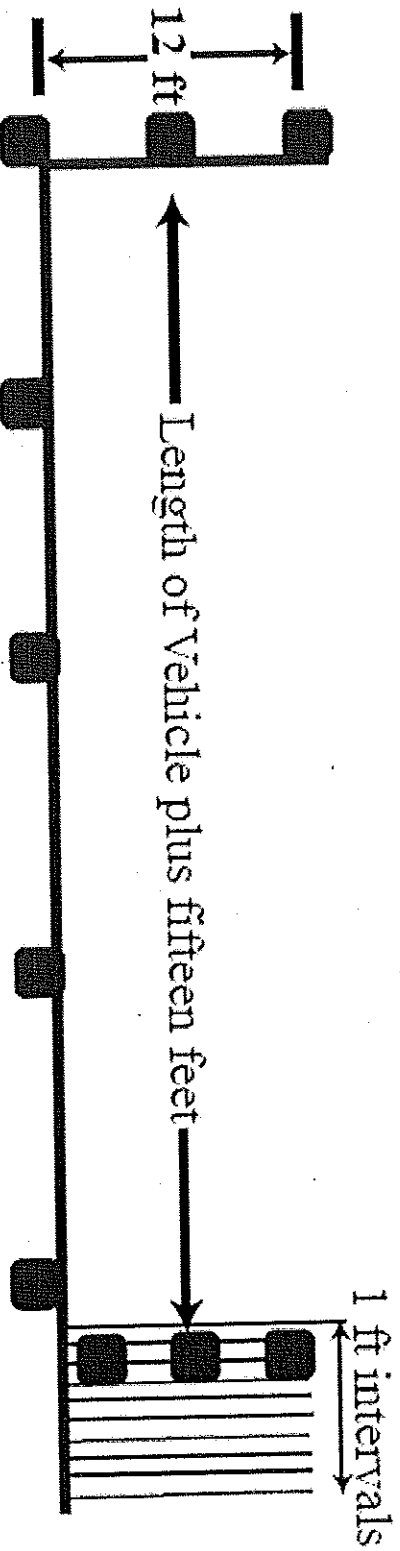
- Parallel park "entire" vehicle into the boundary
- Boundary is length of vehicle plus 15 feet
- Parallel park from driver side
- Parallel park from passenger side



Parallel Park Dimensions

- No stop box

Dimensions

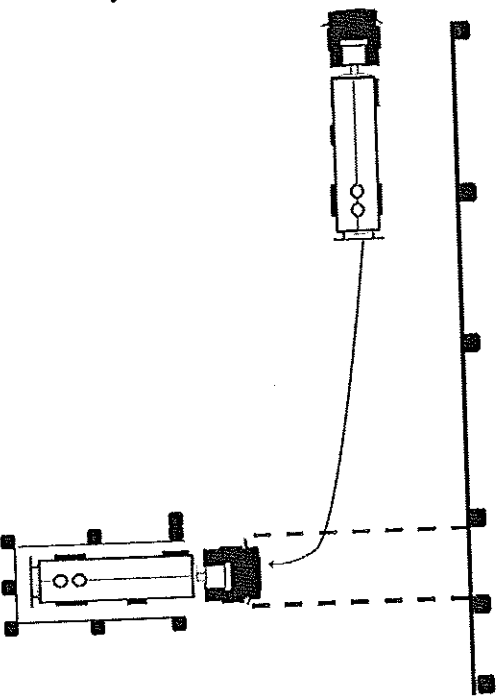


90° Alley Dock

- Must start parallel to the boundary line 90° to the alley dock.
- Can maneuver as needed to complete the test.
- Must stop back of vehicle inside stop box without encroachment.

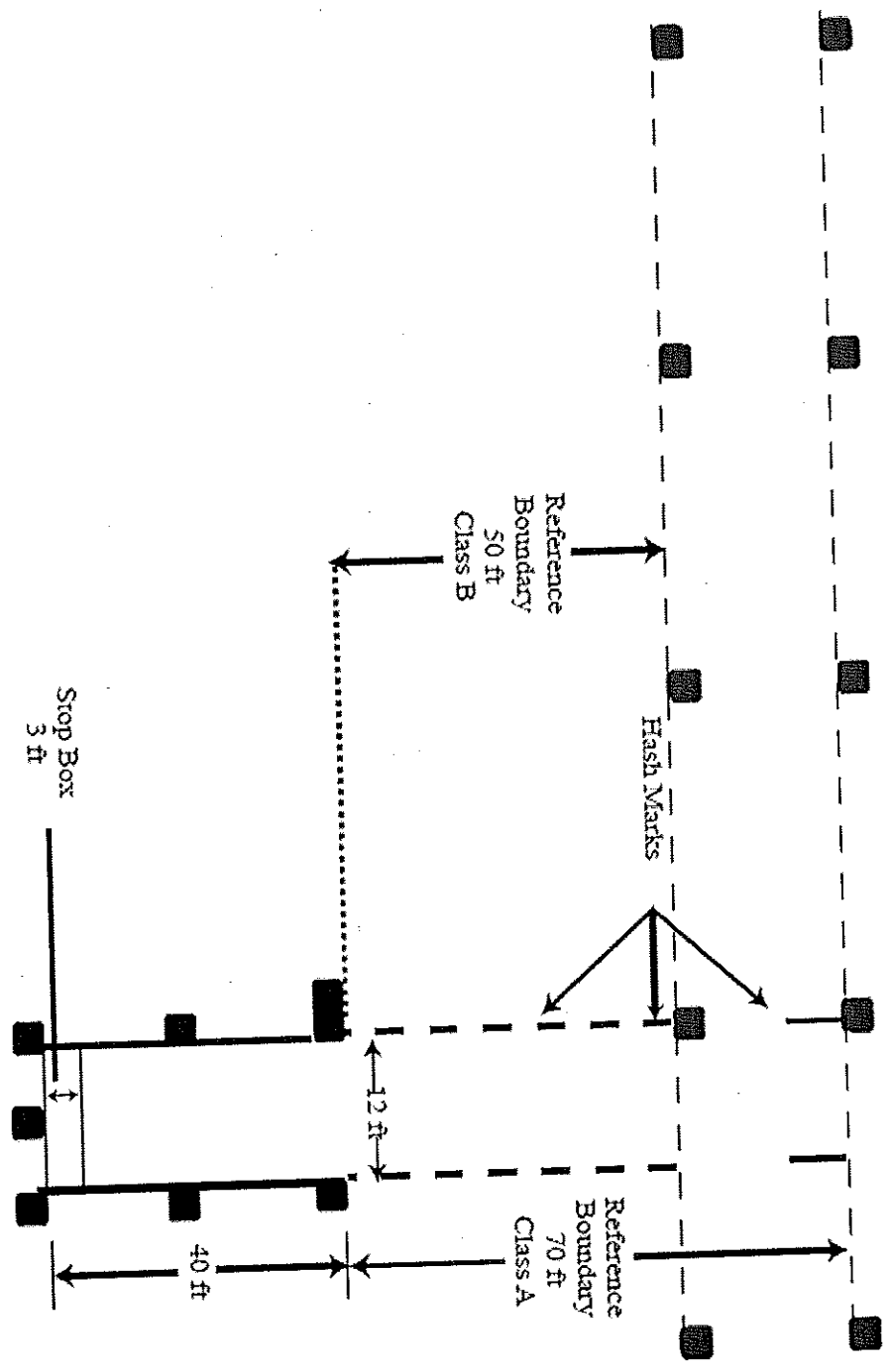
✓ Includes stop box

✓ Stop box is increased to 3 feet

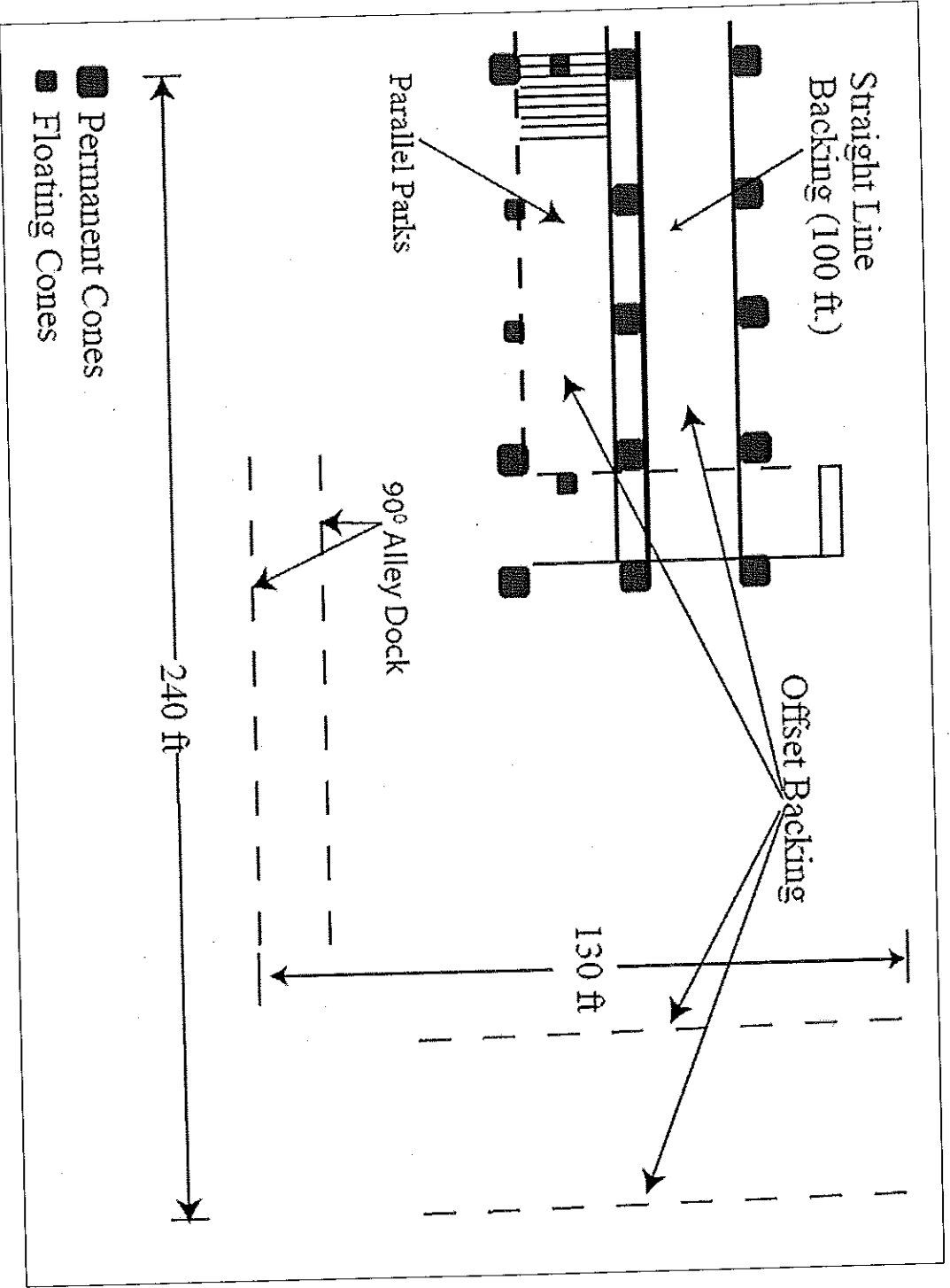


90° Alley Dock

- Only maneuver with a stop box.
- Stop box is 3 feet deep.



Skills Course "Limited Space"



Skills Test Points

- 12 points minimum on total skills test score to pass
- 13 points or more is failure



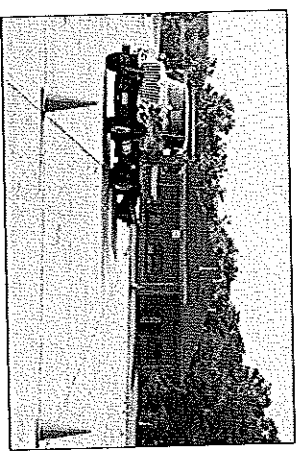


Pull-Ups

When a driver stops and reverses direction to get a better position, it is scored as a pull-up

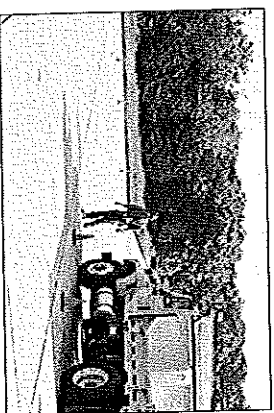
Pull-Ups

- You will be given free pull-ups during the skills test.
- Excessive pull-ups (more than allowed) will be counted as an error. (points deducted)
 - 2 free pull-ups on each exercise (except for the straight line backing)
 - 1 free pull-up for straight line backing
- You are encouraged to use your free pull-ups



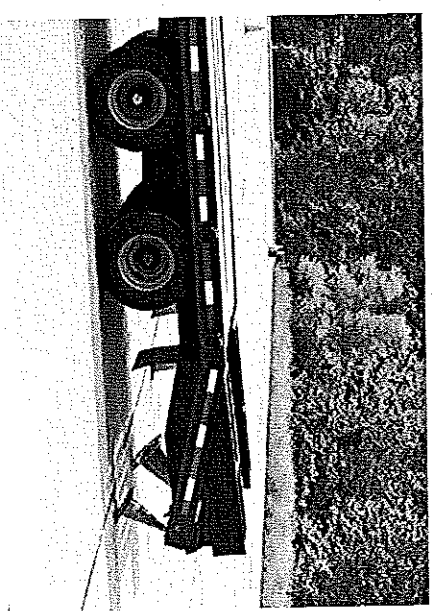
Get Out and Look

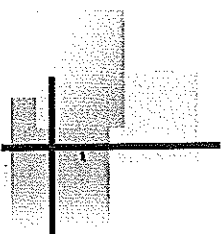
- You will be given a free "get out and look" (Vehicle Exits) during the skills test.
- Excessive vehicle exits (more than allowed) will be counted as an error. (points deducted)
 - 2 free get out and look on each exercise (except for straight line backing)
 - 1 free get out and look for the straight line backing.
 - You are encouraged to use your free get out and look.



Encroachments

- You will be stopped by the examiner once an encroachment has occurred (blow whistle)
- Once stopped, you will be required to perform a pull up and then try again
- Points will be deducted for each time you touch or encroach the boundary line



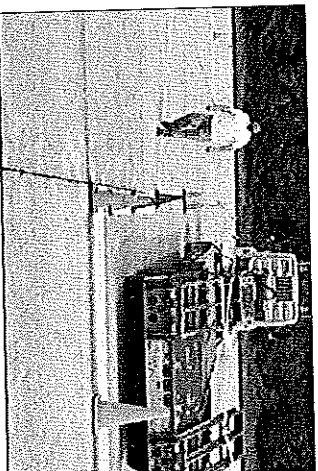


Encroachment Deductions

- Encroachments will cause a deduction of the following:
 - 1 pull-up
 - 1 encroachment (2 maximum allowed)
 - 2 point deduction for each encroachment
 - 1 point deduction for each pull-up after free pull-up(s) are used

Final Position

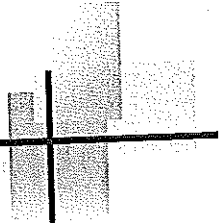
- Finish each exercise as instructed by the examiner.
- Must be completed within the boundaries of the maneuver without encroachments.
- Must make a good faith effort to complete as best as you can (use the get out and look/pull ups).
- 10 point deduction for not being in the final position
 - Truck and/or trailer must be square/straight inside the boundaries



Road Test

- Third and final part of the hands-on CDL test
- Review the road test practice form





Purpose of the Road Test

- To evaluate that the driver has the minimum level of skill to drive in most road situations.
- The driver will drive over a pre-determined route.
- You must plan and set up the route(s) to be used (unless this has already been done).
- Once the route has been established, it can be used as long as conditions allow.



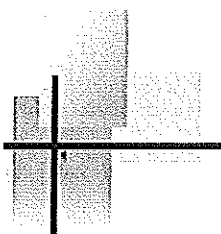
Road Test Required Maneuvers

- Turns left and right (4)
- Approach to intersection (4)
- Stops (4)
- Negotiating curves
- Merge on
- Lane changes (left and right)
- Exits (ramps)

Road Test Required Maneuvers

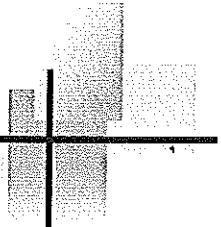
Cont'd

- Intersections (stop and drive through)
- Drive on urban and rural highways
- Approach (up hill/down hill)
- Stop/start (up grade/down grade)
- Resume from stop (up grade/down grade)
- Drive up grade
- Drive down grade
- Curve (driving through a curve)
- Rail road crossing
- Bridges and overpasses



Additional Road Test Maneuvers

- Simulated down grade
- Simulated up grade
- Low clearance
- Weight restrictions
- Traffic signs and signals
- Speed (Legal, control up grade and down grade)



Automatic Failure

- The following items will be considered as an automatic failure:
 - Failure to buckle seat belt prior to the test
 - Fail to use 3- point contact in and out of vehicle
 - Improper crossing of rail road crossings
 - Traffic violation or disobeyed signs and or signals
 - Fail to yield
 - Fail to avoid a crash
 - Vehicle travels over sidewalk or curb