

Thumb CDL 2024

IN-CAB

Point to, or touch, every item that you inspect.

PMS= Properly Mounted and Secure. CDL= Cracks, Damage and Leaks.

Do Not Change Order.

Make It Easy: All 5's

5 safety items

1. **Seat belt:** Properly mounted and secure, not cracked or damaged, no cuts or frays, adjusts properly, and latches and unlatches.
2. **Horns:** ensure that both horns are operational.
3. **Fire extinguisher:** Properly mounted and secure, Not cracked or damaged, Properly rated and charged.
4. **Triangles:** Properly mounted and secure, not cracked or damaged. I have three and they are the proper color.
5. **Fuses:** I have spare fuses in the fuse box.



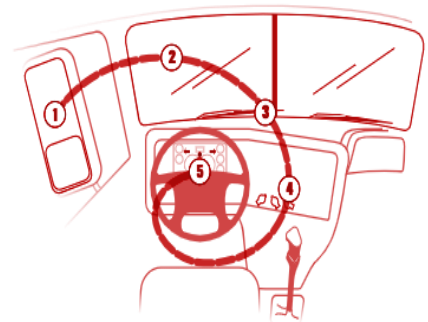
Safe Start

Tell the examiner these steps before you perform them:

1. **Parking brake is set**
2. **Transmission in neutral, and the clutch is depressed.**
3. **Turn key on (for the ABS light on the dash to come on and then go off, and the gauges sweep.) and Start the engine**

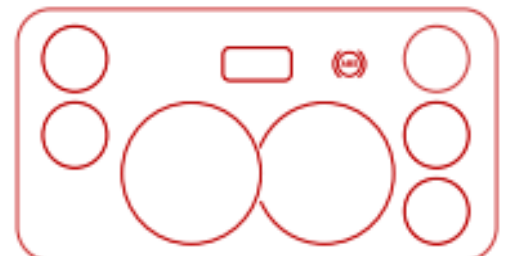
5 in-cab items (MUST POINT AT EACH ITEM WHILE DESCRIBING)

1. **Mirrors :** Properly mounted and secure, not cracked or damaged, Clean and adjusted to my liking from inside the truck.
2. **Windshield:** Properly mounted and secure, not cracked or damaged No illegal stickers or obstructions, and clean.
3. **Windshield Wipers:** Properly mounted and secure not cracked or damaged. No rips or tears in blades. Works with washer fluid.
4. **Heater/Defroster:** demonstrate both are operational on all fan settings
5. **Dashboard Light Indicators:** (turn lights on) Dash is properly illuminated, Left signal works, right signal works, High beam works, Four way flashers both work.



5 gauges (MUST POINT AT EACH ITEM WHILE DESCRIBING)

1. **Oil Gauge:** operational, rising to proper operating range
2. **Temperature Gauge:** operational, rising to proper operating range.
3. **Voltmeter:** operational, proper operating range, and charging
4. **Air Gauges:** building air to proper operating range and will max out 120-140 psi
5. **Warning Lights:** no warning lights on the dash.



Brake Check

(Explain each step before performing them.)

Parking Brake: release trailer brake (push RED valve IN), tug lightly against it. Now do the same to yellow.

Service Brake: (brake pedal) release parking brake (BOTH valves should be IN), pull forward to 5 mph, depress clutch and brake while lightly gripping the steering wheel; check if vehicle pulls to the left or right.

Your air pressure should drop below 100 psi. If not, press your foot brake a few times to get the compressor to start building air.

Air Brake Test! (THE NEXT 4 STEPS MUST BE PERFORMED to avoid an automatic fail on the Pre-Trip). Pay special attention to the notes below regarding the engine and the key.

1. **Air Compressor check:** **The engine on.** fast idle (about 1000 rpm) the truck up to 120-140 psi, at which point the governor cut-out should occur. You'll hear air release after the cut-out.

- A. Turn the truck off, leave your hand on the key when the engine stops, turn the key to ACC.
- B. Check that both valves (red and yellow) are pushed in

2. **Brakes Applied Test:** **Turn the engine off, leave the key on, and push-in the air valves.** Depress and hold the brake pedal, air gauges can not lose more than **4 psi in 1 minute** in a Class A vehicle. (3 psi for Class B) .

3. **Low Air Warning:** **The engine is off, the key is on, and the air valves are pushed-in.** Fan brake pedal until the air gauge reads ~ **Before 55 psi** at which point a low -air light and buzzer should come on.

4. **Emergency Spring Brakes:** (Pop-Out): **The engine is off, the key is on, and the air valves are pushed-in.** Continue fanning the brakes down to **approximately 40 PSI**, at which point the brake valves should pop out. Look at the valves, not the air gauge. Do not pull the valves out! They should pop-out on their own.

Note: Turn the engine off. Turn the key on for the last 3 steps. This simple step will save an automatic failure.

If you did any of the above steps wrong you may tell the examiner that you made a mistake and that you need to redo the air brake test, go back to Air Compressor check and start over.

If everything went well, and he did not interrupt your in cab inspection you would say **THIS COMPLETES MY IN CAB INSPECTION. NOW WE WILL GO OUTSIDE.** Before getting out of the truck you want to make sure your Headlights are on and the key is on without the motor running, brakes are set and the truck in neutral.

Light Check

Leaks, Leans, Lights (3 L's)

Stand in front of the truck.

I have RED Lights on the back of my truck and trailer and AMBER everywhere else.

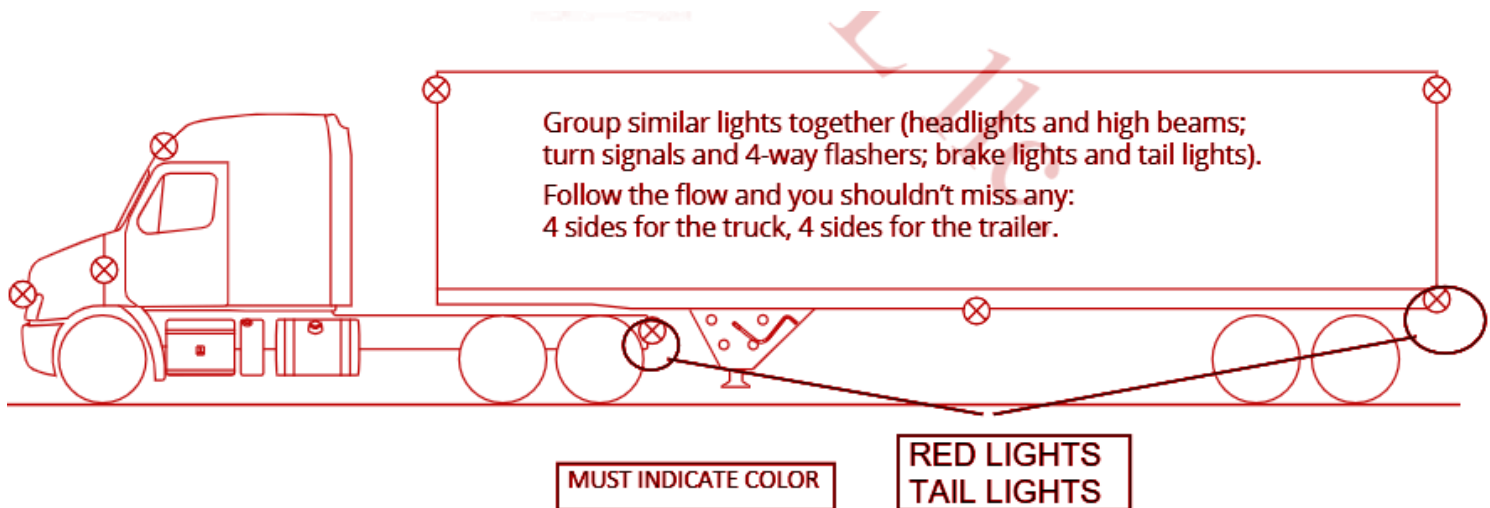
Ensure there are no **LEAKS** underneath the engine compartment. (no puddles or dripping fluids)

Next, make sure the truck isn't **LEAN**-ing to one side which could indicate a suspension problem or low tire pressure.

My Headlights, marker lights, and overhead cab lights are properly mounted and secure, not cracked or damaged, no moisture and are working properly.

Check the front of the truck for any other damage.

Tell the tester you'll note all damage on your Inspection Report



TRUCK: clearance lights headlights, left turn, right turn, high beams and 4-way flashers, brake lights.

Left side of truck: clearance light left turn 4-way flasher

Rear of Truck: tail lights, brake lights left turn right turn 4-way flasher

Right side of truck: clearance light right turn 4-way flasher DOT tape proper amount and color.

TRAILER: clearance lights

Left side of trailer: clearance light left turn 4-way flasher ABS light not cracked or dirty, proper color

Rear of trailer: clearance lights tail lights, brake lights left turn, right turn 4-way flasher

Right side of trailer: clearance light right turn 4-way flasher DOT tape proper amount and color.

Lights

Marker Lights

My headlights, marker lights, and overhead cab lights are properly mounted and secure, not cracked or damaged, no moisture, and are working properly.

Then you walk around the truck POINTING out marker lights and reflectors. Marker light with reflector on the front of my truck. Then marker light on side of truck, front of trailer, rear of truck, side of trailer with reflector, ABS light and rear corner of trailer. Then back to the trailer. Then walking back up the other side. Rear corner marker light, side of trailer with reflector, back of truck, front corner of trailer, side of truck, and front of truck with reflector.

Left Turn Signal, High Beam Headlights

Then turn Left signal on and High Beams. My High beams on front of the truck are working properly. Then while pointing at them, "My left signal on front of truck, side of truck, rear of truck, side of trailer, and back of trailer are working properly.

Right Turn Signal.

The right turn signal of front of my truck, side of truck, rear of truck, side of trailer, and rear of trailer are working properly.

Hazards.

Turn hazards on, go to the front of the truck and say my hazards in front of the truck are working. Then walk out to the side of the truck so you can see light on the side of the truck and trailer flashing. Say my hazards are working. Then you would say this side of the truck and trailer. Then go back to the drivers side and point them out walking, say my hazards on this side are working. So side of truck, back of truck, side of trailer, and rear of trailer.

At this point you will tell him you have the proper amount and color of DOT tape on the sides and back of the truck and trailer.

Then you will ask him if he will check your brake lights for you. You will then get in the truck, shut all lights off, push the brake pedal and wait for his signal.

Once that is done you will get out of the truck. Remove key from ignition and set on floor

Engine Compartment

Point to, or touch, every item that you inspect. All Hardware Present and Tight.

Passenger side:

Alternator: Properly mounted and secured not cracked or damaged all hardware present and tight (belt or gear driven)

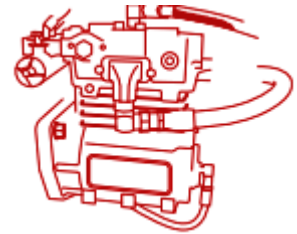
Wires: are properly mounted and secure all hardware present and tight on both ends, no frayed, or bare wires, and no corrosion.

Belt: properly mounted and secure, not cracked or damaged, not cut or frayed. No loose fibers and has no more than ½ inch to ¾ inch of play.

Water Pump: (follow the large hose from the bottom of the radiator to find w.p.) Properly mounted and secure, no cracks or damage. All hardware present and tight. It is (Belt or Gear) driven and not leaking.

Coolant Reservoir: Properly mounted and secure not cracked or damaged. All hardware present and tight, filled between min and max and not leaking.

Hoses: Are properly mounted and secure on both ends, not cracked or damaged. Not cut or cracked, all hardware present and tight and not leaking.



Drivers side:

Hoses and Wires: I would check all my hoses and wires on this side like the passenger side.

Air Compressor: Properly mounted and secure, not cracked or damaged. All hardware present and tight. It is (BELT or GEAR) driven, no audible air leaks or oil leaks.

Power Steering Pump: Properly mounted and secure, no cracks or damage. All hardware present and tight. It is (BELT or GEAR) driven and not leaking.

Oil: Point at dipstick and Fill Point: This is where I would check and fill my oil and that it's at the proper range.

Power Steering Reservoir And Hoses: Properly mounted and secure, not cracked or damaged. All hardware present and tight, filled between min and max. Hoses connected at both ends and no leaks.

Steering

Power Steering Box: Properly mounted and secure not cracked or damaged.

All hardware is present and tight and there are no leaks.

4 Components of the Steering Linkage: Properly mounted and secure, not cracked or damaged. All hardware present and tight including castle nuts and cotter pins. No loose joints and is properly greased.

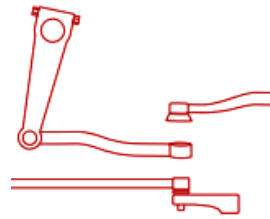
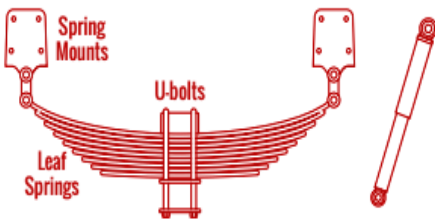
Suspension

Spring mounts: front and rear Properly mounted and secure, not cracked or damaged. All hardware present and tight including the bushings.

Leaf Springs: Properly mounted and secure, not cracked or damaged. All hardware present and tight and they are not shifting or scissoring.

U-bolts: Properly mounted and secure, not cracked or damaged. All hardware is present and tight.

Shock Absorber: Properly mounted and secure, not cracked or damaged. All hardware present and tight and not leaking any oil.



Brake/ Wheel and Tires

Brakes

Brake Hose: Properly mounted and secure, not cracked or damaged, split or cut.

All hardware present and tight on both ends . No audible air leaks.

Brake Chamber & Clamp: Properly mounted and secure not cracked or damaged.

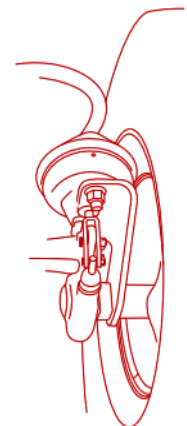
All hardware present and tight. No audible air leaks.

Slack Adjuster and Push Rod: Properly mounted and secure, not cracked or damaged,

All hardware present and tight. There is no more than one inch of play when brakes are released and pulled by hand.

Brake Drum: Properly mounted and secure ,not cracked or damaged, free of grease and debris .

Brake Linings : Properly mounted and secure, not cracked or damaged, Not worn dangerously thin.



Wheel/Tire



Tire: Properly mounted and secure, not cracked or damaged, no cuts or bulges on sidewall. Tread is evenly worn and has more than 4/32 seconds of tread.

Valve Stem: Properly mounted and secure, not cracked or damaged. Cap is present and tight. This is where I would check and fill my air with an air gauge. (do not kick tires)

RIM: Properly mounted and secure, not cracked or damaged, not bent, no welded repairs.

Lug Nuts: Properly mounted and secure, not cracked or damaged, no shiny threads, or rust trails indicating a loose nut.

Hub Oil Seal: Properly mounted and secure, not cracked or damaged. All hardware present and tight, filled to the proper level, and not leaking



Driver Door Area

Mirror bracket: Properly mounted and secure, not cracked or damaged. All hardware present and tight.

Door: My door, door seals, door hinges, are properly mounted and secure, not cracked or damaged. The door opens and closes like it should.

Fuel tank: My fuel tank, fuel cap, and fuel lines are properly mounted and secure, not cracked or damaged. No drips or puddles indicating any leaks.

Cat Walk and Steps: Properly mounted and secure, not cracked or damaged. All hardware is present and tight free of any debris.

Exhaust: Properly mounted and secure, not cracked or damaged. All hardware present and tight. No black soot indicating any leaks.

Frame/cross member : Properly mounted and secure, not cracked or damaged, not bent or twisted, no broken welds.

Drive Shaft: Properly mounted and secure not cracked or damaged. All hardware is present and tight, no debris wrapped around it, not bent, and is properly greased.

Air lines: My air lines are properly mounted and secure on both ends, not cracked or damaged. All hardware present and tight, not cut or worn and no audible air leaks.

Electrical line: Properly mounted and secure, not cracked or damaged. All hardware is present and tight. There are no bare or corroded wires, and wires are not dragging on frame and cat walk.

Torsion Bars: Properly mounted and secure, not cracked or damaged. All hardware present and tight including the bushings.

Drive Axle

BE PREPARED TO PERFORM BRAKES, TIRES, AND SUSPENSION ON EVERY AXLE.

Suspension

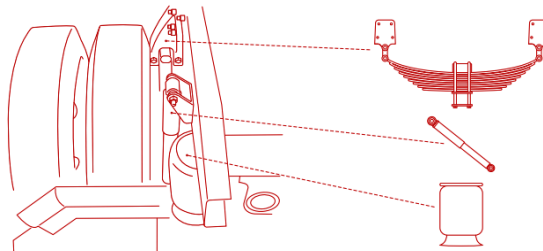
Spring mounts: Properly mounted and secure, not cracked or damaged. All hardware is present and tight, including the bushings.

Leaf Springs: Properly mounted and secure, not cracked or damaged. All hardware present and tight, not shifting or scissoring.

U-bolts: Properly mounted and secure, not cracked or damaged. All hardware present and tight.

Shock absorber: Properly mounted and secure, not cracked or damaged. All hardware present and tight, and not leaking.

Air Bags: Properly mounted and secure, not cracked or damaged. All hardware present and tight. Not cut or torn and no audible air leaks.



Brakes

Brake Hose: Properly mounted and secure on both ends, not cracked or damaged. All hardware present and tight. No audible air leaks.

Brake Chamber & Clamp: Properly mounted and secure, not cracked or damaged. All hardware is present and tight. No rust holes or audible air leaks.

Slack Adjuster and Push Rod: Properly mounted and secure, not cracked or damaged. All hardware is present and tight. There is no more than 1 inch of play when brakes are released and pulled by hand.

Brake Drum: Properly mounted and secure, not cracked or damaged, free of grease and debris.

Brake Linings : Properly mounted and secure, not cracked or damaged. All hardware present and tight, not worn dangerously thin.

Wheel/Tire inside / outside

Dual Tires: Properly mounted and secure, not cracked or damaged. No cuts or bulges in side walls, tread is evenly worn, and no less than 2/32 of tread. This is a dual bud system so check for gaps and debris between wheels.

Valve Stems: Properly mounted and secure, not cracked or damaged, caps are present and tight. This is where I would check and fill my air pressure with an air gauge.

Rims: Properly mounted and secure, not cracked or damaged, or bent. no weld repairs.

Lug Nuts: Properly mounted and secure, not cracked or damaged. No shiny threads or rust trails indicating a loose nut.

Bolt hole: free of cracks or distortion.

Hub Axle Seal: Properly mounted and secure, not cracked or damaged. All hardware present and tight, not leaking.



Splash Guards : Properly mounted and secure, not cracked or damaged. All hardware present and tight and is the proper height off ground.

Proper clearance: I have the proper clearance from truck frame to landing gear for turning.

Fifth Wheel Assembly / Trailer

Fifth Wheel Assembly

Apron: Properly mounted and secure, not cracked or damaged. All hardware present and tight. No gap between apron and skid plate and properly greased.

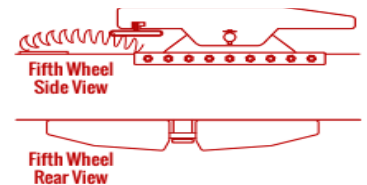
Skid Plate: Properly mounted and secure not cracked or damaged. All hardware present and tight and is properly greased.

Release Handle: Properly mounted and secure, not cracked or damaged. All hardware present and tight and in lock position.

Platform: Properly mounted and secure, not cracked or damaged. All hardware present and tight.

Kingpin : Properly mounted and secure, not cracked or damaged. Not bent or excessive wear, no kingpin lock and properly greased.

Locking Jaws: Properly mounted and secure, not cracked or damaged. All hardware is present and tight. No excessive wear, securely locked around the kingpin and properly greased.



Trailer

HEADERBOARD: Properly mounted and secure, not cracked or damaged. All hardware present and tight and able to stop cargo.

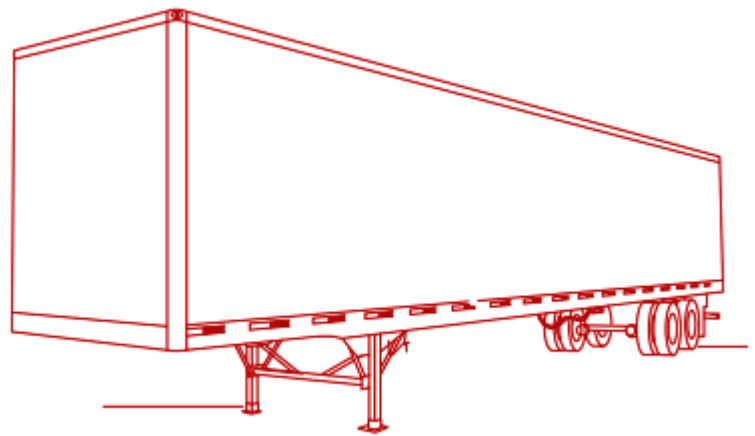
Trailer Deck: Properly mounted and secure, not cracked or damaged. All hardware present and tight. No missing boards or holes and able to hold a load.

Tie Down Straps: Properly mounted and secure, not cracked or damaged, not cut or frayed, able to secure a load.

Landing Gear: My landing gear cross supports and pads are properly mounted and secure, not cracked or damaged. All hardware is present and tight and in the travel position.

Landing Gear Handle: Properly mounted and secure, not cracked or damaged. All hardware present and tight and in the travel position.

Trailer Frame & Cross member : Properly mounted and secure, not cracked or damaged. All hardware present and tight, not bent or twisted, and no broken welds



Trailing Arm Mount: Properly mounted and secured, not cracked or damaged. All hardware present and tight including the bushing.

Trailing Arm: Properly mounted and secure, not cracked or damaged. All hardware is present and tight.

U Bolts: Properly mounted and secure, not cracked or damaged. All hardware is present and tight.

Shock Absorber: Properly mounted and secure, not cracked or damaged. All hardware present and tight including the bushings, not leaking any oil.

Air Bags: Properly mounted and secure, not cracked or damaged, not cut or torn. All hardware is present and tight, no audible air leaks.

Brakes

Brake Hose: Properly mounted and secure on both ends, not cracked or damaged. All hardware is present and tight. No audible air leaks..

Brake Chamber & Clamp: Properly mounted and secured, not cracked and damaged. All hardware is present and tight, no rust holes or audible air leaks.

Slack adjuster and pushrod: Properly mounted and secure, not cracked or damaged. All hardware is present and tight, no more than 1 inch of play when the brakes are released and pulled by hand.

Brake Drum: Properly mounted and secure, not cracked or damaged. Free of grease, debris, and cracks.

Brake Linings : Properly mounted and secure, not cracked or damaged. All hardware present and tight and not worn dangerously thin.

Trailer wheel/ back of trailer

Wheel/Tire inside / outside

Dual Tires: Properly mounted and secure, not cracked or damaged. No cuts or bulges in the side walls, tread is evenly worn, and there is at least 2/32 of tread. This is a dual bud system so I would check between the tires for debris and gaps.

Valve Stem: Properly mounted and secure, not cracked or damaged, cap is present and tight. This is where I would check my air pressure with an air gauge. No audible air leaks (do not kick tires).

Rims: Properly mounted and secure, not cracked or damaged, or bent. no weld repairs.

Lug Nuts: Properly mounted and secure, not cracked or damaged, no shiny threads or rust trails indicating a loose nut.

Bolt hole: Free of cracks.

Hub oil Seal: Properly mounted and secure, not cracked or damaged. All hardware is present and tight, and not leaking.

Back of Trailer

Splash Guards: Properly mounted and secure, not cracked or damaged. All hardware present and tight, and is the proper height off the ground.

DOT Tape: I have the proper amount and color of DOT tape around my trailer and on the back of my truck.

