



Pre - Trip Class A Combination Vehicle

Having a Tuff Time Learning Your Pre – Trip.

It is a must that you pass the Pre – Trip to become a Class A Driver. So Let Us Help You Get that Done. **We are not a School.** We do not do any personal one on one Training. We are just a Company interested in offering information to help you Study, or Refresh yourself. We want to Share some of our experiences. The Packet can show how to do a Pre – Trip, Maneuvering the Tractor Trailer, Road Information, and Much More.

Learn how to **Flow through** the **IN Cab**, and **Around** the **Outside** of the **Tractor & Trailer**. We have information for the **90 Point** Pre – Trip, and the most recent **32 Point** Pre – Trip.

What is your Driving Career Worth to You?

You are looking at a Career with Salaries that allow you to obtain, \$50, \$60, \$70, \$80.000 or more a year. In the Truck Driving Field. You can Start Driving for many different Types of Companies, Regional, Local, Over the Road, Owner Operator, or Start your Business in Putting your own Owner Operator on the Road.

At this point in time. There is a Projected an approximately 2,410,000 Truck Diving Jobs Available by the year **2032. (You only need One.)**

Introducing: The Pre – Trip Smooth Flow Study Packet.

This is a Pre – Trip Packet That You Can Understand.

The PDF File to be Delivered to your Device.

Upon Receiving your Payment. Files will be Forwarded to your Email or Gmail Account.

(Not Available in Hard Copy).

Contact Us At – PTSmoothFlow@gmail.com



Step By Step Pre - Trip Smooth Flow & More – You will Receive in the Packet PDF Files, such as.

- 1. 1 Pre - Trip Smooth Flow: Master Study Packet.**
- 2. 1 Pre - Trip Smooth Flow: Test Check Sheet.**
- 3. 1 Pre - Trip Smooth Flow: In - Cab Slip Sheet.**
- 4. 1 Pre – Trip Smooth Flow: Terms, Words and Phrases -Useful Information.**
- 5. 1 Pre – Trip Smooth Flow: Suggestions Sheet.**
- 6. 1 Pre – Trip Smooth Flow: Word Definitions A-Z.**
- 7. 1 Pre – Trip Smooth Flow: Foundation Savings Log Chart.**
- 8. 1 Pre – Trip Smooth Flow: Drop and Hook.**
- 9. 1 Pre – Trip Smooth Flow: How to Use the Packet.**
- 10. 1 Pre – Trip Smooth Flow: Shifting Tips.**
- 11. 1 Pre – Trip Smooth Flow: 90 Alley Dock.**
- 12. 1 Pre – Trip Smooth Flow: Straight Line.**
- 13. 1 Pre – Trip Smooth Flow: Blind Side Parallel.**
- 14. 1 Pre – Trip Smooth Flow: Sight Side Parallel.**
- 15. 1 Pre – Trip Smooth Flow: Blind Side Off Set.**
- 16. 1 Pre – Trip Smooth Flow: Sight Side Off Set.**
- 17. 1 Pre – Trip Smooth Flow: Your Light Check Inspection.**
- 18. 1 Pre – Trip Smooth Flow: How to Find the Center in Steering.**
- 19. 1 Pre - Trip Smooth Flow: Direction to your Delivery Facilities Sheet.**
- 20. 1 Pre – Trip Smooth Flow: Interview the Employer Prior to Hire.**
- 21. 1 Pre – Trip Smooth Flow: Military Time Chart.**
- 22. 1 Pre – Trip Smooth Flow: Overview Combined Maneuver 2023.**
- 23. 1 Pre – Trip Smooth Flow: Secrets to Doing the Maneuvers.**
- 24. 1. Pre – Trip Smooth Flow: 401K To an IRA Account.**
- 25. 1. Pre – Trip Smooth Flow: Study Packet 32 Categories.**
- 26. 1. Pre – Trip Smooth Flow: Combined Maneuverability 2023**



When Ordering Your Pre – Trip Smooth Flow Packet

Choose the Standard Stick Shift, or the Automatic Shift.

Determine when you plan to have the Examiner do your Outside Light Check - (A or B).

(Then Choose Which Test Packet is Best for You?)

Pre - Trip Smooth Flow

4 Types of Packets to Choose From.

Master Your Smooth Flow

Light Illumination Check by The Examiner,

Can be done after the In Cab or At the End of the Whole Pre – Trip Test. We have a Pre – Trip that Starts in the Cab with the Air Lose Test First, and Pre - Trip Strating with the Governors Shut Off First. Depending on the State you live in. Make sure you know the Rules in your State.

Standard or Automatic.

Are \$500.00 – Plus. Tax, per Each Packet. We are Currently Offering are Packets for \$250.00 each, Plus Tax. To Celebrate our Brand-New Adventure in Helping you Change Your Life. (Hard Copies are not Available.)

A. B. C. or D.

This Offer of \$250.00, Plus Tax. Is a Small Introductory Price for the *Right Now Climate of the Trucking Industry*. The Need for Truck Drivers Today is in High Demand. These Packages are an attempt to Help you get a Product in your hand. That can Explain How to Flow Smoothy Though Your Pre – Trip. And several



other Files of useful Information. This whole ideal came out of a Passion, that we have, to see You Win. Allow us to invest our experiences into yours.

Standard Shift (A)

A. Examiners Light Inspection - Checked Right after Your (In Cab Test).

- 1. 1 Pre – Trip Smooth Flow – Master Study Sheet (A.) (After the In Cab).**
- 2. 1 Pre – Trip Smooth Flow – Test Check Sheet (C.) For the Walk Around Check Off.**
- 3. 1 Pre – Trip Smooth Flow – In Cab Slip (G.) For Brake and Air Lose Set Up.**
- 4. 1 Pre – Trip Smooth Flow – Terms, Words and Phrases – Useful Information.**
- 5. 1 Pre – Trip Smooth Flow - Suggestions Sheet.**
- 6. 1 Pre - Trip Smooth Flow - Word Definitions A-Z.**
- 7. 1 Pre – Trip Smooth Flow - Foundation Savings Log Chart.**
- 8. 1 Pre – Trip Smooth Flow - Drop and Hook.**
- 9. 1 Pre– Trip Smooth Flow– How to use the Packet. – Explanation Sheet.**
- 10. 1 Pre – Trip Smooth Flow - Shifting Tips.**
- 11. 1 Pre – Trip Smooth Flow - 90 Alley Dock.**
- 12. 1 Pre – Trip Smooth Flow - Straight Line.**
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- 15. 1 Pre – Trip Smooth Flow – Blind Side Off Set.**
- 16. 1 Pre – Trip Smooth Flow – Sight Side Off Set.**
- 17. 1 Pre – Trip Smooth Flow – Your Light Check Inspection.**
- 18. 1 Pre – Trip Smooth Flow – How to Find the Center in Steering.**
- 19. 1 Pre – Trip Smooth Flow – Direction to your Delivery Facilities Sheet.**
- 20. 1 Pre – Trip Smooth Flow – Interview the Employer Prior to Hire.**
- 21. 1 Pre – Trip Smooth Flow – Military Time Chart.**
- 22. 1 Pre – Trip Smooth Flow – Overview Combined Maneuver 2023.**
- 23. 1 Pre – Trip Smooth Flow: Secrets to Doing the Maneuvers.**
- 24. 1 Pre – Trip Smooth Flow: 401K To an IRA Account.**
- 25. 1 Pre – Trip Smooth Flow: Study Packet 32 Categories.**
- 26. 1 Pre – Trip Smooth Flow: Combined Maneuverability 2023.**



Standard Shift (B)

B. Examiners Light Inspection - Checked After You Complete the Whole (In & Outside Pre - Trip).

- 1. 1 Pre – Trip Smooth Flow – Master Study Sheet (B.) (At the End of Whole In & Outside Test.)**
- 2. 1 Pre – Trip Smooth Flow – Test Check Sheet (D.) For the Walk Around. Check Off.**
- 3. 1 Pre – Trip Smooth Flow – In Cab Slip (G.) For Brake and Air Lose Set Up.**
- 4. 1 Pre – Trip Smooth Flow – Terms, Words and Phrases - Useful Information.**
- 5. 1 Pre – Trip Smooth Flow - Suggestions Sheet.**
- 6. 1 Pre-Trip Smooth Flow - Word Definitions A-Z.**
- 7. 1 Pre – Trip Smooth Flow - Foundation Saving Log Chart.**
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- 25. 1 Pre – Trip Smooth Flow: Study Packet 32 Categories.
- 26. 1 Pre – Trip Smooth Flow: Combined Maneuverability 2023.

Automatic Shift (C)

C. Examiners Light Inspection - Checked Right After Your (In Cab Test).

- 1. 1 Pre – Trip Smooth Flow – Master Study Sheet (A.) (After the In Cab).
- 2. 1 Pre – Trip Smooth Flow – Test Check Sheet (E.) For the Walk Around Check Off.
- 3. 1 Pre – Trip Smooth Flow – In Cab Slip (G.) For Brake and Air Lose Set Up.
- 4. 1 Pre – Trip Smooth Flow – Terms, Words and Phrases - Useful Information.
- 5. 1 Pre – Trip Smooth Flow - Suggestions Sheet.
- 6. 1 Pre-Trip Smooth Flow - Word Definition A-Z.
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Automatic Shift (D)

D. Examiners Light Inspection - Checked After You Complete the Whole (In & Outside Pre - Trip).

- 1. 1 Pre - Trip Smooth Flow – Master Study Sheet (B.) (At the End of Whole In & Outside Test).**
- 2. 1 Pre – Trip Smooth Flow – Test Check Sheet (F.) For the Walk Around Check Off.**
- 3. 1 Pre – Trip Smooth Flow – In Cab Slip (G.) For Brake and Air Lose Set Up.**
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Pre – Trip Smooth Flow

Statement of Purpose

Our Smooth Flow Goal is to help people all over the Nation to understand and learn their Pre-Trip. Our attempt is to make it a little easier to understand how to **Flow** as you learn.

The Pre-Trip is where it all Starts on the Road to becoming a Professional Truck Driver. We will attempt to show you how too Smoothly Flow **(In and Around)** the Tractor and Trailer.

We have also included additional information in this packet. Various areas from our own 39 years of personal experience and understanding of Trucking. To help you in your Smooth Flow learning experience.

We will also continue to add additional Smooth Flow information, in different areas of the Truck Driving Profession as we see fit.

We are not, or do we claim to be a School of any kind. We are just sharing our information as we see fit.

We also reserve the right to make changes as we see fit. This industry is forever changing.

Pre - Trip Smooth Flow LLC.

PTSmoothFlow@gmail.com



Pre – Trip Smooth Flow

We would like to know from what state you are coming from

First Name: _____ Last Name: _____

Email/Gmail: _____

School/Company/Personal: Name: _____

City: _____ State: _____ Zip: _____

Packet Choice

Standard Shift Packet **(A)**: _____

Standard Shift Packet **(B)**: _____

Automatic Shift **(C)**: _____

Automatic Shift **(D)**: _____

Pre - Trip Smooth Flow LLC.

Contact Us At: PTSmoothFlow@gmail.com



Pre – Trip Smooth Flow Disclaimer

This Packet is not claiming to be the only way of passing your series of Test, or the easy way out of Practicing or Studying for it.

But this is a Helpful way of learning the material by Studying and Practicing for them.

We are Offering our own Experiences, and Insight. We Suggest that you attend a Truck Driving School for your State Regulated Training, to obtain the needed Certificates for your CDL License.

Again, we are not, or claim to be a school of any kind, this also is not an Easy way, but a way of Helping you Study for your CDL Test.

The content of this Pre – Trip Smooth Flow Packet, cannot be Copied, Without the Written Consent of the Pre – Trip Smooth Flow Company. Copying Is Prohibited.

Upon the Receiving of your \$250.00 payment. We will forward the Pre – Trip Smooth Flow Packet of your choice, by Email or Gmail. (Hard Copies are not available.)

Be patient with us. We are a new startup company. (Kris this statement may not be necessary.)

Pre - Trip Smooth Flow LLC.

PTSmoothFlow@gmail.com



BLIND SIDE - OFF SET

You Must First Make Your Reasonable Attempt. By Allowing the Trailers ICC Bar Too Get Behind the First Set of Cones Square. Then you can pull forward. If you do not. You must pull all the way back to the starting point, and start over.

2 Free Pull Ups – A 3rd Pull Up Starts Counting Points

2 Free Get Outs – A 3rd Get Out, Is an Automatic Fail.

OVERVIEW

TURN: ONE WHOLE LEFT (L). ALL THE WAY RIGHT (R). 2 WHOLE TURNS LEFT (L). TO GET STRAIGHT. LOOK FOR GREEN CONE IN THE TOP LEFT MIRROR. IF YOU DON'T SEE IT, FIRST MAKE THE ADJUSTMENT TO FIND THE GREEN CONE. STRAIGHTLINE BACK TO THE REASONABLE ATTEMPT, ALL THE WAY RIGHT (R). TO BEND THE TRAILER INTO THE LANE. TURN ALL THE WAY LEFT (L). TO GET STRAIGHT (S). OR PULL FORWARD TO GET STRAIGHT (S). THEN STRAIGHTLINE BACK INTO THE LANE. (DON'T OVER STEER.) NOTE: WATCH YOUR TRACTOR TIRES. WHEN THEY ARE STRAIGHT (S) WITH THE TRAILER. YOU ARE STRAIGHT (S).

SET YOUR SELF UP

FOLLOW THESE STEPS. IF THE SET UP IS OFF. THEN MAKE THE ADJUSTMENTS.

1. PULL FORWARD, CENTERING THE TRACTOR AND TRAILER, WHILE GOING ALL THE WAY THROUGH THE LANE, UP TO THE GREEN CONE THAT IS FURTHER OUT. (THIS GREEN CONE OUT THERE IS CENTER, IN THE SAME PLACE AS THE FRONT GREEN CONE ON YOUR RIGHT SIDE IN THE LANE.) {STAY STRAIGHT}. IT MUST BE ON YOUR RIGHT SIDE WHEN YOU STOP.
2. THE TRACTOR AND TRAILER SHOULD BE STRAIGHT IN THE LEFT (L) LANE. THE GREEN CONE SHOULD BE ABOUT 2 FEET IN FRONT OF THE TRACTOR, AND ABOUT 2 FEET OVER ON THE PASSENGERS SIDE. (DO NOT GO PASS



THE GREEN CONE. AND DON'T CROSS OVER TO THE RIGHT PASS THE CONE).

3. TURN THE STEERING WHEEL ONE FULL TURN TO THE LEFT (L). LOOKING AT THE GREEN CONE IN THE RIGHT (R) PASSENGERS SIDE BOTTOM MIRROR (ONLY) {BUG EYE MIRROR}. GO BACKWARD UNTIL THE BACK CORNER OF THE TRAILER KISSES THE GREEN CONE IN THAT MIRROR. AND STOP. (DO NOT PASS, COVER, OR LEAVE A GAP BETWEEN THE GREEN CONE AND THE TRAILER). (NOTE: THE FIRST OF 4 GREEN CONES BACK IN YOUR LANE.)
4. TURN THE STEERING WHEEL ALL THE WAY TO THE RIGHT (R). BACK UP UNTIL THE TRUCK IS STRAIGHT (S) WITH THE TRAILER, AND STOP. (DON'T OVER STEER). YOU SHOULD SEE THE GREEN CONE IN THE DRIVER'S SIDE TOP MIRROR, AND THE ORANGE CONE IN THE PASSENGER SIDE TOP MIRROR. (IF YOU DON'T SEE THEM. (FRIST MAKE THE ADJUSTMENTS).

5. NOTE: GOING BACKWARD TO FIND THE CONES IN THE YOUR MIRRORS.

- A. IF YOU DON'T SEE THE GREEN CONE IN THE LEFT (L) MIRROR.
 1. TURN THE STEERING WHEEL ALL THE WHY TO THE RIGHT (R).
 2. BEND THE TRAILER ABOUT $\frac{1}{4}$ OR $\frac{1}{2}$ OF THE TRACTOR HEADER BOARD. (IN THE TOP LEFT MIRROR.)
 3. THEN TURN THE STEERING WHEEL ALL THE WAY TO THE LEFT (L), TO GET THE TRACTOR STRAIGHT WITH THE TRAILER.
 4. IF YOU STILL CAN'T SEE THE CONE, REPEAT THE STEPS.
5. STRAIGHT LINE BACK. (LOOKING AT THE TOP LEFT (L) MIRROR ONLY). DON'T LOSE THE SIGHT OF THE GREEN CONE IN THE TOP LEFT (L) MIRROR. (CONTROL THE SPACE AS YOU GO BACK). WHEN THE TRAILER GETS CLOSE TO THE GREEN CONE AT THE LANE. (THEN STOP).
6. TURN THE STEERING WHEEL ALL THE WAY TO THE RIGHT (R). (SO THAT THE TRAILER MOVES TO THE LEFT (L). BACK UP UNTIL THE



TRAILER IS BENT, GOING INTO THE LANE. STOP WHEN THE ICC BAR IS INSIDE THE FIRST SET OF CONES. (GET OUT AND LOOK.)

7. TURN THE STEERING WHEEL ALL THE WAY TO THE LEFT. GET THE TRACTOR STRAIGHT (S) WITH THE TRAILER. (DON'T OVER STEER.) MAKING SURE THAT YOU DON'T HIT A CONE OR A LINE.

8. ONCE YOU MAKE YOUR REASONABLE ATTEMPT. (LCC BAR PASS THE CONES.) (NOT THE TIRES.) PULL FORWARD ABOUT 5 TO 10 FEET TO SET YOURSELF UP FOR YOUR STRAIGHTLINE BACK.

NOTE: IF YOU DON'T PULL UP AT LEAST 5 TO 10 FEET. THE TRAILER WILL GO BACK TO THE SAME SPOT. GIVE YOURSELF ROOM TO MAKE ADJUSTMENTS AS YOU GO BACK.

9. STRAIGHTLINE BACK INTO THE LANE (LOOKING IN THE TOP LEFT (L) MIRROR {BUG EYE MIRROR} ONLY). STOP WHEN YOU ARE BEHIND THE FIRST SET OF CONES. (ABOUT 2 TO 4 FEET ONLY.)

NOTE: DO NOT GO ALL THE WAY THOUGH THE LANE.

GET OUT AND LOOK.

GET BACK IN.

MAKE THE ADJUSTMENTS.

BLOW YOUR HORN TO ESTABLISH THAT YOU ARE DONE.



Pre – Trip Smooth Flow 401K To A IRA Account

IF YOU HAVE AN EXISTING 401K AT A PREVIOUS EMPLOYER OR SEVERAL PREVIOUS EMPLOYERS.

YOU CAN AND I SUGGEST THAT YOU QUICKLY SET UP AN IRA ACCOUNT AT A **CREDIT UNION** OR A **BANK OF YOUR CHOICE**. YOU SHOULD SAVE AT LEAST 10% OF THE GROSS OF YOUR INCOME IN THE IRA.

YOU CAN ROLL THE BALANCE YOUR EXISTING 401K ACCOUNT OR ACCOUNTS, INTO AN IRA ACCOUNT. WITHOUT A PENALTY, PAYING TAXES, AND POSSIBLY WITHOUT LOSING YOUR COMPANY MATCH THAT YOU HAVE ALREADY EARNED AT YOUR PREVIOUS EMPLOYERS.

THE MONEY THAT YOU HAVE IN YOUR 401K ACCOUNT OR ACCOUNTS ARE SITTING DORMANT OR STAGNANT. YOU CAN NOT ADD MONEY OR MAKE CHANGES TO IT. BECAUSE YOU NO LONGER EMPLOYED WITH THOSE COMPANIES.

WHEN YOU ROLL THE 401K ACCOUNT OR ACCOUNTS. YOU CAN THEN GO TO THE NEW CREDIT UNION OR BANK, AND MAKE DEPOSITS, SET UP DIRECT DEPOSITS TO THE **NEW IRA ACCOUNT**. YOU WILL BE ABLE TO FURTHER YOUR SAVINGS PLAN FOR YOUR RETIREMENT FUTURE. YOU CAN NOW MAKE CHANGES AND WATCH YOUR MONEY GROW.

MAKE SURE TO START A NEW 401K ACCOUNTS AS SOON AS POSSIBLE WITH YOUR NEW EMPLOYER.



90 Alley Dock

THERE ARE TWO FREE GET OUT AND LOOKS, AND TWO FREE PULL UPS. A 3RD GET OUT IS AN AUTOMACTIC FAIL. AND ALL OTHER PULL UPS ARE 1 POINT, AND 1 POINT TO START BACKING AGAIN. You Must First Make Your Reasonable Attempt. By Allowing the Trailers ICC Bar Too Get Behind the First Set of Cones Square. Then you can pull forward. If you do not. You must pull all the way back to the starting point, and start over.

1. PULL OUT TO SET YOURSELF UP.
2. TURN THE WHEEL ($\frac{1}{2}$) TURN TO THE RIGHT.
3. LOOK FOR A 2/4 INCH (GAP/SPACE) BETWEEN THE {SAND SHOE OR LANDING GRAR PLATE.} AND THE (REAR TRACTOR TIRE) IN THE {BUG EYE OR SPOT MIRROR.}
4. TURN THE WHEEL ($\frac{1}{2}$) TURN TO THE LEFT OR STRAIGHT.
5. TURN AROUND, LOOKING (BACKWARD) OUT OF THE DRIVERS WINDOW.
6. RIGHT HAND ONLY ON THE STEERING WHEEL. BOTH FEET OFF OF THE PEDEALS, PUT YOUR FEET ON THE FLOOR.
7. LET THE TRUCK ROLL BACK, IT WILL START (DRIFTING) TO THE LEFT (IN AN ARCH MOTION,) WATCH (FOCUS) ALL THE WAY TO THE BACK END OF THE TRAILER AT ALL TIMES. WHEN THE TRAILER MOVES LEFT SHARPLY.
8. TURN THE WHEEL A ($\frac{1}{2}$) TURN LEFT.
9. WATCH THE TRAILER, WHEN IT MOVES LEFT SHARPLY AGAIN.
10. TURN THE WHEEL ($\frac{1}{2}$) TRUN LEFT AGAIN.
11. IT MAY GO LEFT SHARPLY A TRIRD TIME.
12. TURN ($\frac{1}{2}$) LEFT AGAIN.
13. IF THE TRAILER GOES RIGHT OR STRAIGHT AT ANY POINT, TURN THE WHEEL RIGHT, TO PUT IT BACK ON TRACK. (TOWARD TO LANE.)
14. AIM THE BACK LEFT CORNER OF THE TRAILER, ONE TO TWO FEET INSIDE THE FRIST CONE. PUSH IT INSIDE THE CONE AT LEASE ONE FOOT (SQUARE). (STOP.) {YOU MUST MAKE A REASONABLE ATTEMPT}. BEFORE PULLING FORWARD. (THE WHOLE END OF THE TRAILER (ICC BAR) MUST BE BEHIND THE (1st) COMBS). {NOT THE TIRES.}
15. STRAIGHTEN UP THE WHEEL.
16. TURN THE WHEEL (ALL THE WAY) LEFT, IF THE TRACTOR IS LEFT OF THE TRAILER.



17. IF NOT, THEN TURN (½) TURN RIGHT.

18. GIVE THE TRAILER WHAT IT NEEDS.

19. SQUARE THE TRACTOR UP WITH THE TRAILER.

20. LOOK AT THE REAR OF THE TRAILER, MAKE SURE IT GOES IN BETWEEN THE CONES.

21. PULL FORWARD OUT OF THE BOX ABOUT 5 FEET OR SO. (DON'T GO ACROSS THE OUT A BOUNDS LINE).

22. LOOKING AT THE TOP LEFT MIRROR ONLY. GO FORWARD TO THE RIGHT, THEN LEFT, THEN STRAIGHT. TO GET THE TRACTOR AND TRAILER STRAIGHT. SET YOURSELF UP FOR A STRAIGHT-LINE BACK.

23. STRAIGHT LINE BACK. (STAY IN THE LEFT {TOP} MIRROR.) WHEN BACKING UP, FOLLOW THE DRIFT OF THE TRAILER, WHEN THE TRAILER GETS STRAIGHT. YOU STRAIGHTEN UP.

24. STOP THE RIGHT BEFORE THE FIRST LINE OF THE BOX IN THE REAR OF THE LANE. (GET OUT AND LOOK.) (EASY THE TRAILER BACK INTO THE SQUARE BOX,) IN THE FAR REAR OF THE LANE.

25. (STOP.) (SET THE BRAKES.)

26. (GET OUT AND LOOK.) WALK ALL THE WAY AROUND THE TRACTOR AND TRAILER. (MAKE SURE THAT THE TRACTOR AND TRAILER IS IN THE BOX IN THE REAR.)

27. GET BACK IN, AND MAKE THE AJUSTMENTS.

28. (SET THE BRAKES.) (PUT YOUR WHEELS STRAIGHT.)

29. BLOW THE HORN IF YOU'RE SURE YOUR IN THE BOX.

(IN THIS MANEUVER. YOU GET TWO FREE PULL UPS. AND TWO FREE GET OUTS. EVERY TIME THERE AFTER THAT YOU PULL AFTERWARD, YOU'LL START GETTING POINTS. (1 POINT FORWARD, AND 1 POINT WHEN YOU START GOING BACKWARD, THE TEST STARTS.

IF YOU GET OUT A 3RD TIME, YOU WILL AUTOMACTICALLY FAIL YOUR TEST).

NOTE:

A. WHEN BACKING UP IN THE 90 OR 45 ARCH. (KEEP YOUR EYES ON THE TRAILER AT ALL TIMES). WHEN THE TRAILER GOES LEFT SHARPLY. YOU TURN THE WHEEL A HAFT TURN LEFT. TO PUSH THE TRAILER RIGHT. TO STAY ON TRACK.



WHEN THE TRAILER GOES RIGHT OR STRAIGHT. YOU TURN THE WHEEL TOO THE RIGHT. TO PULL THE TRAILER LEFT. TO BRING IT BACK ON TRACK.

B. I CALL THIS THE WIGGLE. YOU CAN WIGGLE THE TRAILER BACK AND FORTH, BY QUICKLY TURNING THE STEERING WHEEL BACK AND FORTH. (LEFT AND RIGHT). TO SEE THAT YOUR IN CONTROL OF THE ACTION OF THE TRAILER.

IT'S ALSO CALLED WALKING THE DOG. THE TRAILER IS YOUR DOG. AND THE STEERING WHEEL IS YOUR LEASH. EITHER YOU WALK THE DOG, OR THE DOG WILL WALK YOU.

C. THE OBJECT IS TO MANIPULATE THE TRAILER INSIDE THE 1ST CONE, AT LEAST 1 TO 1 ½ FEET. TO MAKE YOUR REASONABLE ATTEMPT BEFORE PULLING FORWARD.

IF YOU DON'T MAKE THE REASONBLE ATTEMPT. YOU WILL HAVE TO PULL ALL THE WAY OUT TO START OVER, FROM THE BEGINNING (STARTING POINT.)

D. WHEN YOU'RE SETTING UP YOUR TRACTOR AND TRAILER. THERE WILL BE 2 OUT OF BOUND LINES ON THE GROUND. ONE IS THE FOR THE (CLASS B TRUCK TEST). AND THE OTHER IS FOR THE (CLASS A TRUCK TEST).

PULL STRAIGHT FORWARD, PUTTING THE (CLASS B TEST LINE) IN YOUR PASSENGERS SEAT. THAT WILL ALLOW YOU TO SWING OUT ENOUGH TO BE INSIDE THE (CLASS A OUT OF BOUND LINE). ALSO, IT WILL CREATE YOUR ARCH.

E. IF YOU CROSS OR TOUCH THE OUT OF BOUNDS LINE. YOU WILL HAVE TO PULL ALL THE WAY OUT TO START OVER, FROM THE BEGINNING. (STARTING POINT.)



BLIND SIDE PARALLEL

2 Free Pull Ups – A 3rd Pull Up Starts Counting Points.

2 Free Get Outs – A 3rd Get Out, Is an Automatic Fail.

FOLLOW THESE STEPS.

IF THE SET UP IS OFF. THEN MAKE THE ADJUSTMENTS.

OVERVIEW

The (TURNS) Are: LEFT, RIGHT, STRAIGHT, RIGHT, LEFT. (L, R, S, R, L).

SET YOUR SELF UP

PULL FORWARD PASS THE PARKING SPACE. STOP THE TRACTOR WITH THE REAR OF THE TRAILERS ICC BAR, AT THE FRONT OR AT THE FRIST CONE.

LEAVE A SPACE BETWEEN THE TRAILER AND THE CONE. ABOUT 1 TO 3 FEET AWAY, ON THE RIGHT (R) SIDE. PUT THE TRACTOR IN REVERSE.

- 1. TURN THE STEERING WHEEL TO THE LEFT (L).
ONE WHOLE TURN (12 O' CLOCK TO 12 O' CLOCK). LOOKING AT THE BUTTOM LEFT (L) (SPOT OR BUG EYE) MIRROR. BACK UP UNTIL YOU SEE THE MIDDLE OF THE BULK HEAD (OR CENTER SEEM). STOP (DON'T OVER STEER).**
- 2. TURN THE WHEEL ALL THE WAY TO THE RIGHT (R).
BACK UP UNTIL THE TRACTOR IS STRAIGHT WITH THE TRAILER. LOOK AT THE TOP LEFT (L) MIRROR, TO SEE THAT THE TRACTOR AND TRAILER IS STRAIGHT. ALSO LOOK AT THE TRACTOR TIRES, TO SEE THAT THEY ARE STRAIGHT WITH THE TRAILER.**
- 3. YOU SHOULD SEE 2 CONES IN YOUR LEFT (L) TOP MIRROR. IF SO STRAIGHT -LINE BACK (DON'T LOOSE THE 2 CONES). IF YOU SEE 1 OR 3 CONES IN THE LEFT (L) MIRROR. YOU HAVE TO MAKE THE**



- ADJUSTMENT, BY EITHER PULLING FORWARD OR GOING BACKWARD TO FIND YOUR 2 CONES. ONCE YOU HAVE YOUR 2 CONES, IN THE TOP LEFT (L) MIRROR.
4. BACK STRAIGHT BACK UNTIL YOU FIND YOUR IMAGINARY LINE. THE IMAGINARY LINE, IS THE OUTSIDE OF THE FIRST CONE IN THE REAR OF THE BOX, LINING UP WITH THE CENTER (MIDDLE GAP) OF THE REAR SET OF TRACTOR TIRES. ONCE YOUR SATISFIED OF YOUR IMAGINARY LINE.
 5. GET OUT AND LOOK AT IT, CHECK THAT THE IMAGINARY LINE IS LINED UP IN THE GAP OF THE REAR SET OF THE TRAILER TIRES.
 6. ALSO LOOK AT THE RIGHTSIDE (R) REAR CORNER OF THE TRAILER. MAKE SURE THAT IT IS ONLY (3 TO 3 ½ FEET), FROM THE FAR RIGHT-SIDE (R) LONG LINE OF THE BOX. *(I BELEAVE THAT THIS IS THE MOST INPORTANT PART OF THIS MANEUVER).*
 7. TURN THE WHEEL ALL THE WAY TO THE RIGHT (R). TURN AROUND AND LOOK OUT OF THE LEFT (L) WINDOW. BACK UP UNTIL THE TRACTOR (RIM AND THE AXCEL SEAL) ALMOST MEET EACH OTHER.
 8. TURN THE WHELL ALL THE WAY TO THE LEFT (L). LOOK OUT OF THE LEFT (L) WINDOW. BACK UP, PUSH THE TRAILER BACK AS FAR AS YOU CAN, WITH OUT HITTING OR TOUCHING THE CONES. OR GOING OUT OF THE BOX.
 9. PUT THE TRUCK IN FIRST GEAR. TURN THE WHEEL TO THE RIGHT (R). PULL FORWARD INTO THE BOX, TO THE FAR – RIGHT (R) LINE. THEN LEFT UNTIL YOU'RE STRAIGHT.
 10. GET OUT AND LOOK AT ALL SIDES, TO MAKE SURE THAT YOUR IN THE BOX. GET BACK IN. MAKE YOUR ADJUSTMENTS, OR BLOW YOUR HORN TO ESTABLISH THAT YOU ARE DONE.





This Completes My in Cab.
Turn the Wheel to the Left.
Turn The Truck Off.

**G. Pre - Trip Smooth Flow
Slip. In Cab:**

- ☐ Raise your Air Up to 120/140 Spits. Run at 10/12 RPMS. (Maximum Pressure)

Set Up Your Air Lost Test:

- ☐ 1. Put It in First Gear.

Omit If Automatic.

- ☐ 2. Turn the Truck Off.
- ☐ 3. Take Foot Off the Clutch, *Keep Foot Off Brake.*
- ☐ 4. Push in (Both) Air Brake Valves. (Yellow/Red)
- ☐ 5. Turn the Key to the On Position. ***All the Way Right.***

(Began Air Lost Test)

- ☐ 4 PSI in One Minute.
- ☐ 55 PSI/ Above. Light & Buzzer Will Come On.
- ☐ 20/45 PSI Until Both Valves Come Out. **(Do not Touch Valves.) (Turn Truck Off.)**

Ask To Do Over If Need Be.

Blow The Horn If Done.

When You Are Satisfied.

Do Your Safety Equipment.

Seat Belt, Fire Extinguisher, Reflective Triangles, Circuit Breakers.

Do A Safe Start:

- ☐ Neutral, Brakes Set, ABS Light, Start Truck.

(Allow the Air to Rise Up to 120/140 Spits. Run at 10/12 RPM.) (Maximum Pressure) (While Air is Raising Up.)

{Do The Gauges} Than Your Component Parts.

3 Brakes:

- ☐ Tractor (Yellow Valve Out)
- ☐ Trailer (Red Valve Out)
- ☐ Service (Both Valves In)

Go Forward 5/10 Feet. Truck Did Not Move Left or Right.



Pre -Trip Test Sheet
In Cab: C.
Standard/Automatic
Examiner's Light Check
(Front)

(Gear In Neutral)

- ☐ Allow the Air to Rise Up to 120/140 Spits. Run 10/12 RPMS.

(Think - Do not Worry)

Set Up Your Air Lost Test:

- ☐ 1. Put It in First Gear.

Omit – If Automatic.

- ☐ 2. Turn the Truck Off
- ☐ 3. Take Foot Off the Clutch, *Keep Foot Off Brake.*
- ☐ 4. Push in (Both) Air Brake Valves. (Yellow/Red)
- ☐ 5. Turn the Key to the on Position. **All the Way Right.**

(Began Air Lost Test)

- ☐ 4 PSI in One Minute
- ☐ 55 PSI/ Above. Light & Buzzer will come on.
- ☐ 20/45 PSI/ Until Both Valves Come Out. **(Do not Touch Valves) (Turn Truck Off.)**

Turn the Key Off

Safety Equipment: 4

- ☐ Seatbelt
- ☐ Fire Extinguisher 10 BC/ Fully Charged/Mounted
- ☐ 3 Reflective Triangles
- ☐ Circuit Breakers

Safe Start: 4

- ☐ ABS Light (5) Sec.
- ☐ Truck Is in Neutral
- ☐ Brakes Are Set
- ☐ Start Truck

(Allow the Air to Rise Up to 120/140 Spits. (While Airing Up))

Gauges: 5

- ☐ Oil Gauge 5 Sec.

- ☐ Water Gauge
- ☐ Voltmeter Gauge 12/14
- ☐ Air Pressure Gauge
- ☐ DEF Gauge 5 Sec.

Components:

- ☐ ☐ Horns City/Air
- ☐ ☐ Left/Right Signal
- ☐ 4 Way Flashers
- ☐ Head Lights/Leave On
- ☐ High Beams
- ☐ ☐ Washer Fluid/Blades
- ☐ Windshield
- ☐ ☐ Defroster/Heater
- ☐ Mirrors

3 Brakes:

- ☐ Tractor (Yellow Valve Out)
- ☐ Trailer (Red Valve Out)
- ☐ Service (Both Valves In) Forward 5/10 Feet (5 MPH) Did Not Move (Left/Right)

Turn the Wheel to the Left.

Turn the Truck Off.

Lights – Rear, Side, Front

- ☐ L/R, 4 Way, TL, BL.
- ☐ M/R, Tr, Cl, Tr.
- ☐ L/R, 4 Way, HL, HB.

Outside Pre – Trip

Front of Truck:

- ☐ Not Leaning Left/Right
- ☐ No Hanging Wires/Leaks
- ☐ ☐ ☐
- Clearance/Marker/Reflectors
- ☐ Turn Signals
- ☐ Head Lights

Right Side Engine:

- ☐ Exhaust
- ☐ Alternator (B) Not More $\frac{3}{4}$ Play/Connections Tight
- ☐ Coolant Reservoir
- ☐ Water Pump (G) or (B)
- ☐ Oil Dipstick
- ☐ Hoses/Clamps/E. Lines (R)

Left Side Engine:

- ☐ Hoses/Clamps/E. Lines (L)

- ☐ Power Steering Fluid Reservoir
- ☐ Power Steering Pump (G)
- ☐ Air Compressor (G)
- ☐ Steering Gear Box, Hoses
- ☐ Universal Joints

Steering Linkage:

- ☐ Steering Shaft
- ☐ Pitman Arm
- ☐ Draglink
- ☐ Steering Knuckle
- ☐ Tie Rod
- ☐ Castle Nuts/Cotter Keys

Suspension: 4

- ☐ Spring Mounts (F & B)
- ☐ Leaf Springs
- ☐ U-Bolts
- ☐ Shock

Brakes: 6

- ☐ Brake Line/Hose
- ☐ ABS Line
- ☐ Brake Chamber
- ☐ Clamp
- ☐ Push Rod
- ☐ Slack Adjuster- Automatic/Pull 1 Inch Play
- ☐ Pins/Cotter Keys

Tires:

- ☐ Drums/Enter Seal Leaks
- ☐ Linings/Thin/Cracked
- ☐ Inside/Outside Tire Walls, A, B, C.
- ☐ 4/32 Tread Depth/ Evenly Worn/No Separation
- ☐ Rim
- ☐ Lug Nut/Bolts
- ☐ Valve Stem
- ☐ Hub Seal/Bolts/No Leaks

Left Side Cab:

- ☐ Mirror Mount/Bolts
- ☐ Door/Hinges/Rubber Seal
- ☐ Turn Signal
- ☐ ☐ ☐ Steps/Catwalk/Bolts
- ☐ ☐ Fuel/DEF Tank/Leaks
- ☐ ☐ Fuel Cap/Rubber Seal



- ☐ ☐ Straps/Rubber Seal

Back of Cab:

- ☐ Drive Shaft
- ☐ Universal Joints
- ☐ Tractor Frame
- ☐ Electrical Lines/Latches
- ☐ Air Line Hoses
- ☐ Glade Hands
- ☐ Rubber Gromit's
- ☐ Clearance Lights
- ☐ Header Board/Rivets
- ☐ Splash Guard/ Mud Flap

Brakes: 6

- ☐ Brake Line/Hose
- ☐ ABS Line
- ☐ Brake Chamber
- ☐ Clamp
- ☐ Push Rod
- ☐ Slack Adjuster-
Automatic/Pull 1 Inch Play

Suspension:

- ☐ Spring Mount
- ☐ Springs/Torque Spring
- ☐ U-Bolt
- ☐ Shock
- ☐ Torque Bar/Bushing
- ☐ ☐ Air Bag/Mount T/B

Tires:

- ☐ Drums/Leaks
- ☐ Linings
- ☐ Inside/Outside Tire Walls
A, B, C.
- ☐ Space Between/No Debris
- ☐ 2/32 Tread Depth/ Evenly
Worn/No Separation
- ☐ Rim
- ☐ Lug Nuts
- ☐ Valve Stem

- ☐ Axle Seal/No Leaks/Bolts

5TH Wheel Coupling:

- ☐ Apron
- ☐ Space
- ☐ Grease
- ☐ 5TH Wheel Skid Plate/Pins/
Cotter Keys

- ☐ Platform/Bolts
- ☐ Sliding 5th Wheel/Pins
- ☐ Release Arm
- ☐ Locking Jaw
- ☐ King Pin
- ☐ Torque
Arm/Bushing/Greased
- ☐ Clearance
Between/Tractor/Landing
Gear

Tractor Lights:

- ☐ Tail Light/Red
- ☐ Reverse Lights/Clear

Side of Trailer:

- ☐ Trailer Frame/Bolts
- ☐ DOT Tape/Trailer/Flap

Under Trailer:

- ☐ Cross Members
- ☐ Floor /No Holes
- ☐ Landing Gear
- ☐ Pads
- ☐ Handle
- ☐ Turn Signal/Reflectors
- ☐ Air Line
- ☐ Electrical Lines
- ☐ Sliding
Tandems/Handle/Pins

Front Trailer Axle: 1st Set:

- ☐ Drum/Leaks
- ☐ Lining

Suspension: 4

- ☐ Spring Mount
- ☐ Springs
- ☐ U-Bolt
- ☐ Shock
- ☐ Torque /Bar/Bushing
- ☐ Control Mount

Brakes: 6

- ☐ Brake/line/Hose
- ☐ ABS Line
- ☐ Brake Chambers
- ☐ Clamp
- ☐ Push Rod
- ☐ Slack Adjuster-
Automatic/Pull 1 Inch Play

Tires:

- ☐ Inside/Outside Tire Walls,
A, B, C.
- ☐ Space Between/No Debris
- ☐ 2/32 Tread Depth/ Evenly
Worn/No Separation
- ☐ Rim
- ☐ Lug Nuts
- ☐ Valve Stem
- ☐ Hub Seal/No Leaks/Bolts
- ☐ ☐ Air Bag/Mount

**Rear Trailer Axle: 2nd Set:
(Check This Axle Like This
Axle)**

- ☐ Drums/Linings

Suspension: 4

- ☐ Spring Mount/Springs/
U-Bolt/ Shock
- ☐ Torque Bar/Bushing
- ☐ Control Mount

Brakes: 6

- ☐ Brake/line/Hose, ABS Line
- ☐ Brake/Chambers/Clamp/
Push Rod/Slack Adjuster-
Automatic/Pull 1 Inch Play

Tires:

- ☐ Inside/Outside Tire Walls
- ☐ Space Between/No Debris
- ☐ 2 3/2 Tread Depth/ Evenly
Worn/No Separation
- ☐ Rim, Lug Nuts, Valve Stem
- ☐ Hub Seal
- ☐ ☐ Air Bag/Mount
- ☐ Mud Flap

Rear of Trailer:

- ☐ ABS Light
- ☐ ☐
- ☐ Marker/Reflectors/Tail/
Clearance Lights
- ☐ License Light/Registration
- ☐ Door/Cable/Holes
- ☐ Door Handle/Strap
- ☐ Ramp/Lift Gate/Stairs
- ☐ Hydraulic Hose/Leaks
- ☐ DOT Tape



☐ Right Side of the Vehicle
like the Left Side



A. Pre-Trip Study Sheet.

Examiner's Light Check After in Cab

Time Yourself as You Practice.

You Must Point to or Operate All Parts.

Use A Pointer Stick.

1. START THE TRUCK. ALLOW THE AIR GAUGES TO RAISE TO 120/140 PSI. OR UNTIL THE GOVERNOR SPITS AIR AT THE PROPER LEVEL.

2. ADJUST AND CLEAN YOUR MIRRORS.

3. CLEAN WINDSHIELD AND SIDE WINDOWS.

4. WAIT FOR INSTRUCTIONS FROM THE EXAMINER.

(THIS IS PRIOR TO 2023)

YOU MUST DO YOUR AIR LOST TEST FIRST.
(NOTE: KNOW THE RULES IN YOUR STATE.)

AIR LOST TEST:

(THIS IS VERY IMPORTANT TO DO ABSOLUTELY RIGHT.) YOU CAN ONLY DO IT OVER ONE TIME.

(MAKE SURE THAT YOU HAVE ENOUGH AIR, THAT THE GAUGES ARE AT 120/140 PSI.) *(Or to the Proper Level.)* WHEN THE COMPRESSOR SPITS AIR. (STOP.)

After raising the air level. *(Do these steps:)*

To Set Your Self Up for The Air Lose Test

1. Put the truck in 1st gear. *(Drive {D} for Automatics.)*

2. Turn the Truck off.

3. Take Foot off the Clutch. *(Not for Automatics.)*

4. Release the Brakes. Push In the Yellow/Red Valves. *(Make Sure the Valves Do Not Come Out When Pushed.)*

5. Turn the Key to the on Position. (All the way to the right.) *(Watch the Air Gauges Rise.) (It May Be At 100/110 PSI)*

(WHEN READY)

(Tell the Examiner before each action, what you are going to do.) (Afterward tell the results of what just happen).

1.) State that I should not lose no more than 4 PSI in one (1) Minute. (Ask the Examiner to Time You.) Push and hold the Service Brake (Foot Pedal) for 1 Minute, or until he/she says Ok. Watch the Air Pressure Gauge. (YOU MUST HOLD THE PEDAL, SO THAT WHEN YOU RELEASE IT THE EXAMINER CAN HEAR THE AIR SPIT.) (Then say I did not lose more than 4 PSI in one Minute.) IF HE/SHE DOESN'T HEAR THE AIR SPIT, YOU DIDN'T PUSH THE BRAKE.

2.) TELL THE EXAMINER THAT I WILL NOW FAN THE BRAKE (FOOT PEDAL). UNTIL THE LOW AIR LIGHT AND BUZZER COMES ON AT 55 PSI. OR ABOVE.

Fan Brake Pedal (Pushing and Releasing the Service Brake) (Hard Consistent Pressure.) Watch Air Gauge on Dash for Low Air Light and Buzzer.

(State at what PSI, they came on.)

3.) TELL THE EXAMINER THAT NOW, I WILL FAN THE BRAKE PEDAL UNTIL BOTH BRAKE VALVES COME OUT AT 20/45 PSI.

Fan Brake Pedal (Pushing and Releasing the Service Brake.) (Hard Consistent Pressure.) Watch Both Brake Valves, Not the Gauges, Both Brake Valves Should Come Out, At



approximately 20/45 PSI. (If Both Valves Don't Come Out, Continue Fanning Until They Both Come Out.) {Note:} Even if you must Fan down to 0 -PSI, until they come out. *(Keep your eyes on the Valves Only.) (DO NOT TOUCH THE VALVES, AT ANY POINT). {IF YOU TOUCH THE VALVES YOU AUTOMATICLY FAIL YOUR TEST}.*

(If your Valves still do not Come Out, or if you do not feel that you did the AIR LOSE Test Right. (You must Tell the Examiner, that you want to do the Test over.) (If the Examiner says its ok.) Run the Air Back Up to the 120/140 or until the Air Spits, at the Proper Level. Start over at the 4 PSI in one Minute, Do the 55 and the 20/40) Also.

IF THE VALVES DON'T COME OUT. OR IF YOU THINK THAT YOU MESSED UP YOU (AIR LOSE TEST.) A SECOND TIME, THAT WILL COMPLETE YOUR 2ND CHANCE.

AT THE END OF YOUR AIR LOST TEST. (YOU HAVE TO BLOW YOU HORN). TO LET THE EXAMINER, KNOW THAT YOU'RE DONE WITH YOUR TEST.

-When Finish-

(PUT THE TRUCK IN NEUTRAL. BRAKES WILL ALREADY BE SET.)

(TELL THE EXAMINER, THIS COMPLETES THE IN CAB.) THE EXAMINER WILL LET YOU KNOW IF YOU PASSED OR FAILED YOUR AIR LOSE TEST.

(In Cab:)

GETTING STARTED:

SAFETY EQUIPMENT:

1.) Seatbelt: No Cuts or Frays, Latches Securely.

2.) 10 BC Fire Extinguisher: Fully Charged, Securely Mounted.

3.) 3 - Reflective Triangles:

4.) Circuit Breakers: The Truck Runs on Circuit Breakers. (Point to the Front Right Side of Cab.

(SAFE START:)

1 - A.) STANDARD: (Clutch In, Truck in Neutral), {Move the Stick Side to Side.}

1 - B.) AUTOMATIC: (Truck in Neutral), {Check that it is in (N) For Neutral.}

2.) BRAKES ARE SET OR SAFE: Pull on Both Yellow & Red Air Valves.

3. (ABS LIGHT) Turn Key to on Position (Engine not Running.) ABS Light will come on then off in 5 Sec.

4.) START: Start the Truck.

A. STANDARD: (Clutch Down to the floor) Turn Key to Start Engine. {Take Foot off The Clutch.

B. AUTOMATIC: (Push the Brake Pedal) And Turn the Key to Start Engine. {Take Foot of the Brake}.

(WITH YOUR FOOT ON THE ACCELATOR, RUN YOUR AIR GAUGES BACK UP TO 120 OR UNTIL THE COMPRESSOR SPITS. 10/12 PRMs. (MAXIMUM PRESSURE) (HOLD IT WHILE YOU EXPLAIN THE FOLLOWING.)

COMPONENT PARTS:

OIL GAUGE: Must Rise Within 5 Seconds or, We Shut the Truck off. (Do not Actually Turn It Off.)

WATER TEMPERTURE GAUGE: Will Rise as the Engine Warms.

VOLTMETER: Is Between 12 and 14 Volts.



AIR PRESSURE GAUGES: Will Rise to the Proper Level. (**Until the Compressor Spits Air**)

DEF GAUGE: Will Rise to the Proper Level, Within 5 Seconds.

HORNS: **A. City Horn Works** -. **B. Air Horn Works.**

SIGNALS AND LIGHTS: Left Turn Signal Works, Right Turn Signal Works, 4 Way Flashers Work, Head Lights Work (**leave them on for the Rest of Your Test. Maneuvers and Road.**), High Beams Work.

WINDSHIELD WASHER FLUID: Windshield Washer Fluid Works,

WIPERS: Wipers Work, Not Bent, Missing, or Dry Rotted, Have Proper Tension too the Windshield.

WINDSHIED: Not Cracked, it is Clean, No Illegal Stickers to Obstructing the Drivers View.

HEATER AND DEFROSTER: Defroster Works, Heater Works. (Turn the Blower Switch on, turn dial to the Mix position.) Put Hand Over the Dash to Check the Defroster, and Under the Lower Vent to Check the Heater.

(Turn Blower Back Down or Off, so that the Examiner Can Hear What You're Saying.)

MIRRORS: Mirrors are Adjusted to the Drivers View, there Clean, Not Cracked.

(YOU SHOUD HAVE THE AIR BACK AT THE 120, OR TO THE PROPER LEAVEL.) (MAXIMUM PRESSURE) (IF NOT, CONTINUE TO RAISE THE AIR UP.)

(3 Brake Check:)

(Tell the Examiner what you are going to do before each action takes place.) (Then

afterword, Tell the results of what just happen).

PUT THE TRUCK BACK IN GREAR.
(**LEAVE IT IN GEAR.**)

(**A. STANDARD:** Push in the Clutch, Shift into First Gear) (**B. AUTOMATIC:** Put Truck in Drive, or {D}). (**LEAVE THE TRUCK IN GEAR FOR THE ENTIRE BRAKE CHECK.**) {Keep your Foot Back off the Service Brake until you need to check it}.

A. TRACTOR PARKING BRAKE CHECK:

PUSH IN THE RED VALVE - (Trailer Brake Value)
(**TO RELEASE THE TRAILER BRAKE.**)

1. **STANDARD:** Slowly Ease up on the Clutch Pedal Until You Feel the Tension of the Engine Pulling Against the TRACTOR Parking Brake, Then Push the Clutch back (*in/down,*) and PULL OUT THE RED VALVE.
2. **AUTOMATIC:** Slowly Push in on the Accelerator Pedal Until You Feel the Tension of the Engine Pulling Against the TRACTOR Parking Brake, then Release the Accelerator, and PULL OUT THE RED VALVE.

(State That: (The Tractor Brake Works.)

B. TRAILER BRAKE CHECK:

PUSH IN THE YELLOW VALVE - (Tractor Parking Brake Valve) (TO RELEASE THE TRACTOR BRAKE.)

1. **STANDARD:** Slowly Ease up on the Clutch Pedal Until You Feel the Tension of The Engine Pulling Against the TRAILER Brake, The Push the Clutch



Back (*in/down*,) and PULL OUT THE YELLOW VALVE.

2. **AUTOMATIC:** Slowly Push in on the Accelerator Pedal Until You Feel the Tension of the Engine Pulling Against the TRAILER Parking Brake, then Release the Accelerator, and PULL OUT THE YELLOW VALVE.

(State that The Trailer Brake Works.)

C. SERVICE BRAKE CHECK:

(Put your Foot on The Service Brake)

PUSH BOTH VALVES IN - (Red and Yellow) (TO RELEASE BOTH TRACTOR AND TRAILER BRAKE.)

1. **STANDARD:** Slowly Easy up on the Clutch Pedal, (BOTH FEET OFF THE PEDALS) (Moving Forward 5 – 10 Feet at 5 MPH,) (Apply the Service Brake. Then the Clutch.) (BRAKE THEN CLUTCH.) STOPPING THE VEHICLE.
2. **AUTOMATIC:** Slowly Push in on the Accelerator Pedal, (Moving Forward 5 – 10 Feet at 5 MPH,) (Apply the Service Brake.) STOPPING THE VEHICLE.

(State That the Service Brake Works, and that the Truck Did Not Pull to the Left or Right.)

THIS COMPLETES YOUR IN CAB TEST.

PUT THE TRUCK BACK IN NEUTRAL.

TURN THE WHEEL ALL THE WAY TO THE LEFT.

EXAMINER'S LIGHT CHECK:

(ASK THE EXAMINER IF HE/SHE WILL STEP OUT TO HELP CHECK THE LIGHTS IN THE REAR, SIDE, AND FRONT OF BOTH TRAILER, AND TRACTOR.)

(MAKE SURE THAT YOUR LIGHTS ARE ON. TURN THE KEY TO THE ON POSITION.)

***YOU WILL SHOUT TO THE EXAMINER OUT OF THE DRIVER'S WINDOW, SAYING EACH SIGNAL AS YOU OPERATE THEM. (WHEN THE EXAMINER IS AT THE REAR OF THE TRAILER ON YOUR LEFT SIDE.)**

REAR OF TRAILER:

(LEFT TURN SIGNAL, RIGHT TURN SIGNAL, 4 WAY FLASHERS, {Then Shout} TAIL LIGHTS, BRAKE LIGHTS. {Push the Pedal.})

SIDE OF TRAILER:

{AS HE/SHE COMES ALONG THE SIDE OF THE TRAILER.}

{Shout Out} MARKER/REFLECTOR LIGHT, TURN SIGNAL, CLEARANCE LIGHT, TURN SIGNAL.)

FRONT OF TRACTOR:

LEFT TURN SIGNAL, RIGHT TURN SIGNAL, 4 WAY FLASHERS, HEAD LIGHTS, HIGH BEAMS.

(Put the Truck in Neutral, Turn the Truck Off. Put the Key in the Cup Holder or on the Platform. Brakes will already be Set.)

{DO NOT TAKE THE KEY. LEAVE IT IN THE TRUCK.}

(GET OUT 3 POINTS OF CONTACT.) (TO FINISH THE PRETRIP.)

{If You forgot to Unlatch the Hood.

Pop the Hood Latch on the Left Side.}

(DO the Approach in The Front of the Truck:)

The Tractor is not Leaning to the Left or the Right. There is no Hanging Wires, Debris, and No Puddles to indicate a Leak Under the Truck.

All the Clearance Lights, Marker/Reflectors Lights, and Turn Signals, are Amber in Color, No



Cracked, Broke, or Missing Lenses. The Headlights are Clear in Color, There Not Cracked, Broken, or Missing Lenses.

(Open the Hood)

{If You forgot to Unlatch the Hood.

Pop the Hood Latch on the Right Side.}

EXHAUST: Securely Mounted, Clamps are Tight, No Loose or Missing Bolts, No Soot too Indicate a Leak.

(PASSENGER SIDE OF ENGINE:)

ALTERNATOR: Securely Mounted, **it is Belt Driven**, Belt is Not Cut, Frayed, No Cracks, and it has No More then 3/4 inch of Play, The Electrical Wires are, Tight, Not, Cut, Frayed or Exposed.

COOLANT RESERVOIR: Securely Mounted, between Add and Full, Not Leaking. I would Check the Level by Opening the Cap when the Engine is Cool.

{I will Follow the Large Hose down to the Water Pump.}

WATER PUMP: Securely Mounted, **(Its Gear Driven, (May be) Belt Driven), DEPENDING ON MAKE AND MODEL. (Check the Truck Prior to Your Test.)** Not Cracked, Leaking, No Missing Bolts.

ENGINE OIL DIPSTICK: Securely Mounted, Oil Level is Between Add and Full, Not Leaking, or Missing. I will Check it by Pulling the Dipstick twice.

(DIPSTICK: CAN BE ON EITHER SIDE OF THE ENGINE. DEPENDING ON MAKE AND MODEL. (Check the Truck Prior to Your Test.)

HOSES/CLAMPS/WIRES: All Hoses, Clamps, and Wires. Are Securely Mounted, Not Cut, Frayed, Worn, or Leaking. **(Wave Hand over all Hoses, Clamps, and Wires.)**

(DRIVER'S SIDE OF THE ENGINE:)

HOSES/CLAMPS/WIRES: (I WILL CHECK THESE LIKE I DID ON THE OTHER {Or Right} SIDE).

POWER STEERING FLUID RESERVOIR: Securely Mounted. It is Between Add and Full. Not Leaking. No Missing Bolts, **(I will Check the Dipstick).**

{I will Follow the Large Hose down to the Power Steering Pump.}

POWER STEERING PUMP: Securely Mounted, **its Gear Driven**, Not Cracked, Broke, Leaking, No Missing Bolts.

AIR COMPRESSOR: Securely Mounted, **Its Gear Driven**, Not Cracked, Broke, leaking, No Missing Bolts.

STEERING GEAR BOX: Securely Mounted, Not Cracked, Leaking, No Missing Bolts. **HOSES:** Not Leaking, Connections are Tight.

UNIVERSAL JOINT: Is Properly Greased, No Missing Bolts:

(STEERING LINKAGE:)

Steering Shaft, Pitman Arm, Draglink, Steering Knuckle, Tie Rod. **(Are All Securely Mounted.)** Not Bent, Cracked, or Twisted.

Castle Nuts and Cotter Keys are In Place.

(SUSPENSION:)



SPRING MOUNTS: Securely Mounted, Front and Back. Not Bent, Cracked, or Twisted. No Loose or Missing Bolts. **(Point to Front and Back Mounts.**

LEAF SPRINGS: Securely Mounted, Not Bent, Cracked, or Twisted, No Shifted Leaves.

U-BOLTS: Securely Mounted, Not Cracked or Broken, No Shiny Metal to Indicate Looseness, No Missing Bolts.

SHOCK: Securely Mounted, Top and Bottom, Not Bent, Cracked or Leaking, No Loose or Missing Bolts.

(Brakes:)

BRAKE HOSE: Securely Mounted at Both Ends. Not Cut, Frayed, Worn, or Leaking.

ABS LINE: Securely Mounted at Both Ends. Not Cut, Frayed, Worn, or Exposed.

Brake Chamber: Securely Mounted. Not Cracked, Dented, or Leaking.

CLAMP: Is Tight, No Missing Bolts.

PUSH ROD: Securely Mounted. Not Bent, Cracked, or Twisted.

(AUTOMATIC) SLACK ADJUSTER: Securely Mounted. Not Bent, Cracked, Twisted, or Leaking. **(If Manual - When pulled it Will Not Have More than 1 Inch Play.)**

PINS AND COTTER KEYS: Are in Place.

(TIRES:)

DRUM: Securely Mounted, Not Cracked, or Bent, **No Indication of an Inner Seal Leak.**

LININGS: Securely Mounted, Not Cracked, Not Worn Dangerously Thin.

INSIDE & OUTSIDES - TIRE SIDEWALLS: No Abrasions, Bulges or Cuts. Not Less than 4/32 Tread Depth, Evenly Worn, No Separation.

RIM: Securely Mounted, Not Bent or Cracked, No Illegal/Unauthorized Welds.

LUG NUTS: Securely Mounted, No Missing Bolts, No Rust Trails, or Shiny Metal to Indicate Looseness.

HUB SEAL: Securely Mounted, Not Cracked, Not Leaking, No Missing Bolts.

VALVE STEM: Securely Mounted, Not Cracked, Bent, Missing, Or Leaking. I Will Check it with a Pressure Gauge, Metal Cap is Tight.

MIRROR BRACKET: Securely Mounted, At the Top and Bottom, Not Bent, Cracked, Twisted, No Missing Bolts.

DOOR: Latch Opens and Closes Freely, Hinges are Not Loose or Binding. Rubber Seal Not Dry Rotted or Missing.

TURN SIGNAL: Is Amber in Color. Not Cracked, Broke, or Missing Lenses.

STEPS/CATWALK: Securely Mounted, No Missing Bolts, No Debris, Will Support the Driver's Weight. **(Step Up on the Step.)**

FUEL TANK: Securely Mounted, to the Tractor Frame, By **Two Metal Straps**, Not Cracked, Not Leaking, No Illegal Welds. **Rubber Seals** are Under the Straps, Not Dry Rotted, or Missing.

FUEL CAP: Is Tight, Seal Not Dry Rotted, Missing, Or Leaking.

DEF TANK: Securely Mounted to the Frame, By Two Metal Straps, Not Cracked, Rubber Seals Not Dry Rotted, or Missing, **Blue Cap is Tight** and Seal is Not Dry Rotted, Missing, No Leaks.



(BACK OF CAB:)

DRIVE SHAFT: Securely Mounted, Not Cracked, Bent, or Twisted.

UNIVERSAL JOINTS: Securely Mounted, Front and Back, Properly Greased, Bolts Not Missing.

ELECTRICAL LINES: Securely Mounted to the Tractor and the Trailer, Not Cut or Frayed, No Exposed Wires, Safety Latches are Secure at Both Ends.

AIR LINES (RED/BLUE): Securely Mounted to the Tractor and the Trailer, Not Cut, Frayed, Worn or Leaking.

GLAD HANDS: Are Secure to the Front of the Trailer, Not Cracked, Broken, or Leaking

RUBBER GROMMENTS: Are Not Missing, Torn, or Dry Rotted.

CLEARANCE LIGHTS: (Top of Trailer) Amber in Color, Not Cracked, Broke, or Missing Lenses.

TRAILER HEADER BOARD: No Holes, No Bulges to indicate a Shifted Load, No Missing Rivets.

SPLASH GUARDS AND MUD FLAPS: Securely Mounted, Not Cut, Torn, Missing, Not Hanging Dangerously Low.

DOT TAPE - (On Mud Flap and Side of Trailer. Securely Mounted, Not Cut, Peeling, or Missing.

(DRIVE AXLE:)

(BRAKES:)

(JUST NAME THE PARTS)

1. BRAKE HOSE:

2. ABS LINE:

3. BRAKE CHAMERS:

4. CLAMP:

5. PUSH ROD:

6. (AUTOMATIC) SLACK ADJUSTER:

(I WILL CHECK THESE LIKE I DID THE STEER AXEL)

(SUSPENSION:)

(JUST NAME THE PARTS)

1. SPRING MOUNTS:

2. SPRING:

3. U-BOLTS:

4. SHOCK:

(I WILL CHECK THESE LIKE I DID THE STEER AXEL)

TORQUE SRING/BAR: Is Not Bent, Cracked, or Twisted. Bushing is Properly Greased.

(TIRES:)

(JUST NAME THE PARTS)

1. DRUM:

2. LININGS:

(I WILL CHECK THESE LIKE I DID THE STEER AXEL)

INSIDE - OUTSIDE, INSIDE - OUTSIDE TIRE

WALLS: No Abrasions, Bulges or Cuts. No Less 2/32inch Tread Depth, Evenly Worn, Properly Spaced, No Debris Between the Tires, No Separation.

SPACERS/BUDD SPACING: If equipped, Not Bent, Damaged, or Rusted. And Centered, Dual Tires Evenly Separated. No Debris.



(JUST NAME THE PARTS)

1. RIM:

2. LUG NUTS:

3. VALVE STEM:

(I WILL CHECK THESE LIKE I DID THE STEER AXEL)

AXLE SEAL: Securely Mounted, Not Cracked, Leaking, No Missing Bolts.

AIR BAG MOUNTS: (If Equipped) Securely Mounted to the Tractor Frame at the Top and Bottom, Not Cracked, or Bent. No Illegal Welds.

AIR BAG: Securely Mounted, Not Cut, Cracked, or Leaking.

(5TH WHEEL COUPLING:)

APRON: Securely Mounted to the Trailer. Not Cracked, Bent, Bulging, No Illegal Holes.

5TH WHEEL SKID PLATE: Securely Mounted, there is No **Space** Between the **5th Wheel** and the **Apron**. 5th is Properly **Greased**, and the **Cotter Keys** and **Pins** are in place on the Sides of the Platform.

PLATFORM: Securely Mounted to Tracker Frame, Not Cracked, No Loose or Missing Mounting Bolts.

(If Equipped with Sliding 5TH Wheel.) Sliding 5th Wheel: Securely Mounted, Pins are extended through the holes. No Missing Bolts.)

TRACTOR FRAME: Is Secure, Not Bent, Cracked, No Illegal Welds.

RELEASE ARM: Is Secure, in the Locked Position. Not Bent, Cracked, or Missing.

LOCKING JAW: Is Secure Around the King Pin – Shank. Not Bent, Cracked, or Missing.

KING PIN Shank: Securely Mounted, Not Bent, Cracked, or Missing

TORQUE ARM: Securely Mounted, Not Cracked, Bent, or Twisted, Bushings are Properly Greased, Not Dry Rotted, No Missing Bolts.

PROPER CLEARANCE BETWEEN: The Tractor Frame and the Landing Gear.

(REAR OF TRACTOR:)

(LIGHTS:)

TAIL LIGHTS: Our Red in Color - Not Cracked, Broke, or Missing Lenses.

REVERSE LIGHTS: Our Clear in Color - Not Cracked, Broke, or Missing Lenses.

(UNDER THE TRAILER:)

TRAILER FRAME: Is Secure, Not Bent, Cracked, Twisted, No Illegal Welds, or Missing Bolts.

CROSS MEMBERS & FLOOR: Securely Mounted, Not Cracked, Missing, or Twisted, **No Holes in the Floor.**

LANDING GEAR: Securely Mounted, Fully Raised, Not Bent, Cracked, Twisted, No Illegal Welds, No Loose or Missing Bolts,

PADS, SHOES, FEET: Securely Mounted, Not Cracked, Bent, or Missing, No Illegal Welds.

HANDLE: is Secure in the **Holster** or **Cradle**, Not Missing. No Missing Bolts.

(SIDE OF TRAILER:)

TRUN SIGNAL: Amber in color, Not Cracked, Broke, or Missing, Lenses.



AIR LINES & ELECTRIC WIRES: Securely Mounted, Not Hanging Dangerously Low, Not Cracked, Cut, or Leaking, No Exposed, or Worn Wires.

SLIDING TANDEM: Securely Mounted, Not Cracked, Handle is in the Locked Position, and the Pins are Extended Through the Holes.

(REAR TRAILER AXLE:) (1ST SET)

(JUST NAME THE PARTS)

1. DRUM:

2. LININGS:

(I WILL CHECK THESE LIKE I DID THE STEER or DRIVE AXEL)

(SUSPENSION:)

(JUST NAME THE PARTS)

1. SPRING MOUNTS:

2. SPRINGS:

3. U-BOLTS:

4. SHOCK:

(I WILL CHECK THESE LIKE I DID THE STEER or DRIVE AXEL)

NOTE: (KNOW WHATS IS UNDER THE TRAILOR)

TORQUE BAR/CONTROL MOUNT/CONTROL

ARM: Not Cracked, Bent, Bushing are Properly Greased, Not Dry Rotted, No Missing Bolts.

BRAKES:

(JUST NAME THE PARTS)

1. BRAKE HOSE:

2. ABS LINE:

3. BRAKE CHAMERS:

4. CLAMP:

5. PUSH ROD:

6. (AUTOMATIC) SLACK ADJUSTER:

(I WILL CHECK THESE LIKE I DID THE STEER or DRIVE AXEL)

(TIRES)

(JUST NAME THE PARTS)

1. INSIDE – OUTSIDE, INSIDE OUTSIDE TIRE WALLS.

2. EVENLY WORN

3. SPACED PROPERLY - BUDD SPACING: (If equipped)

4. NO DEPRIS BETWEEN TIRES:

5. NO SEPARATION (If You Choose to Say)

6. 2/32 TREAD DEPTH. (If you Choose to Say)

(I WILL CHECK THESE LIKE I DID THE DRIVE AXEL)

(JUST NAME THE PARTS)

1. RIM:

2. LUG NUTS:

3. VALVE STEM:

4. HUB SEAL:

(I WILL CHECK THESE LIKE I DID THE STEER AXEL)

(JUST NAME THE PARTS)

1. AIR BAG MOUNT: TOP/BOTTOM (If equipped)



2. AIR BAGS: (If equipped)

(I WILL CHECK THESE LIKE I DID THE DRIVE AXEL)

**(2ND REAR TRAILER TANDEM AXLE:)
(TELL THE EXAMINER:)**

("THAT I WOULD CHECK THIS 2ND TRAILER TANDEM AXLE, THE SAME AS THE 1st TANDEM AXLE") {IF YOU SAID ALL OF THE PARTS ON THE 1ST TANDEM AXLE RIGHT} (Including the Air Bag and Air Bag Mount).

MUD FLAP: (I Will Check **Mud Flap**, Like I Did on The **Drive Axle**)

ABS LIGHT: Is Amber in Color, Not Cracked, Broke or Missing Lenses.

(REAR OF TRAILER:)

(MARKER/REFLECTOR LIGHT {on the rear side}, CLEARANCE LIGHTS, AND TAIL LIGHTS:) Are all Red in Color, Not Cracked, Broke, or Missing Lenses.

DOOR: Door Opens and Closes Freely, No Holes.

CABLE: Has Proper Tension, Not Cut, Frayed.

HANDLE: Securely Mounted, Locked, Not Broken, Missing.

DOOR STRAP: Securely Mounted, Not Cut, Frayed, or Missing.

DOT TAPE: is Secure Not Cracked, Peeling, Missing. **(On the Door, ICC Bar, Frame.)**

LICENSE PLATE: Securely Mount, No Missing Bolts, Registration is Up to Date.

LICENSE PLATE LIGHT: Clear in Color, Not Cracked, Broke, or Missing Lenses.

LIFT GATE: Securely Mounted, Safety Latch or Chain is in Place, Hydraulic Cylinder(s) are Not Leaking.

RAMP: Securely Mounted, Safety Chain is in Place.

SWINGING DOORS: (If equipped) Securely Mounted, No Holes, Handles Not Bent, Twisted, or Missing. Safety Chains on the Door. and Metal Pins on Both Sides of the Trailer are Secure, Not Missing.

(Note: TELL THE EXAMINER YOU WOULD CHECK RIGHT SIDE OF THE VEHICLE, THE SAME WAY AS THE LEFT SIDE OF THE VEHICLE.)

(THEN ASK THE EXAMINER HOW MUCH TIME YOU HAVE LEFT.)

(THIS COMPLETES THE PRE - TRIP.)

(BUT YOU HAVE TO TELL THE EXAMINER WHEN YOU ARE DONE WITH YOUR PRE - TRIP.)

(WHEN THE EXAMINER SAYS TO GET IN THE TRUCK TOO CONTINUE TO THE MANEUVERS (CHECK TO MAKE SURE THAT THE HOOD IS LATCHED ON BOTH SIDES.)



PRE – TRIP SMOOTH FLOW LIGHT INSPECTION CHECK.

THERE ARE 3 LIGHT CHECKS.

1. **INSIDE INDICATORS LIGHT CHECK** – CHECKING THAT THE INDICATORS ARE WORKING.
2. **EXAMINERS LIGHT CHECK** – CHECKING THAT ALL OF THE LIGHTS ARE ILLUMINATED.
3. **OUTSIDE LIGHT CONDITION CHECK** – **YOU ARE CHECKING THAT ALL THE LIGHTS ARE NOT CRACKED, MISSING, AND ARE THE PROPER COLOR.**
4. YOU MUST OPERATE ALL INDICATORS, AND YOUR LIGHTS MUST BE ON AND WORKING, AS THE EXAMINER CHECKS THEM. AND AS YOU CHECK THE CONDITION OF THEM OUTSIDE. LEAVE THE LIGHTS ON THROUGHOUT YOUR WHOLE TESTING PROCESS, **PRE – TRIP, MANEUVER, AND THE ROAD TRIP.**
5. ROLL YOUR WINDOWS DOWN SO THAT THE EXAMINER CAN HEAR YOU AS YOU SPEAK CLEARLY TO HIM/HER ABOUT LIGHT CHECK.
 - A. **INDICATORS:** YOU WILL CHECK THE INDICATORS ON THE DASH BOARD.
INSIDE OF THE CAB - LEFT, RIGHT, 4 WAY FLASHERS, HEAD LIGHTS, **(LEAVE THEM ON)** HIGH BEAMS.
 - B. **EXAMINERS LIGHT CHECK:** HE/SHE CHECKS THE OUTSIDE - FRONT, LEFT SIDE, REAR, RIGHT SIDE OF THE VEHICLE.
 - C. **FRONT OF TRACTOR** – LEFT TURN SIGNAL, RIGHT TURN SIGNAL, 4 WAY FLASHERS, HEAD LIGHTS, HIGH BEAMS, CLEARANCE LIGHTS, MARKER LIGHT REFLECTORS.
 - D. **LEFT SIDE OF TRAILER** – LEFT TURN SIGNAL, CLEARANCE LIGHT, LEFT TURN SIGNAL, ABS LIGHT, MARKER LIGHT.
 - E. **REAR OF TRAILER** – LEFT TURN SIGNAL, RIGHT TURN SIGNAL, 4 WAY FLASHERS, TAILLIGHTS, BRAKE LIGHTS, CLEARANCE LIGHTS.
 - F. **RIGHT SIDE OF TRAILER, THE TRACTOR** – MARKER LIGHT, RIGHT TURN SIGNAL, CLEARANCE LIGHT, RIGHT TURN SIGNAL.
 - G. **CONDITION: YOU CHECK THE OUTSIDE** – FRONT, LEFT SIDE OF THE VEHICLE, {*UNDER THE TRACTOR (PER YOUR STATES RULES, AND LAWS,)* REAR OF THE TRAILER, AND RIGHT SIDE OF THE VEHICLE.
 1. **FRONT OF TRACTOR** – CLEARANCE LIGHTS (**TOP OF CAB**), MARKER / REFLECTORS (**ON MIRRORS**), LEFT/RIGHT TURN SIGNALS (**ARE ALL AMBER**), HEAD LIGHTS (**ARE CLEAR**).
 2. **LEFT SIDE OF TRACTOR** – LEFT TURN SIGNAL (**ON TRACTOR DOOR OR FINDER**).
 3. **UNDER THE TRACTOR** – TAIL/BRAKE LIGHT (**RED**), REVERSE LIGHT (**CLEAR**).
 4. **LEFT SIDE OF TRAILER** – CLEARANCE LIGHT, TURN SIGNAL, ABS LIGHT (**ALL AMBER**), MARKER LIGHT (**RED**).
 5. **REAR OF TRAILER** – LEFT/ RIGHT TURN SIGNALS, 4 WAYS, TAIL/BRAKE LIGHTS, **CLEARANCE LIGHTS (ARE ALL RED).**
 6. **RIGHT SIDE OF TRAILER AND TRACTOR** – MARKER LIGHT (**RED**), TURN SIGNAL, CLEARANCE LIGHT, RIGHT TURN SIGNAL (**ALL AMBER**).

**INTERVIEW THE EMPLOYER PRIOR TO HIRE**

Company Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone Number: _____

Contact Person: _____

PAY

Average Yearly Pay

Dollars/Cents Per Mile

Pay for Empty Miles

Paid Weekly Direct Deposit

Detention Pay ____ Layover Pay ____

Vacation Pay Hours

Holiday Pay Hours

Orientation Pay

Training Pay

Solo Driver Pay ____ Team Pay ____

Pay Raises? ____ How Often? ____

Bonuses/Incentive Pay

Cost of Living Pay

BENEFITS

Medical

Dental/Vision

Short/Long-Term Disability

401K/IRA Investment Plan

Life Insurance Policy

Retirement Plan

Tuition Reimbursement

Pre - Paid Legal Plan

Gym Membership Incentive/Health Center

Driver Appreciation Day Incentive

Veteran Appreciation Day Incentive

EQUIPMENT

Tractor Model ____ Trailer Model ____

Year ____ Mileage ____

Drop and Hook/Live Load

Transmission: Automatic/Standard

MAINTENANCE POLICY

Truck/Trailer PM Schedule

Loner Tractor Cost/Fee's

Road Side Maintenance

Towing Options

Preferred Fuel Stops

Fuel Card/Credit Card/Com - Checks

Truck Wash

OPPORTUNITIES

Solo/Team Driver

Dedicated Route

Average Miles Per Week/ Speed Cruise 65/75

Home Time

Promotions

Management Opportunity

Longevity of Employees

IIINFORMATION

Family/Pet Policy

Open/Concealed Carry Policy. (Know the Laws in Your State.)

Conflict of Interest Clauses



How To Use the Pre – Trip Smooth Flow Packet?

1. **Master Study Packet** – Walk around the Tracker and Trailer. The Inside and Outside, with the Study Sheet in your hand. Look at every part listed. Saying the parts out loud, and pointing to each part with your finger or a Pointer Stick. Use your Stopwatch on your Phone to Time yourself. (To get your whole Pre – Trip Inside and Outside, Within 30 mins.)
2. **Test Check Sheet** – This Check Sheet is for you to Check Off the Parts as you Walk Around the Tractor and Trailer. Inside and Outside of the Vehicle.
3. **In Cab Slip** – Is a **Slip** to use for your **Step by Step, Pre – Trip Smooth Flow**.
– **A.** To do the Governor Shutoff. **B. How to do a 5 Step Set Up**, for the (**3 Step Air Lose Test**) (**Which must be done First.**) (**Depending on your States Rules, and Laws.**) **C. How to do your Safety Equipment.** **D. The 4 Step Safe Start.** **E. Airing yourself back up, while at the Same Time, Doing your Components.** **F. How to do the 3 Brake Checks.** (*You Only Are Allowed Two Chances to do the Air Lose Test, (in some States.) 4 PSI, 55 PSI, and the 20/45 PSI.*)
4. **Terms, Words and Phases.** – Study the Sheet to Familiarize yourself with the Parts. Look for Pictures of you Parts. Know what to Say about each Part. **A.** There are 3 Gear driven Parts, and 1 Belt Driven Part. (*Depending on your States Test Rules.*) **B.** Everything is Securely Mounted. **C.** All Hoses, are Not Leaking. **D.** All Wires are not Cracked, Frayed, or Exposed. **E.** All Medal is not Bent, Cracked, Twisted and No Illegal Welds. **F.** All Rubber is Not Dry Rioted, Cracked, or Worn.
5. **Suggestions Sheet** – Our Own Personal Thoughts and Experiences Are Being Expressed in This Packet. Questions, Answers, and Statements. (Are Subject to be Questioned or Changed.) Depending on your States Rules, and Laws.



6. **Word Definitions A-Z** – Many of the Parts on the Tractor and Trailer are defined in this section.
7. **Foundation Savings Log Chart** – A Chart to help you Set Up your Financial Foundation, In your New Career in the Trucking Industry. (Just Our Thoughts). Use it if you like. **A.** When you get your first check set up your Financial Future. **B.** Get enrolled in the 401k plan. Save at less 10% of your income. **C.** Open an IRA account at a Local Credit Union of your choice. Save 10% of your income. **Using your present age, and the date of your retirement age.** Add the income amounts of your projected. 401K, the IRA, and maybe, a Roth IRA account, Plus the Compounded Interest. That will give you an ideal of how much you will save for your future. **D.** Open at less 4 more Savings accounts at different Banks. **a.** A personal account, **b.** A Charity account, **c.** A Children account, and **d.** A House or Vacation account. (Save 10% of your income in each one. **E.** And finally your Personal Checking account. This is where 50% of your income will be, to live on. You will have a Financial Raise from last year, that will be equal to your savings in these accounts. Looking at the far right of the Chart. On the Chart use the amount to the far left, that is above what you made last year. Follow that row.
8. **Drop and Hook** – There is a Step by Step, Guide on how to Disconnect and Reconnect a Tractor and Trailer.
9. **How to use the Packet** - Study all the Material in the Packet. Teach yourself how to Smoothly Flow in and Around the Tractor and Trailer. (Enjoy Your Career as a Truck Driver).
10. **Shifting Tips** – A Guide of How to Shift a 10 Speed Tractor, With High and Low Spitter. How to practice Shifting the gears while sitting still in the Truck. A chart on how to float the gears, using the even numbers after 6th gear.
11. **90 Alley Dock** – A written guide as to How to Back a Tractor Trailer into the Set Alley Dock Cones.



12. **Straight Line** – A written guild as to How to Back a Tractor Trailer Straight Back Though the Cones.
13. **Blind Side Parallel** – A written guild as to How to Back into a Parking Space from the Blind Side of the Tractor Trailer, into the Set Cones.
14. **Sight Side Parallel** – A written guild as to How to Back into a Parking Space from the Drivers Sight Side of the Tractor Trailer, into the Set Cones.
15. **Bind Side Off Set** – A written guild as to How to Back a Tractor Trailer from the Left Lane into the Right Lane, From the Passenger Blind Side, into the Set Cones.
16. **Sight Side Off Set** – A written guild as to How to Back a Tractor Trailer from the Drivers Right Lane Sight Side, into the Left Lane, and into the Set Cones.
17. **Light Check Inspection** – The are 3 Light Inspections **A. INSIDE INDECATORS LIGHT CHECK. B. EXAMINERS LIGHT CHECK, IN THE FRONT, LEFT SIDE, REAR, AND RIGHT SIDE OF THE VEHICLE. C. YOUR OUTSIDE LIGHT CONDISTION CHECK. A Guild as to How to Study All Three. (THE LIGHTS MUST BE ON DURING LIGHT CHECKS.)**
18. **How to Find the Center of the Steering Wheel** – Step by Step Guild on how many turns are in the Steering Wheel.
19. **Direction to your Delivery Facilities Sheet** – Never travel to a customer's delivery site, without knowing where you are going. Only get your Instructions from a dock supervisor or a dispatcher. never an office secretary or security guard. Get a good contact name and phone number. Always confirm your shipping papers with the customer Before leaving the shipper, or leaving own. find out about Overnight Parking before arrival. Also Know the time zone differences.



- 20. Interview the Employer Prior to Hire** – When you are Interviewing for a truck driving position, do not only allow them to interview you. But you need to have a list of questions for the Interviewer. (Make sure that it is a good relationship.)
- 21. Military Time Chart** - There is a Chart to familiarize You with the Military Time. Because many of the Bill of Ladings are Created in Military Time.
- 22. Possible New Maneuver Test in the Future** – We have mentioned an idea of possible changes in the way that the Maneuverability Test may be handled in some states.
- 23. Secrets to Doing the Maneuvers:** There is not an easy way of doing the Pre – Trip, or the Maneuvers, other than Study, Practice, and Being Safe.
- 24. 401K To an IRA Account:** This is just an idea on how to combine your retirement incomes from previous companies. And to continue adding income to your retirement accounts.
- 25. Study Packet 32 Points. 2023:** In some States, the Pre – Trip has only 32 Categories.
- 26. Combined Maneuverability 2023:** There are 4 Maneuvers Combined together in one place. In some States.
- 27. The Pre – Trip: Understanding the outside of the Tractor, and Trailer:** **1.** Everything on the Tractor, and Trailer is Secure, or Securely Mounted. **2.** All Hoses are Securely Mounted not Leaking. **3.** All Wires are Securely Mounted, not Cut, Frayed, or Exposed. **4.** All Medal Parts are Securely Mounted, not Cracked, Bent, or Twisted, no legal Welds. **5.** Parts that have Nuts and Bolts, The Bolts are not Missing. **6.** All Lights, Markers, and Reflectors, are the proper Color. Not Cracked, or Missing. **7. Go around the Tractor, and Trailer. Learn what the parts are. Make the Test Your Own.**



HOW TO FIND CENTER IN THE STEERING WHEEL.

(TAKE IN ACCOUNT THAT THE TRUCK MAY BE OUT OF ALIGNMENT.)

- 1. GET THE FRONT WHEELS STRAIGHT.**
- 2. LOOK AT THE LEFT SIDE TRACKTOR TIRES. TO SEE IF ITS STRAIGHT WITH THE TRAILER.**

LEFT TURNS

- A. USING YOUR RIGHTHAND ONLY AT 12 O'CLOCK, AT THE TOP OF THE STEERING WHEEL.**
- B. TURN THE WHEEL 2 WHOLE TURNS LEFT. THAT'S 12 O'CLOCK TOO 12 O'CLOCK 2 TIMES. UNTIL THE WHEEL, WILL NOT GO ANY FUTHER, TAKE YOUR HAND OFF OF IT. (LET IT SPIN,) THEN TURN THE WHEEL 2 WHOLE TURNS RIGHT, TO GET BACK TO CENTER/STRIAGHT.**
- C. THERE ARE 4 HALF TURNS TO THE LEFT. THAT'S 12 O'CLOCK TOO 6 O'CLOCK, THEN 6 O'CLOCK TO 12 O'CLOCK. 2 TIMES. THEN 4 HALF TURNS BACK TO THE RIGHT, TO GET BACK TO CENTER/ STRIAGHT.**

RIGHT TURNS

- D. USING YOUR RIGHTHAND ONLY AT 12 O'CLOCK, AT THE TOP OF THE STEERING WHEEL.**
- E. TURN THE WHEEL 2 WHOLE TURNS RIGHT. THAT'S 12 O'CLOCK TOO 12 O'CLOCK 2 TIMES. UNTIL THE WHEEL WILL NOT GO ANY FUTHER, TAKE YOUR HAND OFF OF IT. (LET IT SPIN,) THEN TURN THE WHEEL 2 WHOLE TURNS LEFT, TO GET BACK TO CENTER/STRIAGHT.**
- F. THERE ARE 4 HALF TURNS TO THE RIGHT. THAT'S 12 O'CLOCK TOO 6 O'CLOCK, THEN 6 O'CLOCK TO 12 O'CLOCK. 2 TIMES. THEN 4 HALF TURNS BACK TO THE LEFT, TO GET BACK TO CENTER/STRIAGHT.**



**Saving Log Chart:
Raise Above Last Year's Income.**

Above Last Years Income	Persona l 1 Account	IRS 2 Account	401K 3 Account	Children 4 Account	Charity 5 Account	Total Savings 1 Year	Your Raise Year End
	10%	10%	10%	10%	10%	50%	50%
\$10,000.00	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000	\$5,000
\$15,000.00	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$7,500	\$7,500
\$20,000.00	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$10,000	\$10,000
\$25,000.00	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$12,500	\$12,500
\$30,000.00	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$15,000	\$15,000
\$35,000.00	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$17,500	\$17,500
\$40,000.00	4,000	4,000	4,000	4,000	4,000	\$20,000	\$20,000
\$45,000.00	\$4,500	\$4,500	\$4,500	\$4,500	\$4,500	\$22,500	\$22,500
\$50,000.00	5,000	5,000	5,000	5,000	5,000	\$25,000	\$25,000
\$55,000.00	5,500	5,500	5,500	5,500	5,500	\$27,500	\$27,500
\$60,000.00	6,000	6,000	6,000	6,000	6,000	\$30,000	\$30,000
\$65,000.00	6,500	6,500	6,500	6,500	6,500	\$32,500	\$32,500
\$70,000.00	7,000	7,000	7,000	7,000	7,000	\$35,000	\$35,000
\$75,000.00	7,500	7,500	7,500	7,500	7,500	\$37,500	\$37,500
\$80,000.00	8,000	8,000	8,000	8,000	8,000	\$40,000	\$40,000
\$85,000.00	8,500	8,500	8,500	8,500	8,500	\$42,500	\$42,500
\$90,000.00	9,000	9,000	9,000	9,000	9,000	\$45,000	\$45,000
\$90,000.00	9,500	9,500	9,500	9,500	9,500	\$47,500	\$47,500
\$100,000.00	10,000	10,000	10,000	10,000	10,000	\$50,000	\$50,000



Live on 50 % of your new income. And Save Half of your new income by years end. You should have 1 Personal Bank Account, and 1 Saving Account to Operate in. Also, a 2nd Personal Bank Account, and 2 more Savings Accounts. An IRA Savings Account, and A 401K Savings Account for your Retirement.

PRE – TRIP SMOOTH FLOW DROP AND HOOK

DISCONNECT THE TRACTOR FROM THE TRAILER

YOU WILL NEED TO HAVE GLOVES, AND A FLASH LIGHT.

1. MAKE SURE THAT THE YELLOW AND RED BRAKE VALVES ARE **(SET) (PULLED OUT)** ON THE TRACTOR AND THE TRAILER. GET OUT, **3 POINTS OF CONNECT.**
2. LOWER THE LANDING GEAR ON THE TRAILER, ***ALL THE WAY UNTIL IT TOUCHES THE GROUND. THEN RAISE IT OFF THE GROUND ONE FULL TURN. (TO RELEASE THE PRESURE.)***
3. PULL ON THE RELEASE ARM SPRING. THEN PULL IT ALL THE WAY OUT. **(ITS NEXT TO THE 5TH WHEEL)** ON THE LEFT SIDE.
4. LOOK AT THE LOCKING JAW, TO SEE IF ITS OPENED FROM AROUND THE KING PIN.**YOU SHOULD SEE THE KING PIN.**
5. **A.** DISCONNECT THE BLUE (SERVICE) AIR LINE FROM THE TRAILER. PUT IT IN THE HOLSTER.
B. DISCONNECT THE RED (EMERGENCY) AIR LINE FROM THE TRAILER. PUT IT IN THE HOLSTER.
C. DISCONNECT THE GREEN (ELECTRIC) (PIG TAIL) WIRE FROM THE TRAILER. PUT IT IN THE HOLSTER.
6. GET IN. RELEASE (PUSH IN) THE YELLOW AIR BRAKE TRACTOR VALVE.
7. PUSH THE CLUTCH TO THE FLOOR. PUT THE TRUCK IN 1ST GEAR. EASE UP OFF OF THE CLUTCH, UNTIL YOU FEEL THE TUG. EASE UP OFF OF THE BRAKE, TO ALLOW THE TRACTOR TO MOVE FORWARD **SLOWLY**, UNTIL THE TRACTOR COME FROM UNDER THE TRAILER, ALLOW THE TRACTOR TO COME RIGHT OFF OF THE 5TH WHEEL FIRST.
9. THEN PULL FORWARD ABOUT A FOOT OR TWO FROM THE TRAILER.
10. SET THE BRAKE **(PULL OUT)** THE YELLOW AIR BRAKE TRACTOR VALVE.

CONNECT TRACTOR TO THE TRAILER

1. LINE THE MIRRORS UP, DOWN BOTH SIDES OF THE TRAILER.
2. **RELEASE (PUSH IN)** THE YELLOW AIR BRAKE TRACTOR VALVE.
3. PUSH THE CLUTCH TO THE FLOOR. PUT THE TRUCK IN REVERSE. EASE UP OFF OF THE CLUTCH, UNTIL YOU FEEL THE TUG. EASE UP OFF OF THE BRAKE, TO ALLOW THE TRACTOR TO MOVE BACKWARD **SLOWLY**.
4. BACK THE TRACTOR CLOSE TO THE TRAILER WITHOUT TOUCHING IT.
5. MAKE SURE THAT THE TRACTOR FRAME OR THE 5TH WHEEL IS NOT TOO LOW, SO THAT IT DOESN'T MISS THE KING PIN.
6. IF THE TRACTOR OR THE 5TH WHEEL IS TOO HIGH OR LOW TO CONNECT. IT MAY HIT OR MISS THE TRAILER. DUMP THE AIR FROM THE AIR BAGS. OR **(SET)** THE BRAKES, GET OUT, AND CRANK THE TRAILER LANDING GEAR UP OR DOWN UNTIL IT WILL CLEAR OR MATCH THE 5TH WHEEL TO MAKE THE CONNECTION.
7. **RELEASE (PUSH IN)** THE YELLOW AIR BRAKE TRACTOR VALVE.
8. PUT THE TRACTOR IN REVERSE.
9. BACK THE TRACTOR UNDER THE TRAILER, UNTIL IT **LOCKS** INTO THE KING PIN.
10. **SET (PULL OUT)** THE YELLOW AIR BRAKE TRACTOR VALVE. **(DO A TUG TEST). FIRST PUSH BACKWARD, THEN FORWARD. GET OUT (3) POINTS OF CONNECT.**
11. **A.** CONNECT THE RED (EMERGENCY) AIR LINE TO THE TRAILER.
B. CONNECT THE BLUE (SERVICE) AIR LINE TO THE TRAILER.
C. CONNECT THE GREEN (ELECTRIC) (PIG TAIL) TO THE TRAILER.
12. LOOK TO SEE IF THE LOCKING JAW IS AROUND THE KING PIN, **(LOOK TO MAKE SURE.)**
13. RAISE THE LANDING GEAR **ALL THE WAY UP. THEN DOWN ONE FULL TURN.**
14. GET IN. **(DO A TUG TEST.)**
FIRST **RELEASE (PUSH IN)** THE YELLOW AIR BRAKE TRACTOR VALVE. AND **BACK** INTO THE TRAILER, THEN TUG **FORWARD.**
15. **RELEASE (PUSH IN)** THE RED AIR BRAKE TRAILER VALVE. **(YOUR READY TO RIDE.)**



Pre – Trip Smooth Flow Directions to your Delivery Facilities Sheet

(Things you need to know Prior to Traveling to a Customers Site.)

Company Name – _____

Contact Number – _____

Directions to the Facility –

Account Numbers - _____, _____, _____, _____

Trailer Numbers - _____, _____, _____, _____

Address - _____

City - _____

State - _____

Zip Code - _____

Time of Delivery - _____, Time Zone Difference - _____

Company Hours, and Days of Operation - _____, _____

Holiday Hours - _____

Lot Number - _____

Dock Door Number - _____

Back In Dock - ____ Pull up Dock - ____ Side Dock - ____

Tanker Top Load - ____ Bottom load - ____ Rear - ____

Flat Bed in Yard - ____ Inside the Building - ____ Front, Rear, Side, Of the Company _____

Can I Turn a Tracker Trailer Around on the Lot: Yes: _____ No: _____

Is Overnight Parking Allowed on the Property: Yes: _____ No: _____

Note: Check List Prior to Leaving Town.

1. Never Travel to a Customer's Delivery Site, without knowing where you are going.
2. Get your instructions from a dock Supervisor or a Dispatcher. Never an Office Secretary or Security Guard.
3. Get a good Contact Name and Phone Number.
4. Always Confirm your Shipping Papers with the Customer, Before Leaving the Shipper, or Leaving Town.
5. Find out about Overnight Parking before Arrival.
6. Find Out How the Trailer is off Loaded, Or See What Equipment Is Needed to Off Load.
7. Make sure you have a Road Atlas in your Truck. If Possible, Get as many folds up Maps as you can. (Some Times the Public Works, City Hall, and some of the, Mom and-Pop Hardware Stores.
8. Make sure to have a good Updated Truckers GPS.
9. Make sure that you have all the Necessary Tools, and Equipment needed.



COMBINED MANEUVERABILITY

BASIC CONTROL SKILLS DIMENSIONS

CHECK YOUR STATE TEST REGULATION STANDARDS.

THERE ARE FOUR MANEUVERS IN ONE PLACE.

- A. FORWARD STOP.
- B. STRAIGHT LINE BACK.
- C. FORWARD OFFSET.
- D. REVERSE BLINDSIDE OFFSET.

8 POINTS FOR ALL 4 MANEUVERS COMBINED. A 9TH POINT IS A FAILED TEST.

IN ALL 4 MANEUVERS IF YOU HIT OR GET ON A LINE. IT WILL BE 2 POINTS FOR HITTING OR GETTING ON THE LINE, AND 1 POINT TO PULL FORWARD OFF OF THE LINE. AFTER USING YOUR 2 FREE PULL UPS. 13 POINTS FOR YOUR FINAL POSITION, WHEN YOU BLOW YOUR HORN, IF YOU ON A LINE.

- A. **FORWARD STOP.** YOU MUST STOP THE FRONT BUMPER OF THE TRACTOR IN THE 3 FOOT BOX AT THE FRONT OF THE LANE. (THE LICENSE PLATE IN THE BOX, IS GOOD ENOUGH.) YOU CAN NOT STOP OR STALL THE TRUCK BEFORE GETTING IT IN THE BOX. ITS 5 POINTS IF YOU STOP SHORT OF THE BOX. (YOU CAN NOT ADJUST THE STOP.)
THERE ARE NO PULL UPS, AND NO GET OUTS IN THIS MANEUVER. IF YOU GET OUT OF THE TRUCK, OR RAISE UP



OFF OF YOU'RE SEAT. IT WILL BE AN AUTOMITIC FAIL. STOP THE TRUCK, SET THE BRAKES, BLOW THE HORN. WAIT FOR INSTRUCTIONS. YOU WILL EITHER GET 5 POINTS FOR NOT GETTING IN THE BOX, OR YOU WILL BE ALLOWED TO CONTINUE ON TO THE NEXT MANEUVER.

B. STRAIGHT LINE BACK. YOU WILL PULL FORWARD 80 FEET, UNTIL THE TRAILER CLEARS THE 3 FOOT BOX. STOP THE TRUCK. TAP YOUR HORN. (YOU DO NOT HAVE TO SET THE BRAKES. DO NOT PASS THE OUT OF BOUNDS LINE. (*YOU CAN NOT GET OUT OF THE TRUCK GOING FORWARD.*) **STRAIGHT LINE BACK** 180 FEET ALL THE WAY BACK THROUGH THE LANE UNTIL THE FRONT OF THE TRACTOR CLEARS THE CONES AT THE LAST BOX. STOP THE TRUCK, SET THE BRAKES, BLOW THE HORN, WAIT FOR INSTRUCTIONS. WHEN STARTING YOUR BACKWARD MOTION. YOU CAN USE 1 FREE PULL UP. ALL OTHER PULL UPS, WILL START COLLECTING ADDITIONAL POINTS. YOU ALSO GET, 1 GET OUT, A SECOND GET OUT IS A FAILED TEST.

NOTE: (HOW TO DO A STRAIGHT- LINE BACK.)

1ST. STRAIGHT LINE BACK. LOOKING OUT OF THE TOP LEFT MIRROR. WITH YOUR RIGHT HAND ON THE STEERING WHEEL ONLY. WATCH THE FAR BACK REAR OF THE TRAIER. MANAGING THE 2 FOOT SPACE BETWEEN THE TRAILER AND THE LINE, ON YOUR LEFT SIDE ONLY.



- (A.) IF THE TRAILER DRIFTS TO THE LEFT, CLOSING THE SPACE BETWEEN THE TRAILER AND THE LINE. TURN THE STEERING WHEEL TWO THE LEFT. ENOUGH SO THAT THE TRAILER DRIFTS BACK TO THE RIGHT, SO THAT IT GETS BACK IN PLACE. QUICKLY STRAIGHTEN YOUR STEERING WHEEL. CONTROLLING THE 2 FOOT SPACE. CONTINUING YOUR BACKWARD TRAVEL.
(MAKING THESE ADJUSTMENTS AS YOU GO BACKWARD.)
- (B.) IF THE TRAILER DRIFTS TO THE RIGHT, MAKING THE SPACE BETWEEN THE TRAILER AND THE LINE WIDER. TURN THE STEERING WHEEL TO THE RIGHT. ENOUGH SO THAT THE TRAILER DRIFTS BACK TO THE LEFT, SO THAT IT GETS BACK IN PLACE. QUICKLY STRAIGHTEN YOUR STEERING WHEEL. CONTROLLING THE 2 FOOT SPACE. CONTINUING YOUR BACKWARD TRAVEL.
(MAKING THESE ADJUSTMENTS AS YOU GO BACKWARD.)
- (C.) **STRAIGHT LINE** THE TRAILER BACK, AND STOP THE FRONT OF THE TRACTOR BEHIND THE 3 FOOT BOX AT THE END OF THE LANE. SET THE BRAKE, BLOW THE HORN. WAIT FOR INSTRUCTIONS.

NOTE: NOW, YOU CAN NOT GET OUT OF THE TRUCK IN ANY OF THE FORWARD MOTIONS. (FORWARD OUTSET.) ONCE YOU START, YOU'RE BACKWARD MOTIONS. YOU WILL HAVE 2 FREE PULL UPS, AND 2 GET OUTS. THEY ARE



COMBINDED TOGETHER, INTO THE REVERSE OFFSET, AND THE ALLEY DOCK. ANY ADDITIONL PULL UP, WILL START COLLECTING ADDITIONL POINTS. IF YOU GET OUT A 3RD TIME, OR RAISE UP OFF OF THE SEAT. IT WILL BE A AUTOMITIC FAIL ON YOUR TEST.

C. **FORWARD OFFSET.** 1ST YOU WILL GO FORWARD. OFF SET TO THE LEFT OF THE 3 FOOT BOX. ***THERE IS A SMALL LINE 3 FEET TO THE LEFT OF THE GREEN CONE.*** NOTE: WHEN YOUR RIGHT TRACTOR TIRE CLEARS THE CONE AT THE FRONT OF THE BOX. **(SNAKE THE TRACTOR,)** TURN TO THE RIGHT, THEN LEFT, THEN STRAIGHT. WATCHING THAT THE LAST REAR OUTSIDE TIRE, ON THE RIGHT SIDE OF THE TRAILER. PASSES THROUGH THE 3 FOOT SPACE. BETWEEN THE SMALL LINE AND THE GREEN CONE. **(IT MUST BE A CONTINUOUS MOTION; YOU CAN NOT STOP TO MAKE ADJUSTMENTS.)** IF YOU MISS THE SPACE, HIT THE CONE, LITTLE LINE, OR GO TO FAR TO THE LEFT OF THE LITTLE LINE. YOU WILL GET 5 POINTS. 2ND GO FORWARD, LOOKING AT YOUR RIGHT MIRROR, AT THE LAST REAR RIGHT TIRE. MAKING SURE THE TIRE PASSES CLOSE TO THE CONE, NOT HITTING IT. STOPPING THE TRUCK, SHORT OF THE OUT OF BOUNDS LINE. YOUR TRACTOR AND TRAILER MUST BE STRAIGHT WHEN YOU STOP. (YOU CAN NOT BE AN ANGLED FAR TO THE LEFT OR, TO THE RIGHT. YOU MUST LINE UP STRAIGHT.) ***YOU CAN NOT GET OUT OF THE TRUCK GOING FORWARD. STOP THE TRUCK, SET THE BRAKES, BLOW THE HORN, WAIT FOR INSTRUCTIONS. STARTING YOUR***



BACKWARD MOTION. 1ST BACK UP UNTIL THE TRAILER IS IN LINE WITH THE GREEN CONE, WHICH IS ON YOUR RIGHT SIDE NOW. *(IF POSSIBLE, DON'T GO FUTHER BACK THEN THE FIRST SET OF REAR TRAILER TIRES.)* THE OBJECT IS TO MANEUVER OR, **REVERSE** BLIND SIDE OFFSET BACK, AND TO GET STAIRGHT BACK INTO THE LANE, THAT YOU CAME OUT OF.) **ONCE YOU START GOING BACKWARD.** YOU CAN USE YOUR 2 FREE PULL UPS, ALL OTHER PULL UPS, WILL START COLLETING ADDITIOAL POINTS. YOU GET 2 GET OUTS, A THIRD GET OUT IS A FAILED TEST. 2ND TURN THE STEERING WHEEL ONE WHOLE TURN TO THE LEFT. BACK UP, LOOKING AT THE LEFT SPOT/BUG EYE MIRROR. UNTIL YOU SEE ALL MOST THE MIDDLE OF THE TRAILER HEADER BOARD. 3RD TURN THE WHEEL ALL THE WAY TO THE RIGHT. BACK UP UNTIL THE TRACTOR TIRE, AND THE TRAILER IS STRAIGHT WITH EACH OTHER. YOU SHOUD SEE THE FIRST GREEN CONE IN YOUR TOP LEFT MIRROR. (YOU NEED ABOUT A 1 TO 2 FOOT SPACE (WITH), BETWEEN THE TRAILER AND THE CONE.) (IF NOT. MAKE THE ADJUSTMENT, SO YOU CAN SEE IT.) STRAIGHT LINE BACK UNTIL THE TRAILER, OR THE LAST OUT SIDE TIRE ON YOUR LEFT SIDE, IS AT THE CONE. (YOU NEED TO BE CLOSE TO THE CONE. WITHIN 1 TO 2 FEET FROM IT.) 4TH TRUN THE WHEEL ALL THE WAY TO THE RIGHT, BEND THE TRACTOR. TRUN YOUR **BODY/HEAD** AROUND LOOKING OUT OF THE WINDOW, SO YOU CAN SEE THE LANDING GEAR LINE UP WITH THE TRACTOR TIRE RIM, STOP THE TRUCK AT THE



RIM. 5TH TURN THE WHEEL ALL THE WAY TO THE LEFT. BACK UP UNTIL THE TRACTOR AND TRAILER IS STRAIGHT AGAIN, (BALANCE AT THE RIGHT TRACTOR TIRE, AND THE LEFT TRAILER TIRE. (DON'T HIT THE LINES OR THE CONES) PULL FORWARD (**SNAKE – RIGHT, LEFT, STRAIGHT.**) TO GET SET UP FOR A **STRAIGHT- LINE BACK.** (YOU CAN GO INTO THE 3 FOOT BOX, IN THE FRONT OF THE LANE. **DON'T GO PAST THE CONES.**

D. **REVERSE BLINDSIDE OFFSET.** IF YOU HAVE NOT USED YOUR PULL UPS, AND GET OUTS AT THIS POINT. YOU CAN STILL USE THEM, OR USE WHATS LEFT OVER. REMEMBER, YOU GET 2 FREE PULL UPS, ALL OTHER PULL UPS, WILL BE POINTS. YOU GET 2 GET OUTS, **A THIRD GET OUT IS A FAILED TEST.** (WHEN BACKING IN THE LANE. YOU MUST STOP THE TRAILER IN THE 3 FOOT BOX, WITHOUT GOING OUT OF THE BOX.) (THE BUBBER BUMPERS IS GOOD ENOUGH.) STOP, SET THE BRAKES, BLOW THE HORN, WAIT FOR INSTRUCTIONS.

NOTE: YOU HAVE A 12 FOOT LANE, AND A 8-FOOT-WIDE BOX. IF YOU MANAGE YOUR 2 FEET ON THE LEFT SIDE. YOU WILL BE CLEAR ON THE RIGHT SIDE. GOING BACK WATCHING THE TRAILER, STOPPING THE TRAILER AS CLOSE AS YOU CAN TO THE FIRST LINE OF THE BOX. GET OUT AND LOOK. MAKE THE ADJUSTMENT.



NOW: STRAIGHT LINE BACK. LOOKING OUT OF THE TOP LEFT MIRROR ONLY. WITH YOUR RIGHT HAND ON THE STEERING WHEEL ONLY. WATCH THE FAR BACK REAR OF THE TRAILER. MANAGING THE 2 FOOT SPACE BETWEEN THE TRAILER AND THE LINE.

- A. IF THE TRAILER **DRIFTS TO THE LEFT**, CLOSING THE SPACE BETWEEN THE TRAILER AND THE LINE. TURN THE STEERING WHEEL TWO THE LEFT. ENOUGH SO THAT THE TRAILER **DRIFTS BACK TO THE RIGHT**, SO THAT IT GETS BACK IN PLACE. QUICKLY STRAIGHTEN YOUR STEERING WHEEL. CONTROLLING THE 2 FOOT SPACE. CONTINUING YOUR BACKWARD TRAVEL. *(MAKING THESE ADJUSTMENTS AS YOU GO BACKWARD.)* **(KNOW WHERE YOUR CENTER OF THE STEERING WHEEL IS.)**
- B. IF THE TRAILER **DRIFTS TO THE RIGHT**, MAKING THE SPACE BETWEEN THE TRAILER AND THE LINE WIDER. TURN THE STEERING WHEEL TO THE RIGHT. ENOUGH SO THAT THE TRAILER **DRIFTS BACK TO THE LEFT**, SO THAT IT GETS BACK IN PLACE. QUICKLY STRAIGHTEN YOUR STEERING WHEEL. CONTROLLING THE 2 FOOT SPACE. CONTINUING YOUR BACKWARD TRAVEL. *(MAKING THESE ADJUSTMENTS AS YOU GO BACKWARD.)* **(KNOW WHERE YOUR CENTER OF THE STEERING WHEEL IS.)**



C. STRAIGHT LINE THE TRAILER BACK, **WATCHING THE TRAILER, STOPPING THE TRAILER AS CLOSE TO THE FIRST LINE OF THE 3 FOOT BOX. GET OUT AND LOOK.** AT THE REAR OF THE LANE. IF THE RUBBER BUMPERS ON THE BACK OF THE TRAILER ARE IN THE 3 FOOT BOX, IT IS A PASSED TEST. STOP THE TRUCK, SET THE BRAKES, BLOW THE HORN. WAIT FOR INSTRUCTIONS.





OVERVIEW COMBINED MANEUVER 2023.

CHECK WITH YOUR STATE FOR STANDARDS.

BASIC CONTROL SKILLS DIMENSIONS

LANE FOR THE TEST IS 260 FEET LONG. 40 FEET WIDE. (12 FEET FOR THE LANE AND 28 FEET TO THE LEFT SIDE, FOR THE OFF SET.

RULES

- A. **GOVERNOR SHUT OFF TEST** – YOU CAN NOT GET OUT OF THE TRUCK. YOU MUST STOP THE FRONT OF THE TRACTOR IN THE 3 FOOT BOX IN THE FRONT OF THE LANE. YOU WILL EITHER GET 5 POINTS FOR NOT GETTING IN THE BOX. OR YOU WILL BE ALLOWED TO CONTINUE ON TO THE NEXT MANEUVER. YOU CAN NOT GET OUT OF THE TRUCK. A GET OFF IS AN AUTOMATIC FAILED TEST.
- B. **STRAIGHT LINE** – HAS ONE FREE PULL UP. AND ONE GET OUT. ANY OTHER PULL UPS, BEGIN COLLECTING ADDITIONAL POINTS. A SECOND GET OUT IS AN AUTOMATIC FAILED TEST.
- C. **OFFSET** – HAS TWO FREE PULL UPS. AND TWO FREE GET OUTS. ANY OTHER PULL UPS BEGIN COLLECTING ADDITIONAL POINTS. A THIRD GET OUT IS AN AUTOMATIC FAIL.
- D. **REVERSE OFFSET/BLINDSIDE /PARALLEL** – HAS TWO FREE PULL UPS. AND TWO FREE GET OUTS. ANY OTHER PULL UPS BEGIN COLLECTING ADDITIONAL POINTS. A THIRD GET OUT IS AN AUTOMATIC FAILED TEST.

EXERCISE 1 – FORWARD STOP:

- 1. PULL FORWARD TO THE LANE TO START YOUR TEST DON'T ENTER THE LANE, UNTIL YOU'RE READY TO START YOUR TEST. STARTING THE TEST, BY MOVING FORWARD AND STOP AT THE LAST CONE. BEFORE LEAVING THE LANE. WITHIN THE 3 FOOT BOX, AT THE END OF THE LANE. BLOW YOUR HORN WHEN YOU'RE SURE YOU'RE IN THE RIGHT POSITION.
- 2. PULL FORWARD ABOUT 140 FEET. STOP RIGHT BEFORE THE CONE ON YOUR RIGHT SIDE.
- 3. STRAIGHT LINE BACK ALL THE WAY THROUGH THE LANE, UNTIL THE WHOLE TRACTOR AND TRAILER CLEARS (LEAVES) THE WHOLE LANE, BEHIND THE LAST SET OF CONES. BLOW YOUR HORN WHEN YOU ARE SURE YOU'RE IN THE RIGHT POSITION.
- 4. PULL FORWARD THROUGH THE LANE, TO THE LAST CONE ON THE LEFT SIDE. STOP WITHIN 3 FEET OF LEAVING THE LANE IN THE BOX.
- 5. OFF SET TO THE LEFT SIDE, MISSING THE CONE ON THE LEFT.
- 6. PULL FORWARD ABOUT 140 FEET. STOP ABOUT 2 TO 3 FEET BEFORE THE CONE ON THE RIGHT. DO NOT PASS THE CONE.
- 7. **REVERSE OFF SET/BLIND SIDE /PARALLEL** - GO BACKWARD **IN TO THE LANE**. UNTIL THE **TRAILER** STOPS AT THE LAST CONE. WITHIN THE 3 FEET BOX. **DO NOT LET THE TRAILER LEAVE THE LANE.**





Pre-Trip Study Sheet.
Examiner's Light Check.

As of October 2023.

Time Yourself as You Practice.

All Parts You Must Pointed to or
Explained in Detail, to Receive
the Points or Categories.

Use A Pointer Stick.

**YOU HAVE 30 MINUTES TO
COMPLETE YOUR PRE – TRIP
TEST INSIDE AND OUTSIDE.**

**THERE ARE 32 POINTS OR
CATEGORIES. YOU NEED 20
POINTS OR CATEGORIES TO
PAST YOUR PRE – TRIP TEST. 11
MISSED POINTS OR MISSED
CATEGORIES, WILL BE A FAILED
TEST.**

**THE TEST SITE, WILL GIVE YOU A
CHECKLIST SHEET TO USE. YOU
CAN NOT WRITE NOTES ON IT.
(ONLY CHECK OFF THE THINGS
THAT YOU HAVE DONE.)**

AREA'S FOR INSPECTION:

**YOU MUST CHECK ALL THE
LIGHTS. THERE ARE 3 LIGHT
INSPECTIONS.**

**1. LIGHT INDICATORS IN THE
CAB. THAT THE LIGHTS ARE IN
WORKING OPERATION.**

**2. THE EXAMINER'S LIGHT
CHECK OUTSIDE. TO CHECK
THAT THE LIGHTS ARE
ILLUMINATED.**

**3. YOU'RE LIGHT CHECK
OUTSIDE. THE LIGHTS
CONDISTION, PROPER COLOR,
AND NO MISSING CAPS.**

A. SAFETY EQUIPMENT.

**B. ABS LIGHT ON DASH
PANEL, AND ON THE LIFT
SIDE OF THE TRAILER.**

C. SAFE START.

D. COMPONENT PARTS.

E. 3 BRAKE CHECK.

**F. THE GOVERNOR SHUT OFF
TEST.**

G. AIR LOST TEST.

H. EXAMINER'S LIGHT CHECK.

**I. DO YOUR APPROACH and
(LIGHTS) in the FRONT of the
TROCTOR.**

J. PASSENGER SIDE OF ENGINE.

K. DRIVER SIDE OF THE ENGINE.



L. LEFT SIDE (LIGHTS) ON THE TRACTOR.

M. BACK OF THE CAB.

N. UNDER THE TRACTOR.

O. LEFT SIDE (LIGHTS) ON THE TRAILER.

P. BACK (LIGHTS) ON THE TRAILER.

Q. RIGHT SIDE (LIGHTS) ON THE TRAILER AND TRACTOR.

1. START THE TRUCK. ALLOW THE AIR GAUGES TO RAISE TOO 120/140 PSI. OR UNTIL THE GOVERNOR SPITS AIR AT THE PROPER LEAVEL.

2. ADJUST AND CLEAN YOUR MIRRORS.

3. CLEAN WINDSHELD AND SIDE WINDOWS.

4. WAIT FOR INSTRUCTIONS FROM THE EXAMINER.

YOU CAN DO YOUR PRE – TRIP IN ANY ORDER THAT YOU CHOOSE TO. AS LONG AS YOU

**DO YOUR (AIR LOSE TEST.)
(WHICH IS THE ONLY
AUTOMITIC FAIL, IF ITS NOT
DONE ABSOLUTELY RIGHT.)
BEFORE YOU EXIT THE CAB.**

***(NOTE: MAKE SURE YOU KNOW
THE RULES IN YOUR STATE.)***

(In Cab:)

GETTING STARTED:

1. (SAFETY EQUIPMENT:)

1.) 10 BC Fire Extinguisher: Fully Charged, Securely Mounted.

2.) 3 - Reflective Triangles:

3.) Circuit Breakers: The Truck Runs on Circuit Breakers. (Point to the Front Right Side of Cab.

2A. (SAFE START:)

1 - A.) STANDARD: (Clutch In, Truck in Neutral), {Move the Stick Side to Side.}

1 - B.) AUTOMATIC: (Truck in Neutral), {Check that it is in (N) For Neutral.}



2B.) BRAKES ARE SET OR SAFE:
Pull on Both Yellow & Red Air Valves.

3. (ABS LIGHTS) Turn Key to on Position (Engine not Running.)
ABS Light ON THE DASH AND ON THE SIDE OF THE TRAILER, WORKS, THEY COME ON AND GO OFF IN 5 SECONDS.

START: Start the Truck.

A. STANDARD: (Clutch Down to the floor) Turn Key to Start Engine. {Take Foot off The Clutch.

B. AUTOMATIC: (Push the Brake Pedal) And Turn the Key to Start Engine. {Take Foot of the Brake}.

(WITH YOUR FOOT ON THE ACCELATOR, RUN YOUR AIR GAUGES BACK UP TO 120/140 OR UNTIL THE GOVERNOR SPITS AIR. RUN AT 10/12 PRMs. (MAXIMUM PRESSURE) (HOLD IT WHILE YOU EXPLAIN THE FOLLOWING.)

4. (COMPONENT PARTS:)

DEF GAUGE: Will Rise to the Proper Level, Within 5 Seconds.

HORNS: **A. *City Horn Works* -. B. *Air Horn Works*.**

SIGNALS AND LIGHTS: Left Turn Signal Works, Right Turn Signal Works, 4 Way Flashers Work, Head Lights Work (**leave them on for the Rest of Your Test. Maneuvers and Road.**), High Beams Work.

WINDSHIELD WASHER FLUID:
Windshield Washer Fluid Works,

WIPERS: Wipers Work, Not Bent, Missing, or Dry Rotted, Have Proper Tension too the Windshield.

WINDSHIED: Not Cracked, it is Clean, No Illegal Stickers to Obstructing the Drivers View, Rubber Seal is in Place, Not Leaking.

HEATER AND DEFROSTER:
Defroster Works, Heater Works.
(Turn the Blower Switch on, turn dial to the Mix position.) Put



Hand Over the Dash to Check the Defroster, and Under the Lower Vent to Check the Heater.

(Turn Blower Back Down or Off, so that the Examiner Can Hear What You're Saying.)

MIRRORS: Mirrors are Adjusted to the Drivers View, there Clean, Not Cracked.

(YOU SHOULD HAVE THE AIR BACK AT THE 120/140, OR TO THE PROPER LEVEL.) (MAXIMUM PRESSURE) AT THIS TIME. (IF NOT, CONTINUE TO RAISE THE AIR UP.)

5. (3 BRAKE CHECK:)

(Tell the Examiner what you are going to do before each action takes place.) (Then afterword, Tell the results of what just happen).

PUT THE TRUCK BACK IN GREAR. (LEAVE IT IN GEAR.)

(A. STANDARD: Push in the Clutch, Shift into First Gear) (B.

AUTOMATIC: Put Truck in Neutral, (If the Truck Rolls, it's a automatic Failed Test.) Or Put the Truck in Drive, or {D}. (LEAVE THE TRUCK IN GEAR FOR THE ENTIRE BRAKE CHECK.) {Keep your Foot Back off the Service Brake until you need to check it}.

A. TRACTOR PARKING BRAKE CHECK:

PUSH IN THE RED VALVE - (Trailer Brake Value) (TO RELEASE THE TRAILER BRAKE.)

- 1. STANDARD: Slowly Ease up on the Clutch Pedal Until You Feel the Tension of the Engine Pulling Against the TRACTOR Parking Brake, Then Push the Clutch back (in/down,) and PULL OUT THE RED VALVE.**
- 2. AUTOMATIC: Slowly Push in on the Accelerator Pedal Until You Feel the Tension of the Engine Pulling Against the TRACTOR**



**Parking Brake, then
Release the Accelerator,
and PULL OUT THE RED
VALVE.**

(State That: (The Tractor Brake Works.)

B. TRAILER BRAKE CHECK:

**PUSH IN THE YELLOW VALVE -
(Tractor Parking Brake Valve)
(TO RELEASE THE TRACTOR
BRAKE.)**

- 1. STANDARD: Slowly Ease up
on the Clutch Pedal Until
You Feel the Tension of
The Engine Pulling Against
the TRAILER Brake, The
Push the Clutch Back
(in/down,) and PULL OUT
THE YELLOW VALVE.**
- 2. AUTOMATIC: Slowly Push
in on the Accelerator Pedal
Until You Feel the Tension
of the Engine Pulling
Against the TRAILER
Parking Brake, then
Release the Accelerator,**

**and PULL OUT THE
YELLOW VALVE.**

(State that The Trailer Brake Works.)

C. SERVICE BRAKE CHECK:

**(Put your Foot on The Service
Brake)**

**PUSH BOTH VALVES IN - (Red
and Yellow) *(TO RELEASE BOTH
TRACTOR AND TRAILER BRAKE.)***

- 1. STANDARD: Slowly Easy up
on the Clutch Pedal, (BOTH
FEET OFF THE PEDALS)
(Moving Forward 5 – 10
Feet at 5 MPH,) (Apply the
Service Brake. Then the
Clutch.) (BRAKE, THEN
CLUTCH.) STOPPING THE
VEHICLE. (With the Brake.)**
- 2. AUTOMATIC: Slowly Push
in on the Accelerator
Pedal, (Moving Forward 5
– 10 Feet at 5 MPH,) (Apply the Service Brake.)
STOPPING THE VEHICLE.**



(State That the Service Brake Works, and that the Truck Did Not Pull to the Left or Right.)

7. (THE GOVERNOR SHUT OFF TEST:)

WITH YOUR FOOT ON THE ACCELERATOR. HOLD THE RPM GUAGE AT 10/12 RPMs. UNTIL THE GOVEROR SPITS AIR AT 120/140 PSI. (OR AT THE PROPER LEAVEL.)

8. (AIR LOST TEST:)

(THIS IS VERY IMPORTANT TO DO ABSOLUTELY RIGHT.)

(AGAIN, MAKE SURE THAT YOU HAVE ENOUGH AIR, THAT THE GAUGES ARE AT 120/140 PSI.) (OR TO THE PROPER LEVEL.)

When THE GOVERNOR SPITS AIR. (STOP.)

PUT THE TRUCK IN NATARUL. PUSH ACCELERTER TO RUN THE ENGINE TO RISE AIR PRESSURE UP TO 120/140 PSI.) (Run 10/12 RPMs) (OR UNTIL THE

GOVERNOR SPITS AIR AT THE PROPER LEVEL.)

After raising the air level. (Do these steps:)

To Set Your Self Up for The Air Lose Test

1. A. Standard: Put the truck in 1st gear. B. (Neutral or Drive {D} for Automatics.) (If the Truck Rolls, It will be an Automatic Failed Test.)

2. Turn the Truck off. (KEY STRAIGHT UP AND DOWN.)

3. Take Foot off the Clutch. (Not for Automatics.) (KEEP FOOT OFF THE BRAKE.)

4. (Release the Brakes.) Push In (BOTH) the Yellow/Red Valves. (Make Sure the Valves Do Not Come Out When Pushed.)

5. Turn the Key to the on Position. (All the way to the Right.) (Watch the Air Gauges Rise.) (It May Be At 100/110 PSI)



(Tell the Examiner before each action, what you are going to do.) (Afterward tell the results of what just happen).

1.) State that I should not lose no more than 4 PSI in one (1) Minute. (Ask the Examiner to Time You.) Push and hold the Service Brake (Foot Pedal) for 1 Minute, or until he/she says Ok. Watch the Air Pressure Gauge. (YOU MUST HOLD THE PEDAL, SO THAT WHEN YOU RELEASE IT, THE EXAMINER CAN HEAR THE AIR SPIT.) (Then say I did not lose more than 4 PSI in 1 Minute.) *(IF HE/SHE DOESN'T HEAR THE AIR SPIT, YOU DIDN'T PUSH THE BRAKE.)*

2.) TELL THE EXAMINER THAT I WILL NOW FAN THE BRAKE (FOOT PEDAL). UNTIL THE LOW AIR LIGHT AND BUZZER COMES ON AT 55 PSI. OR ABOVE.

Fan Brake Pedal (Pushing and Releasing the Service Brake) (Hard Consistent Pressure.)

Watch Air Gauge on Dash for Low Air Light and Buzzer.

(State at what PSI, they came on.)

3.) TELL THE EXAMINER THAT NOW, I WILL FAN THE BRAKE PEDAL UNTIL BOTH BRAKE VALVES (Red/Yellow) COME OUT AT 20 TO 45 PSI.

Fan Brake Pedal (Pushing and Releasing the Service Brake.) (Hard Consistent Pressure.)

Watch Both Brake Valves, Not the Gauges, Both Brake Valves Should Come Out, At approximately 20 TO 45 PSI. (If Both Valves Don't Come Out, Continue Fanning Until They Both Come Out.) (TELL THE EXAMINER WHEN THE VALVES CAME OUT.) {Note:} Even if you must Fan down to 0 -PSI, until they come out. *(Keep your eyes on the Valves Only.) (DO NOT TOUCH THE VALVES, AT ANY POINT). {IF YOU TOUCH THE*



VALVES YOU AUTOMATICLY FAIL YOUR TEST].

(If your Valves still do not Come Out, or if you do not feel that you did the AIR LOSE Test Right. (You must Tell the Examiner, that you want to do the Test over.) (If the Examiner says its ok.) Run the Air Back Up to the 120/140 or until the Air Spits, at the Proper Level. Start over at the 4 PSI in 1 Minute, Do the 55 and the 20/45) Also. (They must be done as Siamese Triplets.)

YOU CAN DO THE AIR LOST TEST AS MANY TIMES AS NECESSARY.

-When Finish-

(PUT THE TRUCK IN NEUTRAL. BRAKES WILL ALREADY BE SET.)

***This Concludes the In Cab.**

9. (EXAMINER'S LIGHT CHECK:)

(ASK THE EXAMINER IF HE/SHE WILL STEP OUT TO HELP CHECK THE LIGHTS IN THE FRONT, LEFT

SIDE, REAR, AND RIGHT SIDE OF THE TRACTOR AND TRACTOR.)

(MAKE SURE THAT YOUR LIGHTS ARE ON. TURN THE KEY TO THE ON POSITION (ALL THE WAY TO THE RIGHT.) (Accessory Only.)

***YOU WILL SHOUT TO THE EXAMINER WITH BOTH OF YOUR WINDOWS'S DOWN. SAYING EACH LIGHT AND SIGNAL AS YOU OPERATE THEM.**

{AS HE/SHE TRAVELS AROUND THE TRACTOR TRAILER.}

FRONT OF TRACTOR:

LEFT TURN SIGNAL, RIGHT TURN SIGNAL, 4 WAY FLASHERS, HEAD LIGHTS, HIGH BEAMS, MARKER LIGHTS/REFLECTORS ON THE MIRROR. CLEARANCE LIGHT.

LEFT SIDE OF TRACTOR:

TURN SIGNAL.

SIDE OF TRAILER:

CLEARANCE LIGHT, TURN SIGNAL, ABS LIGHT, MARKER LIGHTS/REFLECTORS.)



REAR OF TRAILER:

(LEFT/RIGHT TURN SIGNAL, 4 WAY FLASHERS, TAIL LIGHTS, BRAKE LIGHTS. {Push the Pedal.} CLEARANCE LIGHTS.

RIGHT SIDE TRAILER:

MARKER LIGHT/REFLECTORS, TURN SIGNAL, CLEARANCE LIGHTS.

RIGHT SIDE TRACTOR:

TURN SIGNAL.

(Put the Truck in Neutral, Turn the Truck Off. Put the Key in the Cup Holder or on the Platform. Brakes will already be Set.)

{DO NOT TAKE OR POCKET THE KEY. LEAVE IT IN THE TRUCK.}

(GET OUT 3 POINTS OF CONTACT.) (TO FINISH THE PRETRIP.)

{UNLATCH THE LEFT SIDE OF THE HOOD.}

9. (DO the Approach in The Front of the Truck:)

The Tractor is not Leaning to the Left or the Right. There is no Hanging Wires, Debris, and No Puddles to indicate a Leak Under the Truck.

All the Clearance Lights, Marker/Reflectors Lights, and Turn Signals, are Amber in Color, Not Cracked, Broken, or Missing Lenses. The Headlights are Clear in Color, There Not Cracked, Broken, or Missing Lenses.

Pop the Hood Latch on the Right Side.}

(Open the Hood)

11. (PASSENGER SIDE OF ENGINE:)

COOLANT RESERVOIR: Securely Mounted, between Add and Full, Not Leaking. I would Check the Level by Opening the Cap when the Engine is Cool.



COOLANT HOSES: Hose are not Cracked Leaking.

ENGINE OIL DIPSTICK: Securely Mounted, Oil Level is Between Add and Full, Not Leaking, or Missing. I will Check it by Pulling the Dipstick Twice.

(DIPSTICK: CAN BE ON EITHER SIDE OF THE ENGINE.

DEPENDING ON MAKE AND MODEL. (Check the Truck Prior to Your Test.)

ALL HOSES/CLAMPS/WIRES:

All Hoses, Clamps, and Wires. Are Securely Mounted, Not Cut, Frayed, Worn, or Leaking. **(Wave Hand over all Hoses, Clamps, and Wires.)**

12. (DRIVER'S SIDE OF THE ENGINE:)

HOSES/CLAMPS/WIRES: (I WILL CHECK THESE LIKE I DID ON THE OTHER {Or Right} SIDE).

POWER STEERING FLUID RESERVOIR: Securely Mounted.

It is Between Add and Full. Not Leaking. No Missing Bolts, **(I will Check the Dipstick).**

POWER STEERING RESERVOIR HOSES: Securely Mounted, Not Cracked, Frayed Worn, Leaking.

STEERING GEAR BOX: Securely Mounted, Not Cracked, Leaking, No Missing Bolts.

STEERING GEAR BOX HOSES: Securely Mounted, Not Cracked, Frayed Worn, Leaking.

UNIVERSAL JOINT: Is Properly Greased, No Missing Bolts:

(STEERING LINKAGE:)

Steering Shaft, Pitman Arm, Draglink, Steering Knuckle, Tie Rod. **(Are All Securely Mounted.)** Not Bent, Cracked, or Twisted.

Castle Nuts and Cotter Keys are In Place.



(SUSPENSION:)

SPRING MOUNTS: Securely Mounted, Front and Back. Not Bent, Cracked, or Twisted. No Loose or Missing Bolts. **(Point to Front and Back) Mounts.**

LEAF SPRINGS: Securely Mounted, Not Bent, Cracked, or Twisted, No Shifted Leaves.

SHOCK: Securely Mounted, Top and Bottom, Not Bent, Cracked or Leaking, No Loose or Missing Bolts.

(Brakes:)

BRAKE HOSE: Securely Mounted at Both Ends. Not Cut, Frayed, Worn, or Leaking.

(TIRES:)

DRUM: Securely Mounted, Not Cracked, or Bent, **No Indication of an Inner Seal Leak.**

LININGS: Securely Mounted, Not Cracked, Not Worn Dangerously Thin.

INSIDE & OUTSIDES - TIRE

SIDEWALLS: No Abrasions, Bulges or Cuts. Not Less than 4/32 Tread Depth, Evenly Worn, No Separation.

RIM: Securely Mounted, Not Bent, Cracked, No Illegal/Unauthorized Welds.

LUG NUTS: Securely Mounted, No Missing Bolts, No Rust Trails, or Shiny Metal to Indicate Looseness.

HUB SEAL: Securely Mounted, Not Cracked, Leaking, No Missing Bolts.

VALVE STEM: Securely Mounted, Not Cracked, Bent, Missing, Or Leaking. I Will Check it with a Pressure Gauge, Metal Cap is Tight.

MIRROR BRACKET: Securely Mounted, At the Top and Bottom, Not Bent, Cracked, Twisted, No Missing Bolts.



TURN SIGNAL: Is Amber in Color. Not Cracked, Broke, or Missing any Lenses.

BATTERY: Securely Mounted Metal Braces and Cap is Tight, No Frayed or Exposed Wires, No Corrosion.

FUEL TANK: Securely Mounted, to the Tractor Frame, By **Two Metal Straps**, Not Cracked, Not Leaking, No Illegal Welds.

Rubber Seals Under the Straps, Not Dry Rotted, or Missing.

FUEL CAP: Is Tight, Seal Not Dry Rotted, Missing, Or Leaking.

DEF TANK: Securely Mounted to the Frame, By Two Metal Straps, Not Cracked, Rubber Seals Not Dry Rotted, or Missing,

BLUE FUEL CAP: Is Tight and Seal is Not Dry Rotted, Missing, Not Leaking.

13. (BACK OF CAB:)

ELECTRICAL LINES: Securely Mounted to the Tractor and the

Trailer, Not Cut or Frayed, No Exposed Wires, Safety Latches are Secure at Both Ends.

AIR LINES (RED/BLUE): Securely Mounted to the Tractor and the Trailer, Not Cut, Frayed, Worn or Leaking.

GLAD HANDS: Are Secure to the Front of the Trailer, Not Cracked, Broken, or Leaking

RUBBER GROMMENTS: Are Not Missing, Torn, or Dry Rotted.

CLEARANCE LIGHTS: (Top of Trailer) Amber in Color, Not Cracked, Broke, No Missing Lenses.

DOT TAPE - (On Mud Flap and Side of Trailer. Securely Mounted, Not Cut, Peeling, or Missing.

AIR BAG MOUNTS: (If Equipped) Securely Mounted to the Tractor Frame at the Top and Bottom, Not Cracked, or Bent. No Illegal Welds.



AIR BAG: Securely Mounted, Not Cut, Cracked, or Leaking.

14. (5TH WHEEL COUPLING:)

APRON: Securely Mounted to the Trailer Frame. Not Cracked, Bent, Bulging, No Illegal Holes.

5TH WHEEL SKID PLATE: Securely Mounted, there is No **Space** Between the **5th Wheel** and the **Apron**. 5th is Properly **Greased**, and the **Cotter Keys** and **Pins** are in place on the Sides of the Platform.

PLATFORM: Securely Mounted to Tracker Frame, Not Cracked, Loose No Missing Mounting Bolts.

(If Equipped with Sliding 5TH Wheel.) Sliding 5th Wheel: Securely Mounted, Pins are extended through the holes. No Missing Bolts.)

TRACTOR FRAME: Is Secure, Not Bent, Cracked, Twisted, No Illegal Welds. No Missing Bolts.

RELEASE ARM: Is Secure, in the Locked Position. Not Bent, Cracked, or Missing.

LOCKING JAW: Is Secure Around the King Pin – Shank. Not Bent, Cracked, or Missing.

KING PIN SHANK: Securely Mounted, Not Bent, Cracked, or Missing

PROPER CLEARANCE BETWEEN: The Tractor Frame and the Landing Gear.

16. (REAR OF TRACTOR:)

(LIGHTS:)

TAIL LIGHTS: Our Red in Color, Not Cracked, Broke, or Missing Lenses.

BRAKES LIGHTS: OUR RED IN COLOR. NOT CRAKED, BROKE, OR MISSING LENSES.

REVERSE LIGHTS: Our Clear in Color - Not Cracked, Broke, or Missing Lenses.



17. (UNDER THE TRAILER:)

CROSS MEMBERS & FLOOR:

Securely Mounted, Not Cracked, Missing, or Twisted, **No Holes in the Floor.**

LANDING GEAR: Securely Mounted, Fully Raised, Not Bent, Cracked, Twisted, No Illegal Welds, No Loose or Missing Bolts,

PADS, SHOES, FEET: Securely Mounted, Not Cracked, Bent, or Missing, No Illegal Welds.

HANDLE: is Secure in the **Holster** or **Cradle**, Not Missing. No Missing Bolts.

18. (SIDE OF TRAILER:)

TRUN SIGNAL: Amber in color, Not Cracked, Broke, or Missing, Lenses.

SLIDING TANDEM: Securely Mounted, Not Cracked, Handle is in the Locked Position, and the Pins are Extended Through the Holes.

ABS LIGHT: Is Amber in Color, Not Cracked, Broke or Missing Lenses.

19. (REAR OF TRAILER:)

(MARKER/REFLECTOR LIGHT {on the Rear Side), CLEARANCE LIGHTS, AND TAIL LIGHTS BRAKE LIGHTS:} Are all Red in Color, Not Cracked, Broke, or Missing Lenses.

DOT TAPE: is Secure Not Cracked, Peeling, Missing. **(On the Door, ICC Bar, Frame.)**

LICENSE PLATE LIGHT: Clear in Color, Not Cracked, Broke, or Missing Lenses.

20. (RIGHT SIDE TRAILER:)

MARKER LIGHT: Red in Color, Not Cracked, Broke, or Missing Lenses.

TURN SIGNAL LIGHT, CLEARANCE LIGHT: Amber in Color, Not Cracked, Broke, or Missing Lenses.



21. (RIGHT SIDE TRACTOR:)

**TURN SIGNAL, MARKER LIGHT/
REFLECTOR:** Amber in Color, Not
Cracked, Broke, or Missing
Lenses.

**(THEN ASK THE EXAMINER HOW
MUCH TIME YOU HAVE LEFT.)**

**(THIS COMPLETES THE PRE -
TRIP.)**

**(THE EXANINER MAY KEEP YOU
FOR THE WHOLE 30 MINUTES.)**

***(MAKE SURE THAT THE HOOD IS
LATCHED ON BOTH SIDES
BEFORE DOING MANEUVERS.)***



STRAIGHT LINE BACKING

YOU ONLY GET (1) FREE GET OUT AND LOOK, AND (1) FREE PULL UP.

A 2ND GET OUT IS AN AUTOMATIC FAIL. AND ANY ADDITIONAL PULL UPS WILL BEGAIN POINTS. TOUCHING A LINE, OR HITING A CONE ARE POINTS.

TOO SET UP THE MANEUVER

THE EXAMINER WILL HAVE YOU PULL UP IN FRONT OF ONE OF THE OF LANES THAT ARE SET UP. STOP THE TACTOR BEHINED THE CONES. *(DO NOT ENTER THE LANE).*

YOU MUST PULL FORWARD ALL THE WAY THOUGH THE CONES, UNTIL YOUR TRACTOR AND TRAILER ARE THROUGH THE LAST CONES. GET THE TRUCK CENTER OF THE LANE TO START. (PULL OUT ABOUT 5 OR 10 FEET, TO MAKE SURE).

THEN YOU WILL NEED TO BACK THE TRACTOR AND TRAILER ALL THE WAY BACK THROUGH THE CONES, UNTIL THE FRONT OF THE TRACTOR IS ALL THE WAY OUT OF THE LAST CONES. (AT LEAST 2 TO 4 FEET).

YOU SHOULD BE ABLE TO SEE THE LAST CONE DOWN THOUGH YOUR LEFT SIDE MIRROR BRACKET. IF YOUR NOT SURE THAT YOUR BEHIND THE CONE. (GET OUT AND LOOK). *(IF YOU HAVEN'T ALREADY USED YOUR ONLY GET OUT).*

HOW TO MOVE THE TRUCK FORWARD AND BACKING.

PUT YOUR LEFT FOOT ON THE CLUTCH, RIGHT FOOT ON THE BRAKE, NO FUEL.

PUT THE TRUCK IN 1ST GEAR. EASE UP OFF THE CLUTCH, AND EASE OFF THE BRAKE. PUT BOTH OF YOUR FEET ON THE FLOOR, AND ALOUD THE TRUCK TO GO FORWARD OR BACKWARD ON ITS OWN. (THIS ALOUDS YOU TO FOCUS ONLY ON THE STRING WHEEL ONLY).

NOTE: THE LANE IS 12FT WIDE, AND THE TRAILER IS 8FT WIDE, SO YOU SHOULD HAVE 2FT ON BOTH SIDES OF YOUR VEHICLE. YOU CAN SEE THE 2FT BY LOOKING AT THE TOP LEFT MORRIR ONLY.



HOW TO STOP THE TRUCK

AS THE TRUCK IS COMING CLOSE TO YOUR STOPPING PLACE. APPLY EVEN PRESSURE WITH YOUR RIGHT FOOT ON THE BRAKE PEDAL. AT ABOUT 5 TO 10 FEET BEFORE COMING TO A COMPLETE STOP. APPLY EVEN PRESSURE WITH YOUR LEFT FOOT ON THE CLUTCH PEDAL TO THE FOOT. THEN STOP THE TRUCK. BOTH PEDALS SHOULD MET TOGETER ALL THE WAY ON THE FLOOR WHEN STOPPED.

HOW-TO STRAIGHT-LINE BACK

LOOK AT THE LEFT SIDE TOP MIRROR ONLY. AS YOU GO FORWARD, THOU THE LANE, TO MAKE SURE THAT YOUR TRACTOR AND TRAILER ARE IN THE CENTER OF THE LANE. BY THE TIME YOU GET ALL THE WAY THROUGH THE LANE.

BACKING THE TRUCK

AS YOU GO BACK. LOOK AT THE LEFT DRIVERS SIDE TOP MIRROR ONLY. LOOK ALL THE WAY BACK TO THE VERY BACK OF THE TRAILER. (NOTE: THE TRAILER IS WHAT HITS THE DOCK FIRST). *(ITS ALWAYS THE TRAILER, NOT THE REAR TIRES OR THE MARKER LIGHT.) (DO NOT LOOK AT THE HEADER BAORD OF THE TRAILER).*

PUT YOUR RIGHT HAND ON THE STIRING WHEEL AT 12 O' CLOCK. (STIR WITH YOUR RIGHT HAND ONLY). LEAVE YOUR LEFT HAND OUT OF THE WAY. (INSIDE OF THE CAB OR ON THE DOOR FRAME.)

NOTE: YOUR LEFT-HAND CROSSES YOUR BODY WHILE STIRING, WHILE YOUR LOOKING LEFT. IF YOU USE BOTH HANDS TO STIR, YOUR HANDS GET CROSSED AND TANGNLED UP WHILE LOOKING TO THE LEFT. *BUT BY USING YOUR RIGHT HAND ONLY WHILE LOOKING AT THE LEFT MIRROR. YOUR LEFT SHOULDER DROPS A LITTLE, AND YOUR RIGHT HAND IS A LITTLE STRAIGHTER WHILE STEERING, AND DOESN'T GET TANGLE. IF POSSIBLE RASIE THE STEERING WHEEL UP.*



WHILE LOOKING AT THE REAR OF THE TRAILER.

IF THE TRAILER STARTS TO DRIFT TO THE LEFT. (CLOSING THE SPACE BETWEEN THE TRAILER AND THE CONES). MOVE YOUR STEERING WHEEL TO THE LEFT TO 9 O' CLOCK. OR MORE, SO THE TRAILER MOVES BACK TO THE RIGHT. WHEN THE TRAILER GETS STRAIGHT WITH THE TRACTOR (OR CENTER). QUICKLY MOVE YOUR HAND BACK TO 12 O' CLOCK. (NOTE: GIVE THE TRAILER WHAT IT NEEDS).

IF THE TRAILER STARTS TO DRIFT TO THE RIGHT. (WIDENING THE SPACE BETWEEN THE TRAILER AND CONES). MOVE YOUR STEERING WHEEL TO THE RIGHT TO 3 O' CLOCK. OR MORE, SO THE TRAILER MOVES BACK TO THE LEFT. WHEN THE TRAILER GETS STRAIGHT WITH THE TRACTOR (OR CENTER). QUICKLY MOVE YOUR HAND BACK TO 12 O' CLOCK. (NOTE: GIVE THE TRAILER WHAT IT NEEDS). (GLANCE (DON'T STARE) AT THE TRACTOR TIRES, TO SEE IF ITS STRAIGHT.)

NOTE: DO THIS AS MANY TIMES AS NECESSARY, UNTIL YOU GET ALL THE WAY BACK THROUGH THE LANE. (THE POINT IS TO KEEP THE TRAILER STRAIGHT).

YOU MUST GET THE TRACTOR AND TRAILER ALL THE WAY THROUGH THE LANE, UNTIL THE FRONT OF THE TRACTOR IS BEHIND THE LAST CONES.

AS YOU'RE GOING BACK, YOU CAN COUNT THE CONES AS THEY PASS BY THEM. YOU WILL KNOW WHEN YOU ARE APPROACHING THE LAST CONE.

APPLY YOUR BRAKE FIRST AS YOU COMING TO A STOP. RIGHT BEFORE STOPPING COMPLETELY. APPLY THE CLUTCH ALL THE WAY TO THE FLOOR, THEN STOP.

PULL THE BRAKES, BOTH BRAKE VALVES, (YELLOW & RED).

WHEN YOU'RE SURE THAT THE FRONT OF THE TRACTOR IS BEHIND THE LAST CONE.

GET OUT AND LOOK, TO MAKE SURE. IF YOU HAVE NOT USED YOUR (1 AND ONLY GET OUT).

YOU HAVE TO BLOW YOUR (CITY) HORN. TO LET THE EXAMINER KNOW THAT YOU'RE DONE WITH THAT MANEUVER.



SIGHT SIDE PARALLEL

2 FREE PULL UPS – A 3RD PULL UP, STARTS COUNTING POINTS.

2 FREE GET OUTS – A 3RD GET OUT, IS AN AUTOMATIC FAIL.

FOLLOW THESE STEPS.

IF THE SET UP IS OFF. THEN MAKE THE AJUSTMENT.

OVERVIEW

The (TURNS) Are: RIGHT, LEFT, STRAIGHT, LEFT, RIGHT. (R, L, S, L, R).

SET YOUR SELF UP

PULL FORWARD PASS THE PARKING SPACE. STOP THE TRACTOR WITH THE REAR OF THE TRAILERS LCC BAR, AT THE FRONT OR AT THE FRIST CONE.

LEAVE A SPACE BETWEEN THE TRAILER AND THE CONE. ABOUT 1 TO 3 FEET AWAY, ON THE LEFT (L) SIDE. PUT THE TRACTOR IN REVERSE.

A1. TURN THE STEERING WHEEL TO THE RIGHT (R).

ONE WHOLE TURN (12 0' CLOCK TO 12 0' CLOCK). LOOKING AT THE BUTTOM LEFT (L) (SPOT OR BUG EYE) MIRROR. BACK UP UNTIL YOU SEE THE FAR REAR CORNER OF THE TRAILER (KISS OR TOUCH) THE FIRST GREEN CONE FAR BACK IN THE FRONT OF THE BOX. (DON'T COVER THE CONE, AND DON'T LEAVE A GAP BETWEEN THE TRAILER AND THE CONE.)

2B. OR JUST TURN AROUND AND LOOK OUT OF THE WINDOW, AT THE LANDING GEAR. UNTIL IT LINES UP WITH THE TRACTOR TIRE RIM.

1. TURN THE WHEEL ALL THE WAY TO THE LEFT (L).

BACK UP UNTIL THE TRACTOR IS STRAIGHT WITH THE TRAILER. LOOK AT THE TOP LEFT (L) MIRROR, TO SEE THAT THE TRACTOR AND TRAILER IS



STRAIGHT. ALSO LOOK AT THE TRACTOR TIRES, TO SEE THAT THEY ARE STRAIGHT WITH THE TRAILER.

- 2. YOU SHOULD SEE 2 CONES IN YOUR RIGHT (R) TOP MIRROR. IF SO, STRAIGHT – LINE BACK (DON'T LOOSE THE 2 CONES). IF YOU SEE 1 OR 3 CONES IN THE RIGHT (R) MIRROR. YOU HAVE TO MAKE THE ADJUSTMENT, BY EITHER PULLING FORWARD OR GOING BACKWARD TO FIND YOUR 2 CONES. ONCE YOU HAVE YOUR 2 CONES, IN THE TOP RIGHT (R) MIRROR.**
- 3. LOOK IN THE LEFT (L) MORRIR. STRAIGHT LINE BACK. LOOKING AT THE FAR BACK REAR OF THE TRAILER, UNTIL YOU FIND YOUR (3 TO 3 ½ FEET), RIGHT (R) BEFORE YOU COME TO THE LONG LINE IN THE BOX.**
- 4. GET OUT AND LOOK AT IT, CHECK FOR THE (3 TO 3 ½ FEET) ON THE LEFT (L) *(I BELEAVE THAT THIS IS THE MOST IMPORTANT PART OF THIS MANEUVER)*. ALSO GO TO THE REAR RIGHT (R) SIDE OF THE TRAILER TO CHECK FOR THE IMAGINARY LINE, FROM THE FAR RIGHT (R) OUTSIDE CONE, TO LINE UP WITH THE CENTER GAP OF THE REAR SET OF TRAILER TIRES.**
- 5. TURN THE WHEEL ALL THE WAY TO THE LEFT (L). LOOK AT THE LEFT (L) BOTTOM (SPOT OR BUG EYE) MIRROR. BACK UP UNTIL YOU SEE THE MIDDLE OF THE BULK HEAD (CENTER SEEM). STOP (DON'T OVER STEER).**
- 6. TURN THE WHEEL ALL THE WAY TO THE RIGHT (R). LOOK AT THE RIGHT (R) TOP MIRROR, OR OUT OF THE REAR CAB WINDOW. BACK UP, PUSHING THE TRAILER BACK AS FAR AS YOU CAN WITH OUT HITTING, OR TOUCHING A CONE. DON'T ALLOW THE TRAILER TO GO OUT OF THE FRONT OF THE BOX. STOP.**
- 7. PUT THE TRUCK IN FRIST GEAR. TURN THE WHEEL ALL THE WAY TO THE LEFT (L). PULL FORWARD INTO THE BOX TO THE FAR – LEFT (L) LINE, DON'T TOUCH THE LINE. MAKE THE ADJUSTMENT IN THE BOX.**



8. GET OUT AND LOOK AT ALL SIDES, TO MAKE SURE THAT YOUR IN THE BOX. GET BACK IN. MAKE THE ADJUSTMENTS, OR BLOW YOUR HORN TO ESTABLISH THAT YOU ARE DONE.



SIGHT SIDE - OFF SET

YOU MUST FIRST MAKE YOUR REASONABLE ATTEMPT. BY ALLOWING THE TRAILERS ICC BAR TOO GET BEHIND THE FIRST SET OF CONES, SQUARE. THEN YOU CAN PULL FORWARD. IF YOU DO NOT. YOU MUST PULL ALL THE WAY BACK TO THE START AND START OVER.

2 FREE PULL UPS – A 3RD PULL UP STARTS COUNTING POINTS.

2 FREE GET OUTS – A 3RD GET OUT, IS AN AUTOMATIC FAIL.

OVERVIEW

URNS: ONE WHOLE RIGHT (R), ALL THE WAY LEFT (L), 2 WHOLE TURNS RIGHT (R), TO GET STRAIGHT (S). LOOK FOR ORANGE CONE IN THE TOP LEFT MIRROR. IF YOU DON'T SEE IT. FRIST, MAKE THE ADJUSTMENT, TO FIND THE ORANGE CONE. STRAIGHTLINE BACK - TO THE REASONABLE ATTEMPT. ALL THE WAY LEFT (L) – TO BEND THE TRAILER INTO THE LANE, TURN ALL THE WAY RIGHT (R), TO GET STRAIGHT (S), OR PULL FORWARD TO GET STRAIGHT. THEN STRAIGHTLINE BACK INTO THE LANE. (DON'T OVER STEER.) NOTE: WATCH YOUR TRACTOR TIRES, WHEN THEY ARE STRAIGHT (S) WITH THE TRAILER. YOU ARE STRAIGHT (S).

SET YOURSELF UP

FOLLOW THESE STEPS. IF THE SET UP IS OFF. THEN MAKE THE ADJUSTMENTS.

1. PULL FORWARD, CENTERING THE TRACTOR AND TRAILER, WHILE GOING ALL THE WAY THOUGH THE LANE, UP TO THE GREEN CONE THAT IS FURTHER OUT. (THIS GREEN CONE OUT THERE IS CENTER, IN THE SAME PLACE AS THE FRONT GREEN CONE IN THE LANE). {STAY STRAIGHT}. IT MUST BE ON YOUR LEFT SIDE WHEN YOU STOP.
2. THE TRACTOR AND TRAILER SHOULD BE STRAIGHT IN THE RIGHT (R) LANE. THE GREEN CONE SHOULD BE ABOUT 2 FEET IN FRONT OF THE TRACTOR, AND ABOUT 2 FEET OVER ON THE DRIVER'S SIDE. (DO NOT GO PASS THE GREEN CONE. AND DON'T CROSS OVER TO THE LEFT (L) PASS THE CONE).



3. TURN THE STEERING WHEEL ONE FULL TURN TO THE RIGHT (R). LOOKING AT THE GREEN CONE IN THE LEFT (L) DRIVER'S SIDE BOTTOM MIRROR (ONLY) {BUG EYE MIRROR}. GO BACKWARD UNTIL THE BACK CORNER OF THE TRAILER KISSES THE GREEN CONE IN THAT MIRROR. AND STOP. (DO NOT PASS, COVER, OR LEAVE A GAP BETWEEN THE GREEN CONE AND THE TRAILER). (NOTE: THE FIRST OF 4 GREEN CONES BACK IN YOUR LANE.)
4. TURN THE STEERING WHEEL ALL THE WAY TO THE LEFT (L). BACK UP UNTIL THE TRUCK IS STRAIGHT (S) WITH THE TRAILER, AND STOP. (DON'T OVER STEER). YOU SHOULD SEE THE ORANGE CONE IN THE DRIVER'S SIDE TOP MIRROR, AND THE GREEN CONE IN THE PASSENGER SIDE TOP MIRROR. (IF YOU DON'T SEE THEM. (FIRST MAKE THE ADJUSTMENTS).

NOTE: GOING BACKWARD TO FIND THE CONES IN YOUR MIRRORS.

- A. IF YOU DON'T SEE THE ORANGE CONE IN THE LEFT (L) MIRROR.
 1. TURN THE STEERING WHEEL ALL THE WAY TO THE LEFT (L).
 2. BEND THE TRAILER ABOUT $\frac{1}{4}$ OR $\frac{1}{2}$ OF THE HEADER BOARD.
(IN THE TOP LEFT MIRROR.)
 3. THEN TURN THE STEERING WHEEL ALL THE WAY TO THE RIGHT (R),
TO GET STRAIGHT.
 4. IF YOU STILL DON'T SEE THE CONE. REPEAT THE STEPS.
5. STRAIGHT LINE BACK. (LOOKING AT THE TOP LEFT (L) MIRROR ONLY). DON'T LOSE SIGHT OF THE ORANGE CONE IN THE TOP LEFT (L) MIRROR. (CONTROL THE SPACE AS YOU GO BACK). WHEN THE TRAILER GETS CLOSE TO THE ORANGE CONE AT THE LANE. (THEN STOP).
6. TURN THE STEERING WHEEL ALL THE WAY TO THE LEFT (L). (SO THAT THE TRAILER MOVES TO THE RIGHT (R). BACK UP UNTIL THE TRAILER IS BENT, GOING INTO THE LANE. STOP WHEN THE ICC BAR IS INSIDE THE FIRST SET OF CONES. (GET OUT AND LOOK.)



7. TURN THE STEERING WHEEL ALL THE WAY TO THE RIGHT. GET THE TRACTOR STRAIGHT (S) WITH THE TRAILER. (DON'T OVER STEER.) *MAKING SURE THAT YOU DON'T HIT A CONE OR A LINE.*
8. ONCE YOU MAKE YOUR REASONABLE ATTEMPT. (ICC BAR PASS THE CONES.) (NOT THE TIRES.) PULL FORWARD ABOUT 5 TO 10 FEET TO SET YOURSELF UP FOR YOUR STRAIGHTLINE BACK.

NOTE: IF YOU DON'T PULL UP AT LEAST 5 TO 10 FEET. THE TRAILER WILL GO BACK TO THE SAME SPOT. GIVE YOURSELF ROOM TO MAKE ADJUSTMENTS AS YOU GO BACK.

9. STRAIGHTLINE BACK INTO THE LANE (LOOKING IN THE TOP LEFT (L) MIRROR {BUG EYE MIRROR} ONLY). STOP WHEN YOU ARE BEHIND THE FIRST SET OF CONES. (ABOUT 2 TO 4 FEET ONLY.)

NOTE: DO NOT GO ALL THE WAY THOUGH THE LANE.

GET OUT AND LOOK.

GET BACK IN.

MAKE THE ADJUSTMENTS.

BLOW YOUR HORN TO ESTABLISH THAT YOU ARE DONE.



PRE – TRIP SMOOTH FLOW. SECRETS TO DOING THE MANEUVERS.

1. REALIZE THAT YOU ARE NOT DRIVING THE TRACTOR TRAILER:
 - A. STOP TRYING TO DRIVE THE MANEUVERS.
 - B. WHEN YOU GET TO THE ROAD TEST, YOU WILL BE DRIVING THE TRACTOR TRAILER.
(RIGHT NOW, YOU ARE ONLY MANEUVERING THE TRACTOR TRAILER.)
 - C. SLOW DOWN AND THINK ABOUT WHAT YOU'RE DOING.
 - D. JUST DO THE STEPS OF THE MANEUVER ONE STEP AT A TIME.
 - E. WHAT ARE THE TURNS.
2. TALK TO THE TRAILER.
 - A. WHICH WAY DO YOU NEED THE TRAILER TO GO?
 - B. THEN WHICH WAY DO YOU HAVE TO TURN THE WHEEL **(LEFT OR RIGHT)** TO MAKE THE TRAILER GO THE WAY THAT YOU NEED IT TO GO.
 - C. HOW MANY TURNS DO YOU NEED TO TURN THE WHEEL FROM CENTER? (1/2 TURN, 1 WHOLE TURN, 1 ½ TURN, OR 2 WHOLE TURNS.) (TO THE LEFT OR RIGHT.)
 - D. HOW MANY TURNS DO YOU NEED TO TURN THE WHEEL BACK TO CENTER (TO GET STRAIGHT.) (FROM THE LEFT OR RIGHT.)
 - E. LOOK AT THE TOP LEFT MIRROR TO LOOK AT THE TRACTOR TIRE, AS TO WHEN IT IS STRAIGHT WITH THE TRAILER. (THAT'S WHEN YOU KNOW THAT YOU ARE STRAIGHT.
 - F. STOP THE TRACTOR. DON'T OVER STEER THE TRACTOR, OUT OF CENTER.
3. WHICH MIRRORS TO LOOK AT FOR EACH MOVE:
 - A. STAY FOCUS ON THE PROPER MIRROR FOR THE STEP THAT YOU ARE DOING TO COMPLETE THAT STEP.
 - B. TOP MIRRORS SERVES ITS ON PURPOSE. AND THE BOTTOM MIRRORS (BUG EYE) SERVES ITS OWN PURPOSE.
 - C. LOOK FOR THE PROPER CONES IN THE PROPER MIRRORS (TOP OR BUTTOM.) DO NOT MOVE TO THE NEXT STEP, UNTIL ACCOMPLISHING THAT STEP.
 - D. MAKE THE ADJUSTMENT BY MOVING FORWARD OR BACKWARD. KNOW WHICH WAY THE TRAILER WILL GO, TO FIND THE APPROPRIATE NUMBER OF CONES.
 - E. THEN PROCEED TO THE NEXT STEP.
4. STAY FOCUSED ON EACH STEP:
 - A. KNOW WHAT YOU ARE LOOKING FOR.
 - B. KNOW HOW TO GET YOUR STEER TIRES STRAIGHT.
 - C. REFER TO THE SHEET ON **(HOW TO FIND THE CENTER IN THE STERRING WHEEL.)**



**PRE – TRIP SMOOTH FLOW: MILITARY
TIME CHART.**

AM/PM

12:00am - Midnight

01:00am

02:00am

03:00am

04:00am

05:00am

06:00am

07:00am

08:00am

09:00am

10:00am

11:00am

12:00pm - Noon

01:00pm

02:00pm

03:00pm

04:00pm

05:00pm

06:00pm

07:00pm

08:00pm

09:00pm

10:00pm

11:00pm

Military Time

00:00am - Midnight

01:00am

02:00am

03:00am

04:00am

05:00am

06:00am

07:00am

08:00am

09:00am

10:00am

11:00am

12:00pm – Noon

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15:00pm

16:00pm

17:00pm

18:00pm

19:00pm

20:00pm

21:00pm

22:00pm

23:00pm

Practice Shifting Pattern While Sitting Still, with the Brakes Set.

A. Leaving the Brake Valves Pulled Out, or Set.

1. Go Through the Shift Pattern. (Left Foot) – Hold the Clutch Down to the Floor the Whole Time. Shift to 1st, 2nd, 3rd, 4th, 5th, Gears. – Click the Flicker Up. Shift to 6th, 7th, 8th, 9th, and 10th Gears. Repeat Several Times, until you understand it.
2. (Left Foot) _ Push the Clutch Pedal Two Times. (Bounce, Bounce the Clutch.) then Put your Foot on the Floor, And off the Clutch Pedal. Keep doing this Saying Out Loud, (Clutch to Neutral, Clutch to Gear.) Do this until you understand it.
3. (Right Foot) – Keep Stabbing the Accelerator, so that the RPM Needle Jumps Up Around 10 to 12 RPMs. Keep Stabbing it until you understand it.

Practicing the Down Shift is a Dance.

4. (Right Foot,) Touch the Service Brake Once. (Left Foot,) Clutch Once. (Right Foot,) Stab the Accelerator Once. Then (Left Foot,) Clutch Again. (Speed Up.) **It is Like a Dance.** a Cha, Cha. Keep Doing it until you understand it.

B. There Is Only 4 Reasons for the Clutch to be all the way Down on the Floor. (Or to be Pushed all the Way Down.)

1. To Start the Truck.
2. To Put the Truck in Gear.
3. When you Come to a Complete Stop, While in Gear.
4. To Do a Rolling Stop. (Seesaw,) Clutch to the Floor, and Accelerator at the Same Time. (Easy up off the Clutch, and Add Fuel.)

***PRE-TRIP SLIP.
GOVERNOR SHUT OF LAST.***

**YOU CAN DO YOUR PRE – TRIP
IN ANY ORDER THAT YOU
CHOOSE TO. AS LONG AS YOU
DO YOUR (GOVERNOR SHUT
OFF AND THREE-PART AIR LOSE
TEST BEFORE YOU EXIT THE
CAB.) (WHICH IS THE ONLY
AUTOMITIC FAIL, IF ITS NOT
DONE ABSOLUTELY RIGHT.).**

***NOTE: (THIS IS THE GOVERNOR
SHUT OFF BEING DONE TEST
LAST:)***

**WITH YOUR FOOT ON THE
ACCELERATOR. HOLD THE RPM
GUAGE AT 10/12 RPMs. UNTIL
THE GOVEROR SPITS AIR AT
120/140 PSI.**

**WHEN THE EXAMEINER GETS IN
THE TRUCK. TURN THE OFF, AND
WAIT FOR INSTRUCTION.**

BEGAIN BY DOING YOUR

1. (SAFETY EQUIPMENT:)

**1.) 10 BC Fire Extinguisher: Fully
Charged, Securely Mounted.**

2.) 3 - Reflective Triangles:

**3.) Circuit Breakers: The Truck
Runs on Circuit Breakers. (Point
to the Front Right Side of Cab.**

2. (SAFE START:)

**1 - A.) STANDARD: (Clutch In,
Truck in Neutral), {Move the
Stick Side to Side.}**

**1 - B.) AUTOMATIC: (Truck in
Neutral), {Check that it is in (N)
For Neutral.}**

**2.) BRAKES ARE SET OR SAFE:
Pull on Both Yellow & Red Air
Valves.**

**3. (ABS LIGHT) Turn Key to on
Position (Engine not Running.)
ABS Light ON THE DASH AND
ON THE SIDE OF THE TRAILER,
WORKS, THEY COME ON AND
GO OFF IN 5 SECONDS.**

START: Start the Truck.

A. **STANDARD:** (Clutch Down to the floor) Turn Key to Start Engine. {Take Foot off The Clutch.

B. **AUTOMATIC:** (Push the Brake Pedal) And Turn the Key to Start Engine. {Take Foot of the Brake}.

(WITH YOUR FOOT ON THE ACCELATOR, RUN YOUR AIR GAUGES BACK UP TO 120/140 PSI OR UNTIL THE GOVERNOR SPITS AIR. RUN AT 10/12 PRMs. (MAXIMUM PRESSURE) (HOLD IT WHILE YOU EXPLAIN THE FOLLOWING.)

3. (COMPONENT PARTS:)

- **DEF GAUGE:** Will Rise to the Proper Level, Within 5 Seconds.

HORNS: A. *City Horn Works* -. B. *Air Horn Works*.

SIGNALS AND LIGHTS: Left Turn Signal Works, Right Turn Signal Works, 4 Way Flashers Work, Head Lights Work (**leave them on for the Rest of Your Test.**

Maneuvers and Road.), High Beams Work.

WINDSHIELD WASHER FLUID:

Windshield Washer Fluid Works,

WIPERS: Wipers Work, Not Bent, Missing, or Dry Rotted, Have Proper Tension too the Windshield.

WINDSHIED: Not Cracked, it is Clean, No Illegal Stickers to Obstructing the Drivers View.

HEATER AND DEFROSTER:

Defroster Works, Heater Works. (Turn the Blower Switch on, turn dial to the Mix position.) Put Hand Over the Dash to Check the Defroster, and Under the Lower Vent to Check the Heater.

(Turn Blower Back Down or Off, so that the Examiner Can Hear What You're Saying.)

MIRRORS: Mirrors are Adjusted to the Drivers View, there Clean, Not Cracked.

4. (3 Brake Check:)

(Tell the Examiner what you are going to do before each action takes place.) (Then afterword, Tell the results of what just happen).

PUT THE TRUCK BACK IN GEAR. (LEAVE IT IN GEAR.)

(A. STANDARD: Push in the Clutch, Shift into First Gear) (B. AUTOMATIC: Put Truck in Drive, or {D}. (LEAVE THE TRUCK IN GEAR FOR THE ENTIRE BRAKE CHECK.) {Keep your Foot Back off the Service Brake until you need to check it}.

A. TRACTOR PARKING BRAKE CHECK:

PUSH IN THE RED VALVE - (Trailer Brake Value) (TO RELEASE THE TRAILER BRAKE.)

- 1. STANDARD: Slowly Ease up on the Clutch Pedal Until You Feel the Tension of the Engine Pulling Against the TRACTOR Parking Brake, Then Push the Clutch back**

(in/down,) and PULL OUT THE RED VALVE.

- 2. AUTOMATIC: Slowly Push in on the Accelerator Pedal Until You Feel the Tension of the Engine Pulling Against the TRACTOR Parking Brake, then Release the Accelerator, and PULL OUT THE RED VALVE.**

(State That: (The Tractor Brake Works.)

B. TRAILER BRAKE CHECK:

PUSH IN THE YELLOW VALVE - (Tractor Parking Brake Valve) (TO RELEASE THE TRACTOR BRAKE.)

- 1. STANDARD: Slowly Ease up on the Clutch Pedal Until You Feel the Tension of The Engine Pulling Against the TRAILER Brake, The Push the Clutch Back (in/down,) and PULL OUT THE YELLOW VALVE.**

2. AUTOMATIC: Slowly Push in on the Accelerator Pedal Until You Feel the Tension of the Engine Pulling Against the TRAILER Parking Brake, then Release the Accelerator, and PULL OUT THE YELLOW VALVE.

(State that The Trailer Brake Works.)

C. SERVICE BRAKE CHECK:

(Put your Foot on The Service Brake)

PUSH BOTH VALVES IN - (Red and Yellow) *(TO RELEASE BOTH TRACTOR AND TRAILER BRAKE.)*

1. STANDARD: Slowly Easy up on the Clutch Pedal, (BOTH FEET OFF THE PEDALS) (Moving Forward 5 – 10 Feet at 5 MPH,) (Apply the Service Brake. Then the Clutch.) (BRAKE THEN CLUTCH.) STOPPING THE VEHICLE.

2. AUTOMATIC: Slowly Push in on the Accelerator Pedal, (Moving Forward 5 – 10 Feet at 5 MPH,) (Apply the Service Brake.) STOPPING THE VEHICLE.

(State That the Service Brake Works, and that the Truck Did Not Pull to the Left or Right.)

5. AIR LOST TEST:

(THIS IS VERY IMPORTANT TO DO ABSOLUTELY RIGHT.)

6. GOVERNOR SHUT OFF TEST.

PUT THE TRUCK IN NATARUL. PUSH ACCELERTER TO RUN THE ENGINE TO RISE AIR PRESSURE UP TO 120/140 PSI.) (Run 10/12 RPMs) *(OR UNTIL THE GOVERNOR SPITS AIR AT THE PROPER LEVEL.)*

WHEN THE GOVERNOR SPITS AIR. (STOP.) (TELL THE EXAMINER THAT THE GOVERNOR SPIT AIR AT POINT BETWEEN THE 120/140 PSI.

NEXT: (DO THESE STEPS:)

To Set Your Self Up for the Rest of the Air Lose Test

- 1. Put the truck in 1st gear.
(Drive {D} for Automatics.)**
 - 2. Turn the Truck off. (KEY STRAIGHT UP AND DOWN.)**
 - 3. Take Foot off the Clutch. (Not for Automatics.) (KEEP FOOT OFF THE BRAKE.)**
 - 4. (Release the Brakes.) Push In (BOTH) the Yellow/Red Valves.
(Make Sure the Valves Do Not Come Out When Pushed.)**
 - 5. Turn the Key to the on Position. (All the way to the right.) (Watch the Air Gauges Rise.) (It May Be At 100/110 PSI)**

(Tell the Examiner before each action, what you are going to do.) (Afterword tell the results of what just happen).
- 1.) State that I should not lose no more than 4 PSI in one (1) Minute. (Ask the Examiner to**

Time You.) Push and hold the Service Brake (Foot Pedal) for 1 Minute, or until he/she says Ok. Watch the Air Pressure Gauge. (YOU MUST HOLD THE PEDAL, SO THAT WHEN YOU RELEASE IT, THE EXAMINER CAN HEAR THE AIR SPIT.) (Then say I did not lose more than 4 PSI in one Minute.) IF HE/SHE DOESN'T HEAR THE AIR SPIT, YOU DIDN'T PUSH THE BRAKE.

2.) TELL THE EXAMINER THAT I WILL NOW FAN THE BRAKE (FOOT PEDAL). UNTIL THE LOW AIR LIGHT AND BUZZER COMES ON AT 55 PSI. OR ABOVE.

Fan Brake Pedal (Pushing and Releasing the Service Brake) (Hard Consistent Pressure.) Watch Air Gauge on Dash for Low Air Light and Buzzer.

(State at what PSI, they came on.)

3.) TELL THE EXAMINER THAT NOW, I WILL FAN THE BRAKE PEDAL UNTIL BOTH BRAKE

VALVES COME OUT AT 20/45 PSI.

Fan Brake Pedal (Pushing and Releasing the Service Brake.) (Hard Consistent Pressure.)

Watch Both Brake Valves, Not the Gauges, Both Brake Valves Should Come Out, At approximately 20/45 PSI. (If Both Valves Don't Come Out, Continue Fanning Until They Both Come Out.) (TELL THE EXAMINER WHEN THE VALVES CAME OUT.) {Note:} Even if you must Fan down to 0 -PSI, until they come out. (*Keep your eyes on the Valves Only.*) (DO NOT TOUCH THE VALVES, AT ANY POINT**). {**IF YOU TOUCH THE VALVES BEFORE OR AFTER, YOU AUTOMATICLY FAIL YOUR TEST**}.**

(If your Valves still do not Come Out, or if you do not feel that you did the AIR LOSE Test Right. (You must Tell the Examiner, that you want to do the Test over.) (If the Examiner says its ok.) Run the Air Back Up to the

120/140 or until the GOVERNOR Air Spits, at the Proper Level. Start over at the 4 PSI in one Minute, Do the 55 and the 20/45) Also.

YOU CAN DO THE AIR LOST TEST AS MANY TIMES AS NECESSARY BEFORE LEAVING THE CAB. (YOU MUST ASK THE EXAMINER FOR PERMISSION EACH TIME.)

-When Finish-

(PUT THE TRUCK IN NEUTRAL. BRAKES WILL ALREADY BE SET.)

THIS COMPLETES YOUR IN CAB TEST.

PUT THE TRUCK BACK IN NEUTRAL.

(TURN THE WHEEL ALL THE WAY TO THE LEFT.)

7. (EXAMINER'S LIGHT CHECK:)

(ASK THE EXAMINER IF HE/SHE WILL STEP OUT TO HELP CHECK THE LIGHTS IN THE FRONT, LEFT SIDE, REAR, AND RIGHT SIDE OF THE TRACTOR AND TRACTOR.)

(MAKE SURE THAT YOUR LIGHTS ARE ON. TURN THE KEY TO THE ON POSITION.) (ALL THE WAY TO THE RIGHT.)

***YOU WILL SHOUT TO THE EXAMINER WITH BOTH OF YOUR WINDOWS'S DOWN. SAYING EACH LIGHT AND SIGNAL AS YOU OPERATE THEM. {AS HE/SHE TRAVELS AROUND THE TRACTOR TRAILER.}**

FRONT OF TRACTOR:

LEFT TURN SIGNAL, RIGHT TURN SIGNAL, 4 WAY FLASHERS, HEAD LIGHTS, HIGH BEAMS, CLEARANCE LIGHTS, MARKER LIGHTS/REFLECTORS ON THE MIRROR.

LEFT SIDE OF TRACTOR:

TURN SIGNAL.

SIDE OF TRAILER:

CLEARANCE LIGHT, TURN SIGNAL, ABS LIGHT, MARKER LIGHTS/REFLECTORS.)

REAR OF TRAILER:

(LEFT/RIGHT TURN SIGNAL, 4 WAY FLASHERS, TAIL LIGHTS, BRAKE LIGHTS. {Push the Pedal.} CLEARANCE LIGHTS.

RIGHT SIDE TRAILER:

MARKER LIGHT/REFLECTORS, TURN SIGNAL, CLEARANCE LIGHTS.

RIGHT SIDE TRACTOR:

TURN SIGNAL.

(Put the Truck in Neutral, Turn the Truck Off. Put the Key in the Cup Holder or on the Platform. Brakes will already be Set.)

{DO NOT TAKE OR POCKET THE KEY. LEAVE IT IN THE TRUCK.

***PRE-TRIP SLIP.
GOVERNOR SHUT OFF FIRST.***

**YOU CAN DO YOUR PRE – TRIP
IN ANY ORDER THAT YOU
CHOOSE TO. AS LONG AS YOU
DO YOUR (GOVERNOR SHUT
OFF AND THREE-PART AIR LOSE
TEST BEFORE YOU EXIT THE
CAB.) (WHICH IS THE ONLY
AUTOMITIC FAIL, IF ITS NOT
DONE ABSOLUTELY RIGHT.)**

***NOTE: (THIS IS THE GOVERNOR
SHUT OFF TEST BEING DONE
FIRST:)***

**WITH YOUR FOOT ON THE
ACCELERATOR. HOLD THE RPM
GUAGE AT 10/12 RPMs. UNTIL
THE GOVEROR SPITS AIR AT
120/140 PSI.**

1. AIR LOST TEST:

**(THIS IS VERY IMPORTANT TO
DO ABSOLUTELY RIGHT.)**

**(AGAIN, MAKE SURE THAT YOU
HAVE ENOUGH AIR, THAT THE
GAUGES ARE AT 120/140 PSI.)**

***(OR TO THE PROPER LEVEL.)
WHEN THE GOVERNOR SPITS
AIR. (STOP.)***

**PUT THE TRUCK IN NATARUL.
PUSH ACCELERTER TO RUN THE
ENGINE TO RISE AIR PRESSURE
UP TO 120/140 PSI.) (Run 10/12
RPMs) *(OR UNTIL THE
GOVERNOR SPITS AIR AT THE
PROPER LEVEL.)***

**After raising the air level. *(Do
these steps:)***

***To Set Your Self Up for The Air
Lose Test***

**1. Put the truck in 1st gear.
*(Drive {D} for Automatics.)***

**2. Turn the Truck off. (KEY
STRAIGHT UP AND DOWN.)**

**3. Take Foot off the Clutch. *(Not
for Automatics.) (KEEP FOOT
OFF THE BRAKE.)***

**4. (Release the Brakes.) Push In
(BOTH) the Yellow/Red Valves.
*(Make Sure the Valves Do Not
Come Out When Pushed.)***

5. Turn the Key to the on Position. (All the way to the right.) (Watch the Air Gauges Rise.) (It May Be At 100/110 PSI)

(Tell the Examiner before each action, what you are going to do.) (Afterward tell the results of what just happen).

1.) State that I should not lose no more than 4 PSI in one (1) Minute. (Ask the Examiner to Time You.) Push and hold the Service Brake (Foot Pedal) for 1 Minute, or until he/she says Ok. Watch the Air Pressure Gauge. (YOU MUST HOLD THE PEDAL, SO THAT WHEN YOU RELEASE IT, THE EXAMINER CAN HEAR THE AIR SPIT.) (Then say I did not lose more than 4 PSI in one Minute.) IF HE/SHE DOESN'T HEAR THE AIR SPIT, YOU DIDN'T PUSH THE BRAKE.

2.) TELL THE EXAMINER THAT I WILL NOW FAN THE BRAKE (FOOT PEDAL). UNTIL THE LOW

AIR LIGHT AND BUZZER COMES ON AT 55 PSI. OR ABOVE.

Fan Brake Pedal (Pushing and Releasing the Service Brake) (Hard Consistent Pressure.) Watch Air Gauge on Dash for Low Air Light and Buzzer.

(State at what PSI, they came on.)

3.) TELL THE EXAMINER THAT NOW, I WILL FAN THE BRAKE PEDAL UNTIL BOTH BRAKE VALVES COME OUT AT 20/45 PSI.

Fan Brake Pedal (Pushing and Releasing the Service Brake.) (Hard Consistent Pressure.) Watch Both Brake Valves, Not the Gauges, Both Brake Valves Should Come Out, At approximately 20/45 PSI. (If Both Valves Don't Come Out, Continue Fanning Until They Both Come Out.) (TELL THE EXAMINER WHEN THE VALVES CAME OUT.) {Note:} Even if you must Fan down to 0 -PSI, until

they come out. (Keep your eyes on the Valves Only.) (DO NOT TOUCH THE VALVES, AT ANY POINT). {IF YOU TOUCH THE VALVES BEFORE OR AFTER, YOU AUTOMATICLY FAIL YOUR TEST}.

(If your Valves still do not Come Out, or if you do not feel that you did the AIR LOSE Test Right. (You must Tell the Examiner, that you want to do the Test over.) (If the Examiner says its ok.) Run the Air Back Up to the 120/140 or until the GOVERNOR Air Spits, at the Proper Level. Start over at the 4 PSI in one Minute, Do the 55 and the 20/45) Also.

YOU CAN DO THE AIR LOST TEST AS MANY TIMES AS NECESSARY BEFORE LEAVING THE CAB.

-When Finish-

(PUT THE TRUCK IN NEUTRAL. BRAKES WILL ALREADY BE SET.)

3. (SAFETY EQUIPMENT:)

1.) 10 BC Fire Extinguisher: Fully Charged, Securely Mounted.

2.) 3 - Reflective Triangles:

3.) Circuit Breakers: The Truck Runs on Circuit Breakers. (Point to the Front Right Side of Cab.

4. (SAFE START:)

1 - A.) STANDARD: (Clutch In, Truck in Neutral), {Move the Stick Side to Side.}

1 - B.) AUTOMATIC: (Truck in Neutral), {Check that it is in (N) For Neutral.}

2.) BRAKES ARE SET OR SAFE: Pull on Both Yellow & Red Air Valves.

3. (ABS LIGHT) Turn Key to on Position (Engine not Running.) ABS Light ON THE DASH AND ON THE SIDE OF THE TRAILER, WORKS, THEY COME ON AND GO OFF IN 5 SECONDS.

START: Start the Truck.

A. **STANDARD:** (Clutch Down to the floor) Turn Key to Start Engine. {Take Foot off The Clutch.

B. **AUTOMATIC:** (Push the Brake Pedal) And Turn the Key to Start Engine. {Take Foot of the Brake}.

(WITH YOUR FOOT ON THE ACCELATOR, RUN YOUR AIR GAUGES BACK UP TO 120/140 PSI OR UNTIL THE GOVERNOR SPITS AIR. RUN AT 10/12 PRMs. (MAXIMUM PRESSURE) (HOLD IT WHILE YOU EXPLAIN THE FOLLOWING.)

5. (COMPONENT PARTS:)

- **DEF GAUGE:** Will Rise to the Proper Level, Within 5 Seconds.

HORNS: A. *City Horn Works* -. B. *Air Horn Works*.

SIGNALS AND LIGHTS: Left Turn Signal Works, Right Turn Signal Works, 4 Way Flashers Work, Head Lights Work (**leave them on for the Rest of Your Test.**

Maneuvers and Road.), High Beams Work.

WINDSHIELD WASHER FLUID: Windshield Washer Fluid Works,

WIPERS: Wipers Work, Not Bent, Missing, or Dry Rotted, Have Proper Tension too the Windshield.

WINDSHIED: Not Cracked, it is Clean, No Illegal Stickers to Obstructing the Drivers View.

HEATER AND DEFROSTER: Defroster Works, Heater Works. (Turn the Blower Switch on, turn dial to the Mix position.) Put Hand Over the Dash to Check the Defroster, and Under the Lower Vent to Check the Heater.

(Turn Blower Back Down or Off, so that the Examiner Can Hear What You're Saying.)

MIRRORS: Mirrors are Adjusted to the Drivers View, there Clean, Not Cracked.

(YOU SHOULD HAVE THE AIR BACK AT THE 120/140 PSI, OR TO THE PROPER LEVEL.) (MAXIMUM PRESSURE) AT THIS TIME. (IF NOT, CONTINUE TO RAISE THE AIR UP.)

6. (3 Brake Check:)

(Tell the Examiner what you are going to do before each action takes place.) (Then afterword, Tell the results of what just happen).

PUT THE TRUCK BACK IN GEAR. (LEAVE IT IN GEAR.)

(A. STANDARD: Push in the Clutch, Shift into First Gear) (B. AUTOMATIC: Put Truck in Drive, or {D}. (LEAVE THE TRUCK IN GEAR FOR THE ENTIRE BRAKE CHECK.) {Keep your Foot Back off the Service Brake until you need to check it}.

A. TRACTOR PARKING BRAKE CHECK:

PUSH IN THE RED VALVE - (Trailer Brake Valve) (TO RELEASE THE TRAILER BRAKE.)

- 1. STANDARD: Slowly Ease up on the Clutch Pedal Until You Feel the Tension of the Engine Pulling Against the TRACTOR Parking Brake, Then Push the Clutch back (in/down,) and PULL OUT THE RED VALVE.**
- 2. AUTOMATIC: Slowly Push in on the Accelerator Pedal Until You Feel the Tension of the Engine Pulling Against the TRACTOR Parking Brake, then Release the Accelerator, and PULL OUT THE RED VALVE.**

(State That: (The Tractor Brake Works.)

B. TRAILER BRAKE CHECK:

PUSH IN THE YELLOW VALVE - (Tractor Parking Brake Valve) (TO RELEASE THE TRACTOR BRAKE.)

1. STANDARD: Slowly Ease up on the Clutch Pedal Until You Feel the Tension of The Engine Pulling Against the TRAILER Brake, The Push the Clutch Back (*in/down,*) and PULL OUT THE YELLOW VALVE.

2. AUTOMATIC: Slowly Push in on the Accelerator Pedal Until You Feel the Tension of the Engine Pulling Against the TRAILER Parking Brake, then Release the Accelerator, and PULL OUT THE YELLOW VALVE.

(State that The Trailer Brake Works.)

C. SERVICE BRAKE CHECK:

(Put your Foot on The Service Brake)

PUSH BOTH VALVES IN - (Red and Yellow) (*TO RELEASE BOTH TRACTOR AND TRAILER BRAKE.*)

1. STANDARD: Slowly Easy up on the Clutch Pedal, (BOTH

FEET OFF THE PEDALS) (Moving Forward 5 – 10 Feet at 5 MPH,) (Apply the Service Brake. Then the Clutch.) (BRAKE THEN CLUTCH.) STOPPING THE VEHICLE.

2. AUTOMATIC: Slowly Push in on the Accelerator Pedal, (Moving Forward 5 – 10 Feet at 5 MPH,) (Apply the Service Brake.) STOPPING THE VEHICLE.

(State That the Service Brake Works, and that the Truck Did Not Pull to the Left or Right.)

THIS COMPLETES YOUR IN CAB TEST.

PUT THE TRUCK BACK IN NEUTRAL.

(TURN THE WHEEL ALL THE WAY TO THE LEFT.)

7. (EXAMINER'S LIGHT CHECK:)

(ASK THE EXAMINER IF HE/SHE WILL STEP OUT TO HELP CHECK THE LIGHTS IN THE FRONT, LEFT

SIDE, REAR, AND RIGHT SIDE OF THE TRACTOR AND TRACTOR.)

(MAKE SURE THAT YOUR LIGHTS ARE ON. TURN THE KEY TO THE ON POSITION.) (ALL THE WAY TO THE RIGHT.)

***YOU WILL SHOUT TO THE EXAMINER WITH BOTH OF YOUR WINDOWS'S DOWN. SAYING EACH LIGHT AND SIGNAL AS YOU OPERATE THEM. {AS HE/SHE TRAVELS AROUND THE TRACTOR TRAILER.}**

FRONT OF TRACTOR:

LEFT TURN SIGNAL, RIGHT TURN SIGNAL, 4 WAY FLASHERS, HEAD LIGHTS, HIGH BEAMS, CLEARANCE LIGHTS, MARKER LIGHTS/REFLECTORS ON THE MIRROR.

LEFT SIDE OF TRACTOR:

TURN SIGNAL.

SIDE OF TRAILER:

CLEARANCE LIGHT, TURN SIGNAL, ABS LIGHT, MARKER LIGHTS/REFLECTORS.)

REAR OF TRAILER:

(LEFT/RIGHT TURN SIGNAL, 4 WAY FLASHERS, TAIL LIGHTS, BRAKE LIGHTS. {Push the Pedal.} CLEARANCE LIGHTS.

RIGHT SIDE TRAILER:

MARKER LIGHT/REFLECTORS, TURN SIGNAL, CLEARANCE LIGHTS.

RIGHT SIDE TRACTOR:

TURN SIGNAL.

(Put the Truck in Neutral, Turn the Truck Off. Put the Key in the Cup Holder or on the Platform. Brakes will already be Set.)

{DO NOT TAKE OR POCKET THE KEY. LEAVE IT IN THE TRUCK.



Pre-Trip Smooth Flow Word Definitions A-Z

Abrasions – An area damaged by Scraping or Wearing away.

ABS – Antilock Braking System (for Motor Vehicle).

Adjusted – Alter or move (something) slightly to achieve the desired fit, appearance, or result.

Air Lines – Are the red and blue air lines that are between the Tractor and the Trailer. That supplies the air to the brake system. The red line is the emergency line. And the blue line is the service line. Also, the Black Air Lines that Hang Down and Run Under the Length of the Trailer.

Air Valves – Are the Red and Yellow Nobs that allow the Air Lines the Flow or Stop, to allow the Brakes to be Set or Released.

Apron – Is the steel plate around the kingpin. It is the upper part of the trailer where the kingpin is, or is the top front part of the trailer, where the fifth wheel connects.

Axel Seal – The part that seals the connection of a CV axle (driveshaft) to the transmission or rear differential. To keep the transmission oil from leaking out.

Bare – Without the appropriate, usual, or natural covering.

Belt Driven – Belts used as a source of motion, to transmit power efficiently of to track relative movement.

Belts – Is a loop of flexible material used to link two or more rotating shafts mechanically, most often parallel.

Between – at, into, or across the space separating (two objects or regions).

Binding – The action of fastening or holding together

Blower Switch – A device for making, breaking, or changing the connections in an electrical circuit. For producing a current of air or gas

Bolts – A metal rod or pin for fastening objects together that usually has a head at one end and a screw thread at other and is secured by a nut.



Both Ends – The one as well as the other. The **Tips**. Or where something ceases to exist.

Brake Chamber – Are round metal containers, located at each wheel, where compressed air is converted into mechanical force to apply the brakes and stop the vehicle.

Brake Drum – A revolving cylinder on the wheel of a vehicle or the revolving part of an engine or machine upon which the brake shoe or brake band presses.

Brake Hose – A flexible tube connecting the brake pipes of adjoining vehicles (such as railroad cars).

Brake Lining – Brake Shoes. The facing of brake bands especially on trucks and automobiles. Also: The Fabric used for such Lining.

Brakes Set – To fix firmly: Make immobile.

Broke – To Separate into two or more pieces, To Fracture, Rupture, Cut, Splinter.

Broken – To Shatter, Not working Properly. Being irregular, Made weak.

Bulges – To be Swollen, To Bend,

Bushing – A usually removable cylindrical lining for an opening (as of a mechanical part) used to limit the size of the opening, resist abrasion, or serve as a guide.

Cat Walk – The Plate behind the cab or sleeper covering over the frame giving a safe place to stand.

Check – To inspect, examine, or look at appraisingly or appreciatively.

Circuit Breakers – Is an automatically operated electrical switch designed to protect an electrical circuit from damage caused by excess current from an overload or short circuit.

Clamps – Is the C Clamp that is Tightened around the Slack Adjuster, which keep it from leaking or falling in to two pieces.

Clearance – Space or Gap Between the 5th Wheel and the Apron. Also, Proper Space Between the Tractor Frame and the Landing Gear, so that they do not Hit or Run in to each Other.



Clearance Lights – The light at the top of the Tractor and Trailer, In the Front Sides and Rear of the Vehicle. (To alert driver of the trucks presence on the road).

Closes – Move or cause to move as to cover an opening.

Clutch – A mechanism for connecting and disconnecting a vehicle engine from its transmission system.

Color – One, or any mixture, of the constituents into which light can be separated in a spectrum or rainbow.

Control Arm – is the hinged suspension link that connects the chassis and the suspension that carries the wheel. Attached with a single pivot, normally a rubber bushing, the control arm can adjust the position of the outboard end while sustaining the radial distance from the inboard mount.

Control Mount – is at the back of the Trailer. It is a large box each contains the (Spring Mount, Spring, U- Bolt, and Shock). Also has the Torsion Bar, Bushing, and Bolt.

Cotter Keys – Is a metal fastener, like a staple or a rivet. Typically made of thick wire with a half-circular cross section, split pin comes in multiple sizes and types.

Cracked – Damaged and showing lines on the surface from having split without coming apart.

Cradle – A Mounted slot or groove that holds something in place.

Cross Members – Are literally the backbones of a truck trailer, providing stability and supporting the bulk of a trailers load. Like other components of a truck trailer, semi-trailer cross members are subject to weather, wear, age, and weight.

Cut – The act of being sliced with a sharp edge. A tear, hole, or wound it causes.

Dangerously Thin – Thin brakes or Brake Pads that have become worn over time.

Debris – Is narrow or not very thick. It can also describe a layer of something that is not very thick, such as paper. To thin something out is to make it lesser or weaker, like thinning out.

Dented – Marked, something has an adverse effect on it, or diminish.



Dip Stick – A graduated rod for measuring the depth of a liquid, especially oil in a vehicle's engine.

Drive Axel – Axles are rods shafts that connect to the drive wheels. The main purpose of axles is to transfer power from the transmission to the wheels.

Drive Shaft – A rotating shaft which transmits torque in an engine.

Dry Rotted – Having lost all wetness or moisture over a period, gradually deteriorate.

Equipped – Supply with the necessary items for a particular purpose. To prepare (someone) mentally for a particular situation or task.

Evenly Worn – So as to present a flat or uniform surface or line. damaged and shabby because of much use.

Examiner – A person who administers and grades examinations to test people's knowledge or proficiency.

Extended – Made larger, enlarged. Lasting longer than is usual or expected; prolonged.

Frayed – Unraveled or worn.

Freely – Without restriction or interference.

Fully Extended – Completely or entirely; to the furthest extent. Made larger, enlarged. Lasting longer than is usual or expected; prolonged.

Fully Raised – Completely or entirely; to the furthest extent. Elevated to a higher position or level; lifted.

Gap – A break or hole in an object or between two objects.

Gauges -

- A. **Oil Gauge:** Is an indicator on the dashboard. That shows the level between High or low pressure.
- B. **Water Gauge:** is an indicator on the dashboard. That show that the water is at a High or Low level.
- C. **Voltmeter:** It is a Battery indicator that shows the batteries state of charge.



- D. **Air Gauge:** A gauge for measuring air pressure.
- E. **DEF Gauge:** The DEF (diesel exhaust fluid) light is a driver warning system that lets you know when your DEF tank is nearly empty. DEF is, essentially, a mixture that is added to the vehicle's engine to reduce environmental harm by combining with diesel gas.
- F. **Air Gauges:** -

Gear Driven – Transmission of motion or torque from one shaft to another by means of direct contact between toothed wheels.

Glad Hands – Are the couplers at each end of the red and blue air lines, that connect to the couplers on the Trailer. Two seal the two together

Greased – Is a thick, oily substance which is put on the moving parts of car, trucks, and other machines in order to make them work smoothly.

Hanging – Something suspended or dangling free, to appear to hang down.

Hanging Wires – Wires they are separated from each other, dangling free, to appear to hang down.

Hinges – a movable joint or mechanism on which a door, gate, or lid that swings as it opens and closes or which connects linked objects.

Holster – A Mounted Pocket, slot, or groove that holds something in place.

Hoses – A flexible tube for conveying liquids or gases under pressure.

Hub Seal – Is formulated to stop leaks in steering axles and trailer hubs heavy duty trucks.

ICC Bar – To prevent a vehicle from sliding under the trailer in a collision. (Rear Impact Guard) Is called the (Mansfield Bar). Its namesake name is death.

Illegal – Contrary to or forbidden by law, especially criminal law.

Inch of Play – A unit of length equal to 1/3 yard.

Indicate, Indicating - To point out. Or to suggest as a desirable or necessary course of action.



Inner Seal Leak – Usually happens if there is an issue with the **master cylinder**, **brake booter**, or a low brake fluid level in the reservoir. However, air in the brake line resulting from a leak can also lead to a soft brake pedal feel.

Landing Gear – Refers to the retractable supports (Legs) that keep a trailer level when the tractor is removed.

Lenses – A piece of clear or colored glass or other transparent substance with curved sides for concentrating or dispersing light rays, used singly.

- A. Amber – A yellow light used as a cautionary signal.
- B. Clear – A light with a reflector and special lens mounted on the front of a vehicle to illuminate the road ahead.

Level – A horizontal plane or line with respect to the distance above or below a given point.

Locking Jaw – The coupling is when the truck's 5th wheel locking jaws lock around the trailer's kingpin. This connection allows the truck to haul the trailer. Proper coupling techniques can prevent unnecessary damage to the equipment.

Loose – Not firmly or tightly fixed in place; detached or able to be detached.

Looseness – Not fastened. Retained, or contained, tight, or lacking restraint.

Marker Light – Lamp, Side Marker: Lamps which show to side of a vehicle, permanently mounted as near as practicable possible to the front and rear edges to indicate the along the side on vehicles 30 feet long and over. (Amber at front, amber midway along the side when required, red at the rear).

Missing – (A thing) not able to be found because it is not in its expected place. Not present or included when expected or supposed to be.

Mix - Combine or put together to form one substance or mass.

Neutral – A disengaged position of gear in which the engine is disconnected from the driven parts.

Obstruct – Prevent or hinder (movement or someone or something in Motion). To deliberately make (something) difficult.



Opens – Move or adjust (a door or window) to leave a space allowing access and view.

Peeling – (Of a surface or object) lose parts of its outer layer or covering in small strips or pieces.

Pins – A metal pin used to fasten two parts of a mechanism together. A split pin that is opened out after being passed through a hole. (Cotter Pin).

Platform – Is the metal base where the Fifth is connected to, by two large cotter pins on each side. The platform is fastened down to the tractor frame with at least 6 to 8 mounting bolts.

Position – A particular way in which someone or something is placed or arranged.

Pressure – The force exerted per unit area. (PSI).

Proper Tension – The act of straining or stretching.

Puddles – A pool of liquid. spill, wet surface.

Reflective Triangles – Is an equilateral (equal-sided) or around 600mm in size made of red reflective material. To be put on the side of the road by anyone to warn other drivers of a breakdown or crash.

Reflectors – Red or White reflective tape or reflectors attached to the Tractor Trailer.

Registration – inserting in an official register; the act of making a list, catalogue, schedule, or register, particularly of an official character, or of making entries therein.

Release Arm – Is the handle on the left side of the 5th wheel slid plate that disconnects the locking jaw from around the king pin to separate the tractor from the trailer.

Replacing – Put (something) back in a previous place or position.

Rivets – Metal pin or bolt for holding together two plates of metal, its headless end being beaten out or pressed down when in place.



Rubber Grommets – Is the rubber washer in between the gladhand connector to keep the air from getting out.

Rubber Seals – Is a device that is used to prevent the leakage of lubricating oil in mechanical equipment by close the spaces between the moving and stationary components of the equipment. (Rubber oil seals, oil seals, oil gaskets or oil seals.

Rust Trail – The effects of wheel corrosion or looseness on the lug nuts.

Safety Chain – A Chain that in place to securer something from coming off or fall from the vehicle.

Safety Latch – Any latch having a stop or other device to prevent it from being accidentally opened.

Secure – Fixed or fastened so as not to give way, become loose, or be lost.

Securely Mounted – To secure an object, you fasten it firmly to anther object. Firmly in position.

Separation – The action or state of moving or being moved apart. A point, line, or means of division, space, or gap.

Shifted – To move or cause to move from one place to another, especially over a small distance. Change in direction, move from side to side.

Shiny Threads - (a smooth surface) reflecting light, typically because of a very clean or polished. Cut, thin strand, little pieces.

Shock – A shock absorber is a device for absorbing jolts and vibrations, especially on a vehicle.

Shoes – The long-curved blocks that press on the inside of the brake drum.

Slack Adjuster – A lever attached to the brake camshaft and connected to the brake chamber push rod. It provides a means of adjusting the brakes to compensate for brake lining wear.

Sliding Fifth Wheel – A sliding fifth wheel is mounted to the frame with ability to slide the 5th wheel forward and backward along the frame rails.



Sliding Tandem – Is a (Slider): Mechanism that allows a tandem axel suspension to be moved back and forth at the rear of a semi-trailer, for the purpose of adjusting the axles and fifth wheel.

Soot – A black powdery or flaky substance consisting largely of amorphous carbon, produced by incomplete burning of organic matter.

Space – The position (two or More items) at a distance from one another.

Spring Mounts – A spring hanger is a subset of either variable or constant spring supports that attach directly to structural steel components and are located above the supported member. Constant Spring Hangers.

Steer Axel – A axle that pivots at the hub to allow the wheel to follow the travel of the vehicle in the front of the tractor.

Stickers – An adhesive label or notice, generally printed or illustrated. Decal, label, marker, sign, transfer.

Strap or Straps – A handle, tie down, A fastener used to hold down cargo or equipment during transport.

Support – A thing that bears the weight of something or keeps it upright. Gives assistance to, hold up.

Three Points of Contact - When getting in and out of the Tractor or Truck Cab. You must use 3 Points of Contact. Which means, you must use 2 hands and 1 foot, or 2 feet and 1 hand. At all times. You must always hold on to the handles. (Use the rails or lift gate.) Do not jump off the Truck or the Trailer.

Tight – Fixed, fastened, or closed firmly; hard to move, undo, or open.

Torque Arm – A torque rod can also be called a radius rod, radius arm, torque arm, dog bone. Tor rods are suspension links that are meant to limit the movement of the axles without limiting suspension articulation. Torque arm suspensions are very common on medium and heavy-duty trucks and trailers. Torque rods can be longitudinal (running forward and aft), or they can be transverse (running side to side).

Torque Bar – A torque rod can also be called a radius rod, radius arm, torque arm, dog bone. Tor rods are suspension links that are meant to limit the movement of



the axles without limiting suspension articulation. Torque arm suspensions are very common on medium and heavy-duty trucks and trailers. Torque rods can be longitudinal (running forward and aft), or they can be transverse (running side to side).

Tread Depth – The tread of a tire or track refers to the rubber on its circumference that contacts the road or the ground. As tires are used, the tread is worn off, limiting its effectiveness in providing traction. A worn tire can often be retreaded.

Turn Signals – One of the lights on a vehicle that flash to indicate that the vehicle is turning left or right.

Twisted – Form into a bent, curling, or distorted shape.

U Bolts – A U-Bolt is a bolt in the shape of a U with screw threads on both ends. Primarily, the U-Bolt provides the force required to clamp the leaf spring and related components firmly together.

Unauthorized – Not having official permission or approval.

Universal Joint – Are X-shaped parts typically made of steel with a bearing cap at each end that allows the vehicle's rigid driveshaft to connect to the transmission and rotate freely.

Valve Stem – The **shaft** of the **devices** used to shut something on, out, up, down, one side, or the other.

Valves - Mechanical devices by which the flow of **Air**, liquid, gas, or loose material in bulk may be started, stopped, or regulated by a movable part that opens, shuts, or partially obstructs one of more ports or passageways.

Vent – An opening that allows air, gas, or liquid to pass out of or into a confined space.

View – To look at attentively. scrutinize, observe view an exhibit. To look on in a particular light.

Weight – a body's relative mass or the quantity of matter contained by it, giving rise to a downward force; the heaviness of a person or thing.



Welds – A weld (Bead) is created by depositing a filler material into a joint between two pieces of metal.

Wipers – A windshield wiper with moves across the surface of the windshield.

Wiping – Clean or dry (something) by rubbing its surface with a cloth, a piece of paper, or one's hand.

Wires – A length or quantity of wire used, for example, for fencing or carry an electric current.

Worn – Damaged and shabby because of much use. No longer usable

Z Spring – The 'z' spring is also called double cantilever spring. It is made up of 0.5mm wire. The spring consist of two coils of very small internal diameter. It should be placed perpendicular to palatal surface of tooth. The spring can be made for movement of single incisor or two incisors.

Definitions are collected from Various resources. Dictionary's, and Inter Net Sources.



Pre – Trip Smooth Flow Starting the Truck

Turn Key to Strat Engine – With the Clutch to the Floor, Then Take Foot off the Clutch.

Brakes, Valves and Paddles

Tractor Brake Valve: Is the **Yellow** Parking Valve

Trailer Brake Valve: Is the **Red** Trailer Brake Valve

Service Brake: Is the **Foot Brake Pedal** (In the Center)

Clutch Paddle: is the Pedal to the Far Left. It is Not a Pacifier to Hold your Foot on. It is not an Ottoman to Rest your Foot on. It should only be on the Foot, to Start the Truck, or when you come to a Complete Stop. There is a Spring in the Clutch. That is to be Pushed or Bounced, when Shifting Gears.

Accelerator: is the Pedal to the **far right**

Raising the Air Level: 10/12 – Looking at the RPMs Gauge

Proper Level: 120 PSI or to what that truck will allow – Looking at both Air Gauges. It does not make a difference as to which Gauge you use when responding to the Examiner.

Governor Spits – When the Governor Spits Air. The Air Pressure is at its Highest Level.

Using the Brake Valves

- A. **Tractor Brake Valve:** Push in the Yellow Valve to Release the Brakes. Pull the Valve to **Set or Safe** the Brakes. The Valve is Shaped Like a Diamond. You will always use it.
- B. **Trailer Brake Valve:** Push in the Red Valve to Release the Brakes. Pull the Valve to **Set or Safe** the Brakes. The Valve is Shaped Like a Stop Sign. So that you will (Stop and Think) before Pushing it.
- C. **Service Brake:** The Service Brake is the Foot Brake Pedal.



Air Lose Test

- A. As of 2023. In some States, the Air Lose Test must be done first.
- B. It must be done perfect.
- C. You only get two changes.
- D. You must blow your horn when you complete the Air Lose Test. If you feel good about it.
- E. If you done feel comfortable about what you did the first time.
- F. You must ask the Examiner, for a change to do it over a second time. Then blow your horn when you are done.

Setting Yourself Up for the Air Lose Test

1. **Turning the wheel to the Left** – Is to be able to see behind the left tire, to see your parts outside.
2. **Putting the Truck in 1st Gear** for the (Standard). **Or in Drive (D)** for the (Automatic) To hold the Tracker Trailer from moving during Brake checks.
3. **Turning the Truck off** - Key Straight Up & Down. The Truck is off when the Key is in the (Straight Up and Down) Position.
4. **Taking the Foot off the Clutch** – To keep the truck from Rolling, while doing the Brake test.
5. **Running the Air level back up to do the Air Lose test** – Run the RPMs up to 10/12. while running the Air Back Up to 120 PSI, or to the Proper Level for that Vehicle.
6. **Releasing the Brake Valve: Push both Yellow and Red Valves in** – (Make sure the Red Valve does not pop out). (There is about 14 feet of airline, from the Yellow Valve to the front Brakes. And there is at least 40 to 53 feet of airline, to the rear Trailer Brakes). When you are Releasing the Brake Valves. Air passes through the airlines, which will deplete the Air that you raised back up to 120 PSI. (Be careful).



7. **Turn the key to the on Position** - Watch the Air Gauges Rise. It May Be At 100/110 PSI.

While telling the Examiner what you will do. Keep your feet on the floor in between your talking to Him/Her. (Call and Response).

- A. Tell the Examiner: With my foot on the service brake, I will not lose more than 4 PSI in one Minute. **(Can you time me)**. Press the service Brake. Keep your foot on the brake until He / She tells you to remove it. Then state- I did not lose more than 4 PSI in one Minute.
- B. Tell the Examiner: Now I will Fan (Pump) the Service Brake. And the **Low Buzzer and Light** will come on at 55 PSI or above. Fan (Pump) the Brake. And when it comes on. **(Immediately take your foot off the Brake Pedal)**. Stay at what PSI **Low Buzzer and Light** came on.
- C. Tell the Examiner: That now I will Fan (Pump) the Service Brake until both Brake Valves (Yellow & Red) come out at 40 PSI. Keep your eyes on the Valves, **(Not the Gauges)**. **Do not Touch them Before or After**. If only one Valve comes out. Speed up and slow down your Fanning (Pumping) until it comes out. Stay that the Valves came out (At the PSI that it comes out). **(Now if both Valves do not come out)**. **Air the truck back up to the 120 PSI or to the Proper Level. Then Start the Air Lose Test over. Do All Three Test over at the 4 PSI in one Minute, The 55 PSI, and the 40 PSI.)** The Air lose test must be done perfectly right. **(Like Siamese Triplets)**.

Using Your Mirrors:



Look at all your Mirrors before you move Backward or Forward or from Side to Side.

A. Top Mirrors

1. Are for Seeing Distance.
2. To See Down Both Sides of the Tractor and Trailer. From the Top to the Bottom of it.

B. Bottom Spot or (Bugeye) Mirrors

1. To See Your Lane Lines on Both Sides, All the Way Back to the Trailer.
2. To See Your Blind Spots.
3. To See the Curbs.
4. To See any Traffic in the Lane Beside You.

C. Hood, Doggy Window, and the Passenger Side Top Window Mirrors.

1. They are Cosmetic Mirrors.
2. They are not on all Trucks (**Note:** I Would Have them Installed on anything that I would Drive.)

Suspension:

- A. **Steering Shaft** – A shaft that connects the steering wheel of a vehicle to the steering mechanism.
- B. **Pitman Arm** – A steering in an automobile or truck. As a linkage attached to the steering box.
- C. **Draglink** – A rod connecting the steering – gear lever to the steering knuckle in automotive vehicles.
- D. **Steering Knuckle** – A steering knuckle or upright is that part which contains the wheel hub or spindle, and attaches to the suspension and steering components.
- E. **Tie Rod** – A tie rod connects, or ties, the front wheel of the vehicle together so they both turn from left to right at the same time.
- F. **Control Mount** – is at the back of the Trailer. It is a large box each contains the (Spring Mount, Spring, U- Bolt, and Shock). Also has the Toque Bar, Bushing, and Bolt.



Gear Driven and Belt Driven Parts

Alternator – Belt Driven

Water Pump – Gear or Belt Driven

Air Compressor – Gear Driven

Power Steering Pump - Gear Driven

Parts May Differ Per Year, Types, Models and Manufacturers.



(SHIFTING TIPS) – (START IN 3RD GEAR)

AT 15/17 RPMs SHIFT TO 4TH

AT 15/17 RPMs SHIFT TO 5TH

AT 15/17 RPMs SHIHT TO 6TH

(NOW LOOK AT THE MPHs ONLY)

6TH GEAR IS 15 MPH

BOTTOM – CENTER – TOP OF THE GEAR

10 MPH – 15 MPH – (20 MPH) (IS AUTOMATICLY AT 15/17 RMPs)

Shift – Clutch to Natural, Clutch to Gear. (*BOUNCE/BOUNCE*)

7TH GEAR IS 25 MPH

BOTTOM – CENTER – TOP OF THE GEAR

20 MPH – 25 MPH – (30 MPH) (IS AUTOMATICLY AT 15/17 RMPs)

Shift – Clutch to Natural, Clutch to Gear. (*BOUNCE/BOUNCE*)

8TH GEAR IS 35 MPH

BOTTOM – CENTER – TOP OF THE GEAR

30 MPH – 35 MPH – (40 MPH) (IS AUTOMATICLY AT 15/17 RMPs)

Shift – Clutch to Natural, Clutch to Gear. (*BOUNCE/BOUNCE*)

9TH GEAR IS 45 MPH

BOTTOM – CENTER – TOP OF THE GEAR

40 MPH - 45 MPH – (50 MPH) (IS AUTOMATICLY AT 15/17 RMPs)

Shift – Clutch to Natural, Clutch to Gear. (*BOUNCE/BOUNCE*)

10TH GEAR IS 55 MPH

BOTTOM – CENTER – REST OF THE GEARS

50 MPH – 55 MPH – AND THE ABOVE MPHs



DOWN SHIFTING – FROM 10TH GEAR OR ABOVE 55 MPH.

(APPLY THE SERVICE BRAKE TO SLOW THE TRACKER AND TRAILER DOWN).

- A. SLOW DOWN TO 50 MPH – Clutch to Natural, Stab/Kick the Fuel Pedal to 10/12 RPMs, Clutch to 9th Gear. {Before RPMs fall Below 10 RPMs.}**
- B. SLOW DOWN TO 40 MPH – Clutch to Natural, Stab/Kick the Fuel Pedal to 10/12 RPMs, Clutch to 8th Gear. {Before RPMs fall Below 10 RPMs.}**
- C. SLOW DOWN TO 30 MPH – Clutch to Natural, Stab/Kick the Fuel Pedal to 10/12 RHM, Clutch to 7th Gear. {Before RPMs fall Below 10 RPMs.}**
- D. SLOW DOWN TO 20 MPH – Clutch to Natural, Stab/Kick the Fuel Pedal to 10/12 RPMs, Clutch to 6th Gear. {Before RPMs fall Below 10 RPMs.}**
NOTE: WHEN PUSHING THE CLUTCH – (ONLY BOUNCE THE CLUTCH PEDAL SPRING ½ WAY IN 2 TIMES), NOT TO THE FLOOR.
- E. COME TO A COMPLETE STOP WHILE IN GEAR, (*HOLD THE CLUTCH TO THE FLOOR*).**
- F. DROP THE FLICKER DOWN ON THE STICK SHIFT.**
- G. GO BACK TO 3RD GEAR. (I CALL THIS *STOP, DROP, AND GET READY TO ROLL*).**
- H. NOTE: NOW WHEN DOWN SHIFTING. YOU CAN DROP YOUR GEARS ONE AT A TIME, OR TWO AT A TIME. (IF YOUR SLOW ENOUGH).**
- I. BUT, WHEN UP SHIFTING, YOU CAN ONLY SHIFT UP A GEAR, ONE GEAR AT A TIME.**
- J. NOTE: I CHOOSE TO USE THE EVEN NUMBERS TO SHIFT GEARS UP AND DOWN.**
- K. WHEN YOU ARE ON THE EVEN NUMBERS. (WEATHER UP OR DOWN). YOU ARE IN THE MIDDLE OF THE GEAR.**
- L. 20 IS THE TOP OF 6TH GEAR, - AND THE BOTTOM OF 7TH GEAR.**
- M. 30 IS THE TOP OF 7TH GEAR, - AND THE BOTTOM OF 8TH GEAR.**
- N. 40 IS THE TOP OF 8TH GEAR, - AND THE BOTTM OF 9TH GEAR.**
- O. 50 IS THE TOP OF 9TH GERA, - AND THE BOTTOM OF 10TH GEAR.**

NOTE: IF YOU CAN CONTROL THE TRAILER. YOU CAN DOWN SHIFT THE VEHICLE. (WHEN YOU APPLY YOUR BRAKE TO SLOW DOWN. THE TRAILER PUSHES YOU IN YOUR BACK. SLOW DOWN ABOUT 5 MPH,



WITH IS TO THE EVEN NUMBER UNDER THAT GEAR. THEN SHIFT, (STAB/KICK) THE FUEL PEDAL, SHIFT TO GEAR.

NOTE: You do not use the stick shifter too speed up, or slow down. You use the shifter because you first got to the proper speed, then shift in to the proper gear.

SHIFTING & CLUTCHING INFORMATION

- A. STARTING IN 3RD GEAR
- B. 15/17 RPMS TO 4TH THROUGH TO 6TH GEAR
- C. 15/17 RPMS FROM 6TH TO 10TH GEAR
- D. TO DOWN SHIFT. BRAKE TO SLOW THE TRACTOR AND TRAILER DOWN. CLUTCH OUT OF GEAR TO NEUTRAL, QUICKLY (STAP/KICK) THE FUEL PEDAL TO RAISE THE RPMS TO 12 RPMS, THEN CLUTCH TO THE LOWER DESIRED GEAR (BEFORE THE RPMS FULL BELOW 10 RPMS.
- E. YOU CAN ONLY UP SHIFT ONE GEAR AT A TIME.
- F. YOU CAN DOWNSHIFT ONE OR TWO GEARS AT A TIME.
- G. WHEN CLUTCHING - BOUNCE THE CLUTCH SPRING. THEN TAKE YOUR FOOT ALL THE WAY OFF OF THE CLUTCH COMPLETELY, AND REST YOUR FOOT ON THE FLOOR IN BETWEEN EVERY SHIFT.

DOUBLE CLUTCHING

BOUNCE: THE CLUTCH (**THE SPRING**) TWICE WHEN UP SHIFTING. (NOT TO THE FLOOR.)

WHEN UP SHIFTING – RAISE THE RPMS UP TO 15/17 RPMS (ACCELERATE) BOUNCE THE CLUTCH (**THE SPRING**) ONCE TO GET OUT OF THE GEAR, PULSE IN NEUTRAL, WITH YOUR FOOT ALSO OFF THE FUEL PEDAL FOR A SECOND (**RAISE THE TOES UP**). THEN BOUNCE THE CLUTCH (**THE SPRING**) ONCE AGAIN (**QUICKLY**) TO PUT IT INTO THE



GEAR. (MAKE SURE THAT THE RPMs DON'T FALL BELOW **15 RPMs**).
WHICH IS THE **(SWEET SPOTS.)**

NOTE: IF THE RPMs FALL BELOW 15 RPMs, (WHEN UP SHIFTING. (STAB/KICK) THE FUEL PEDAL QUICKLY, TO 10 RPMs (WHICH IS THE SECOND SWEET SPOT,) CLUTCH INTO GEAR.)

WHEN DOWN SHIFTING- SLOW THE TRACKTOR AND TRAILER DOWN. **(BY USING THE BRAKE PEDAL)** BOUNCE THE CLUTCH **(THE SPRING)** ONCE TO GET OUT OF GEAR. QUICKLY **STAB/KICK** THE ACCELERATE TO RAISE THE RPMs UP TO 12 RPMs. (MAKE SURE THE RPMs DON'T FALL BELOW 10 RPMs). THEN BOUNCE THE CLUTCH **(THE SPRING)** THE SECOND TIME TO PUT IT INTO A LOWER GEAR.

NOTE: (IF IT FALLS BELOW 10 RPMs. **STAP/KICK** THE ACCELERATER AGAIN TO THE 12/10 RPMs. THEN CLUTCH INTO GEAR.

MAKING TRUNS

- A. IF POSSIBLE, MAKE ALL TURNS IN 6TH GEAR.
- B. **RIGHT TURNS** – WAIT UNTIL YOUR SHOLDER IS PARALLEL WITH THE CURB ON YOU RIGHT SIDE. MAKE YOUR TURN.
- C. WATCH THE TRAILER IN THE BOTTOM RIGHT (BUG EYE OR SPOT MORROR) THE HOLE TIME THE TRAIER IS MOVING. DO NOT HIT THE CUB OR ANYTHING ELSE WITH THE TRAILER OR THE WHEELS. **(STOP IF YOU HAVE TO).**
- D. **LEFT TURNS** – GO STRAIGHT FORWARD UNTIL YOURS SHOLDER IS AT THE CENTER YELLOW LINE, OR THE CENTER OF THE LANE BEFORE YOU MAKE THE TURN.
- E. WATCH THE TRAILER IN THE BOTTOM LEFT (BUG EYE OR SPOT MORROR) THE HOLE TIME THE TRAILER IS MOVING, DO NOT HIT THE YELLOW LINE, OR A CAR. **(STOP IF YOU HAVE TO).**



STOPPING THE TRACTOR & TRAILER

- A. WHEN STOPPING THE TRACTOR & TRAILER. APPLY THE BRAKE ONLY, SLOWING THE TRUCK DOWN ALL THE WAY UNTIL ABOUT FIVE TO TEN FEET BEFORE COMING TO A COMPLETE STOP.
- B. THEN APPLY THE CLUTCH TO THE FLOOR AND FINISH OFF BY APPLYING THE BRAKE TO THE FLOOR, STOPPING THE TRUCK.
- C. EVERY TIME YOU COME TO A COMPLETE STOP. THE CLUTCH MUST BE ON THE FLOOR, TO KEEP THE TRUCK FROM STALLING OUT OR BUCKING. BRAKE ON THE FLOOR ALSO, TO KEEP THE TRUCK FROM ROLLING. **(STAY IN GEAR.)**

TAKING OFF FROM A COMPLETE STOP

- A. WITH YOUR FEET ON BOTH THE BRAKE AND THE CLUTCH PEDALS.
- B. EASY UP ON THE CLUTCH, UNTIL YOU FEEL IT TUGS. RELAX YOUR FOOT WHILE ON THE BRAKE PEDAL. *(APPLYING PRESSURE ON THE BRAKE HARD ENOUGH TO KEEP THE TRUCK FROM ROLLING BACKWARD, AND SOFT ENOUGH TO ALLOW THE TRUCK TO PULL YOU FORWARD.)*
- C. AS YOUR VEHICLE MOVES FORWARD.
- D. APPLY MORE PRESSURE ON THE FUEL PEDAL (ACCELERATE,) ALSO AT THE SAME TIME. RAISE UP OFF THE CLUTCH **(LIKE A SAW MOTION.)** RAISE YOUR RPMs UP TO 15/17 RPMs. THEN START YOUR SHIFT PATTERN. **(EASE AND FEED.) YOUR PEDALS, (LIKE DOING A TUG TEST, ESPECIALLY ON HILLS.)**



THERE ARE ONLY 4 REASONS TO HAVE THE CLUTCH PEDAL ON THE FLOOR

- A. TO START THE TRUCK.
- B. TO PUT THE TRUCK IN GEAR.
- C. WHEN YOU COME TO A COMPLETE STOP.
- D. WHEN YOU ARE DOING A ROLLING STOP. (**EASE AND FEED.**) YOUR PEDALS.

EASE AND FEED MEANS TO:

1. AS YOU RAISE YOUR LEFT FOOT UP OFF OF THE CLUTCH, UNTIL YOU FEEL THE TUG. (LIKE WHEN YOU DO YOUR TUG TEST.)
2. **BRAKE CONTROL:** HOLD YOUR FOOT ON THE BRAKE, HARD ENOUGH TO KEEP THE TRUCK FROM ROLLING BACKWARD, BUT LIGHT ENOUGH FOR THE TRUCK TO MOVE YOU FORWARD. (WHEN IT TUGS FORWARD.) TAKE YOUR RIGHT FOOT OFF THE BRAKE, PUT YOUR RIGHT FOOT ON THE GAS PEDAL. (**BEGAIN TO ACCELERATE.**)
3. **SEA SALT THE PEDALS:** EASE YOUR LEFT FOOT SLOWLY UP OFF OF THE CLUTCH. AS YOU FEED (ACCELERATE) YOUR RIGHT FOOT DOWN ON THE GAS PEDAL, UNTIL YOU CAN BE ALL THE WAY OFF OF THE CLUTCH WITH YOUR LEFT FOOT, AND BE FULLY IN CONTROL OF THE GAS PEDAL WITH YOUR RIGHT FOOT.



NOTE:

A. ANY TIME THAT YOU TOUCH THE CLUTCH. ONLY **BOUNCE (OR PRESS) THE CLUTCH PEDAL SPRING DOWN ABOUT HALF WAY EVERY TIME. TWO TIMES, (**BOUNCE / BOUNCE.**) **ONCE TO GET OUT OF GEAR, AND ONCE TWO GET INTO GEAR.****

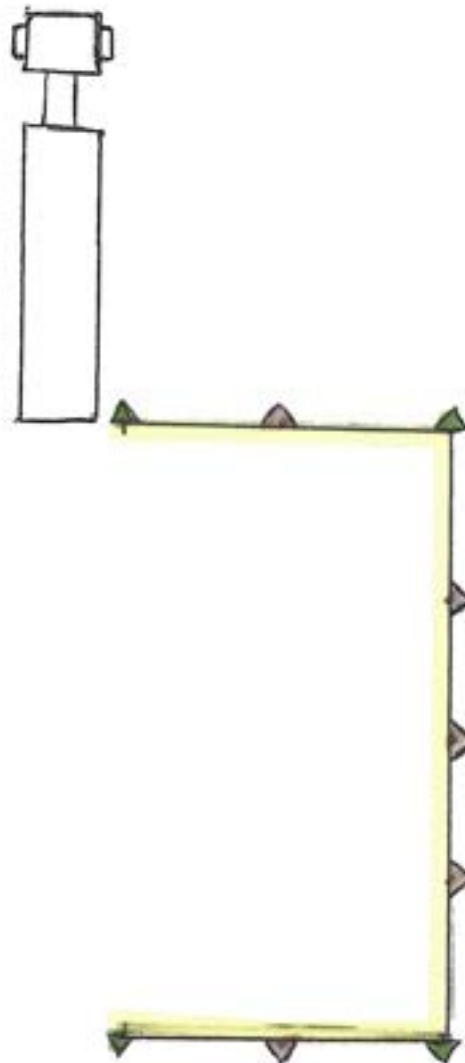
B. ALWAYS KEEP YOUR LEFT FOOT ON THE FLOOR, UNTIL IT'S TIME TO USE THE CLUTCH. DON'T OR HOVER OVER OR REST YOUR FOOT ON THE CLUTCH PEDAL.

C. RESTING YOUR FOOT ON THE CLUTCH PEDAL. (THIS IS CALLED RIDING THE CLUTCH. YOU CAN BURN THE CLUTCH OUT.) **THIS CAN CAUSE AN AUTOMATIC FAIL ON YOUR TEST. RIDING THE CLUTCH THE WHOLE DISTANCE OF THDE TRACTOR AND TRAILER IS A AUTOMITIC FAIL ON YOUR TEST.**

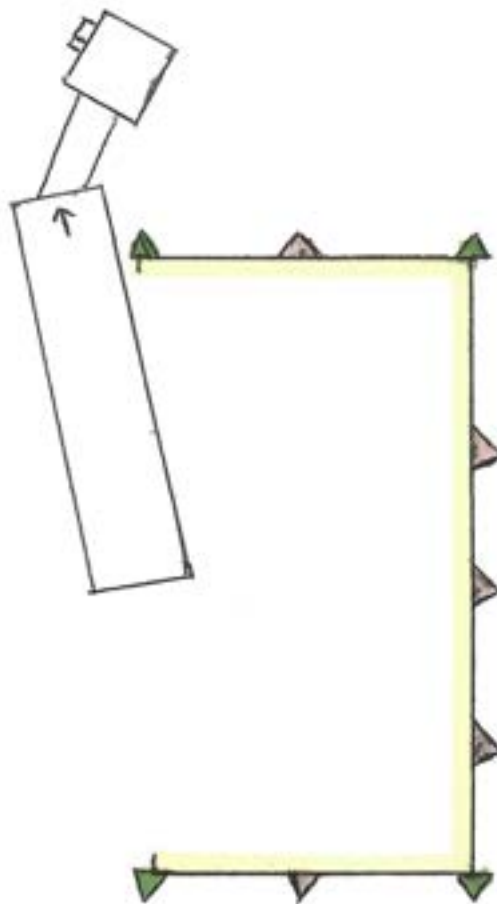
Blind Side Parallel

BLIND SIDE PARALLEL

LEAVE SPACE
BETWEEN THE
TRAILER AND THE
CONE. ABOUT 1 TO 3
FEET AWAY, ON THE
RIGHT (R) SIDE. PUT
THE TRACTOR IN
REVERSE.



**TURN THE
STEERING WHEEL
TO THE LEFT (L). ONE
WHOLE TURN (12 O'
CLOCK TO 12 O'
CLOCK). LOOKING
AT THE BOTTOM
LEFT (L) (SPOT OR
BUG EYE) MIRROR.
BACK UP UNTIL YOU
SEE THE MIDDLE OF
THE BULKHEAD (OR
CENTER SEEM).
STOP (DON'T OVER
STEER).**

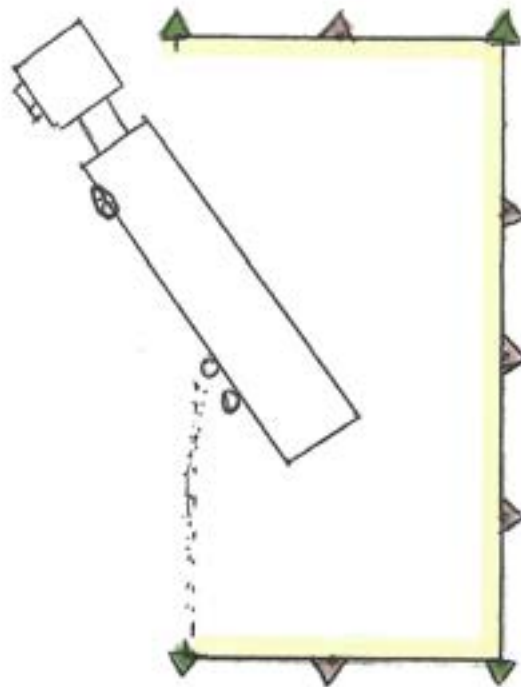


TURN THE WHEEL
ALL THE WAY TO
THE RIGHT (R).

BACK UP UNTIL THE
TRACTOR IS
STRAIGHT WITH THE
TRAILER. LOOK AT
THE TOP LEFT (L)
MIRROR, TO SEE
THAT THE TRACTOR
AND TRAILER IS
STRAIGHT. ALSO
LOOK AT THE
TRACTOR TIRES, TO
SEE THAT THEY ARE
STRAIGHT WITH THE
TRAILER.

ALSO LOOK AT THE
RIGHTSIDE (R) REAR
CORNER OF THE
TRAILER. MAKE
SURE THAT IT IS
ONLY (3 TO 3 ½
FEET), FROM THE
FAR RIGHT- SIDE (R)
LONG LINE OF THE
BOX. (I BELEAVE
THAT THIS IS THE
MOST INPORTANT
PART OF THIS
MANEUVER). ↓

BACK STRAIGHT
BACK UNTIL YOU
FIND YOUR
IMAGINARY LINE.
THE IMAGINARY
LINE, IS THE
OUTSIDE OF THE
FIRST CONE IN THE
REAR OF THE BOX,
LINING UP WITH
THE CENTER
(MIDDLE GAP) OF
THE REAR SET OF
TRACTOR TIRES.
ONCE YOUR
SATISFIED OF YOUR
IMAGINARY LINE.

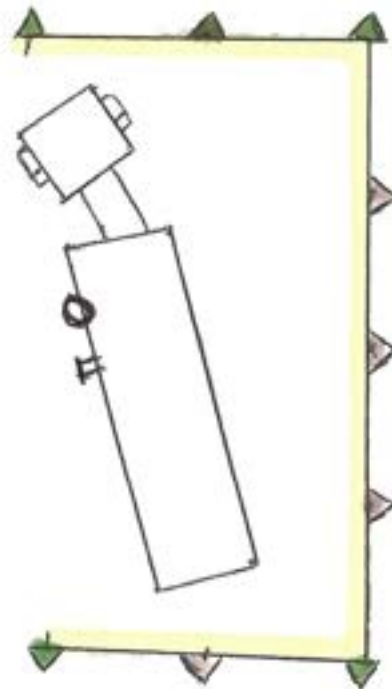


**TURN THE WHEEL
ALL THE WAY TO
THE RIGHT (R).**

**TURN AROUND AND
LOOK OUT OF THE
LEFT (L) WINDOW.
BACK UP UNTIL THE
TRACTOR (RIM AND
THE AXCEL SEAL)
ALMOST MEET EACH
OTHER.**

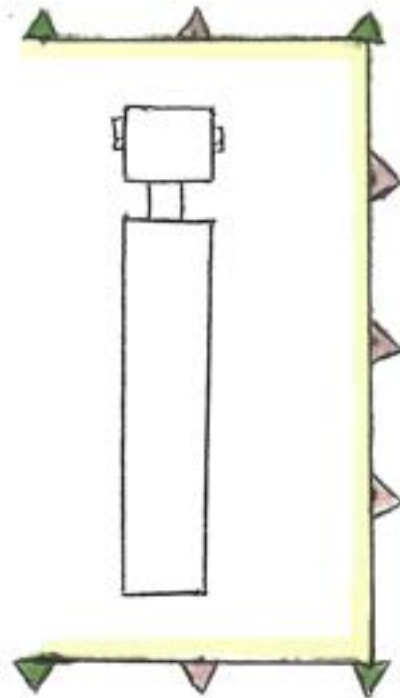
**TURN THE WHEEL
ALL THE WAY TO
THE LEFT (L).**

**LOOK OUT OF THE
LEFT (L) WINDOW.
BACK UP, PUSH THE
TRAILER BACK AS
FAR AS YOU CAN,
WITH OUT HITTING
OR TOUCHING THE
CONES. OR GOING
OUT OF THE BOX.**



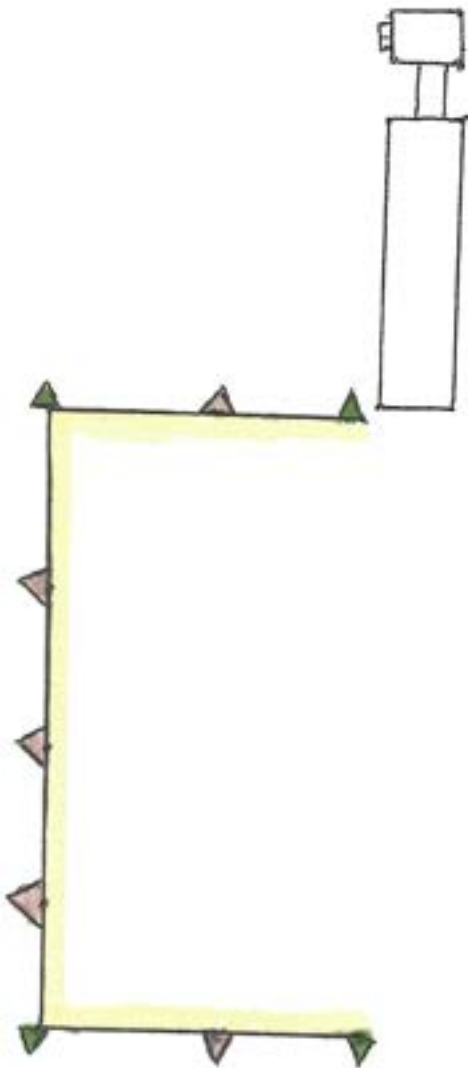
PUT THE TRUCK IN
FIRST GEAR. TURN
THE WHEEL TO THE
RIGHT (R). PULL
FORWARD INTO THE
BOX, TO THE FAR -
RIGHT (R) LINE.
THEN LEFT UNTIL
YOU'RE STRAIGHT.

GET OUT AND LOOK
AT ALL SIDES, TO
MAKE SURE THAT
YOUR IN THE BOX.
GET BACK IN. MAKE
YOUR
ADJUSTMENTS OR
BLOW YOUR HORN
TO ESTABLISH THAT
YOU ARE DONE.

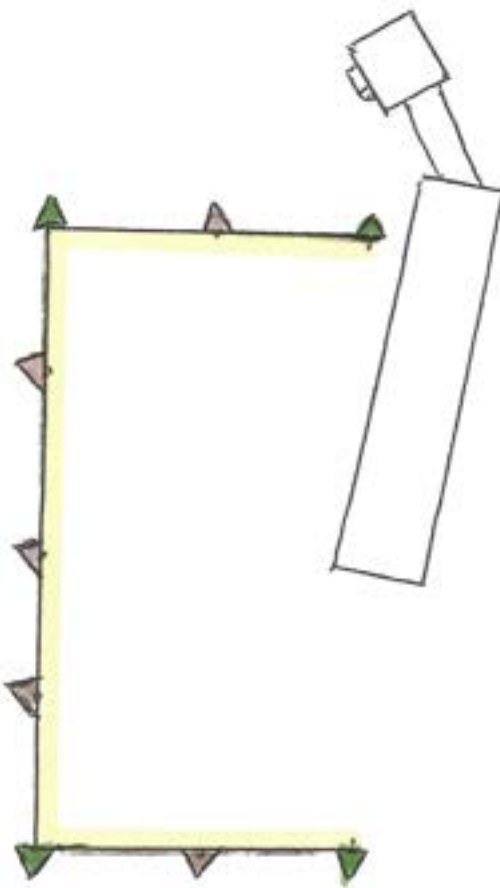


Sight Side Parallel

SIGHT SIDE PARALLEL



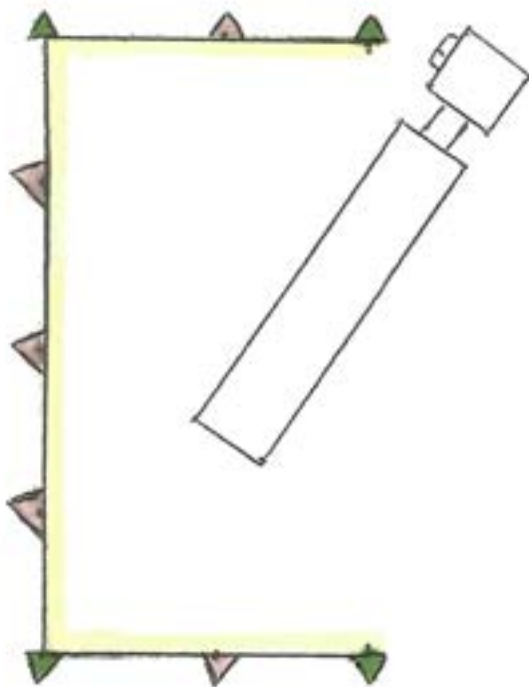
LEAVE SPACE
BETWEEN THE
TRAILER AND THE
CONE. ABOUT 1 TO 3
FEET AWAY, ON THE
LEFT (L) SIDE. PUT THE
TRACTOR IN REVERSE.



**A1. TURN THE
STEERING WHEEL
TO THE RIGHT (R).**

**ONE WHOLE TURN (12
O' CLOCK TO 12 O'
CLOCK). LOOKING AT
THE BOTTOM LEFT (L)
(SPOT OR BUG EYE)
MIRROR. BACK UP
UNTIL YOU SEE THE
FAR REAR CORNER OF
THE TRAILER (KISS OR
TOUCH) THE FIRST
GREEN CONE FAR
BACK IN THE FRONT
OF THE BOX. (DON'T
COVER THE CONE,
AND DON'T LEAVE A
GAP BETWEEN THE
TRAILER AND THE
CONE.)**

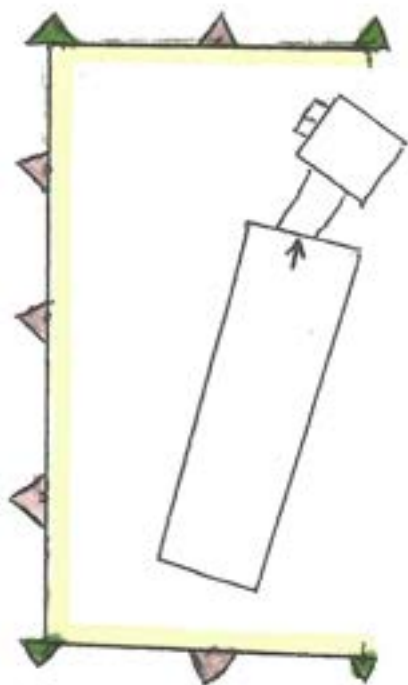
**2B. OR JUST TURN
AROUND AND LOOK
OUT OF THE
WINDOW, AT THE
LANDING GEAR. UNTIL
IT LINES UP WITH THE
TRACTOR TIRE RIM.**



TURN THE WHEEL ALL THE WAY TO THE LEFT (L). NOW BACK UP UNTIL THE TRACTOR IS STRAIGHT WITH THE TRAILER. LOOK AT THE TOP LEFT (L) MIRROR, TO SEE THAT THE TRACTOR AND TRAILER IS STRAIGHT. ALSO LOOK AT THE TRACTOR TIRES, TO SEE THAT THEY ARE STRAIGHT WITH THE TRAILER.

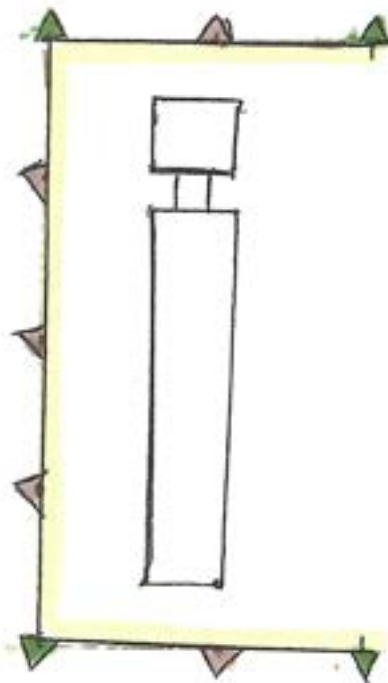
LOOK IN THE LEFT (L) MIRROR. STRAIGHT LINE BACK. LOOKING AT THE FAR BACK REAR OF THE TRAILER, UNTIL YOU FIND YOUR (3 TO 3 ½ FEET), RIGHT (R) BEFORE YOU COME TO THE LONG LINE IN THE BOX.

GET OUT AND LOOK AT IT, CHECK FOR THE (3 TO 3 ½ FEET) ON THE LEFT (L) *(I BELIEVE THAT THIS IS THE MOST IMPORTANT PART OF THIS MANEUVER)*. ALSO GO TO THE REAR RIGHT (R) SIDE OF THE TRAILER TO CHECK FOR THE IMAGINARY LINE, FROM THE FAR RIGHT (R) OUTSIDE CONE, TO LINE UP WITH THE CENTER GAP OF THE REAR SET OF TRAILER TIRES.



TURN THE
WHEEL ALL THE
WAY TO THE
LEFT (L).
LOOK AT THE
LEFT (L)
BOTTOM (SPOT
OR BUG EYE)
MIRROR. BACK
UP UNTIL YOU
SEE THE MIDDLE
OF THE
BULKHEAD
(CENTER SEEM).
STOP (DON'T
OVER STEER).

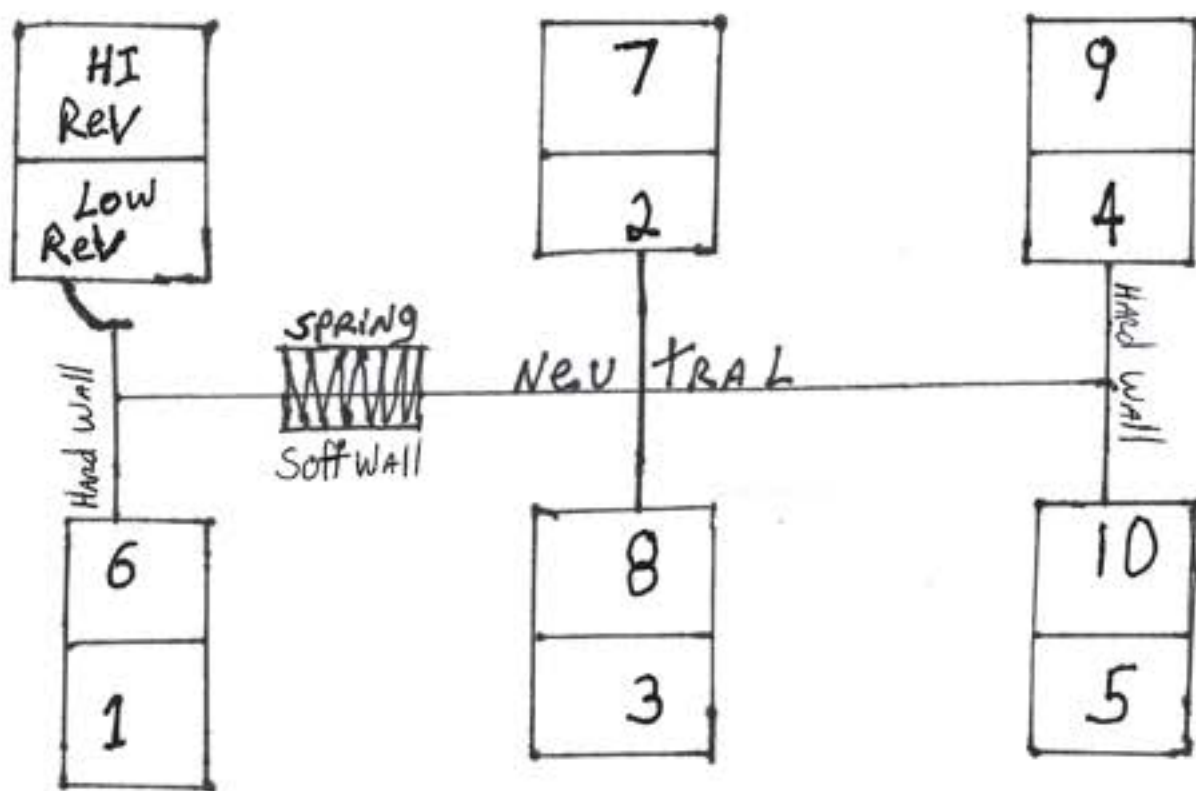
TURN THE
WHEEL ALL THE
WAY TO THE
RIGHT (R).
LOOK AT THE
RIGHT (R) TOP
MIRROR, OR
OUT OF THE
REAR CAB
WINDOW. BACK
UP, PUSHING
THE TRAILER
BACK AS FAR AS
YOU CAN WITH
OUT HITTING,
OR TOUCHING A
CONE. DON'T
ALLOW THE
TRAILER TO GO
OUT OF THE
FRONT OF THE
BOX. STOP.



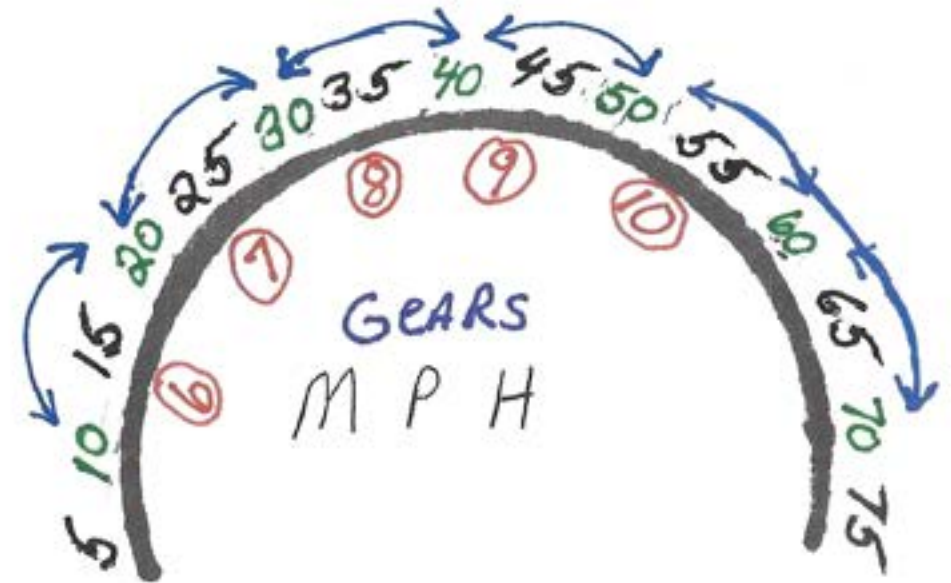
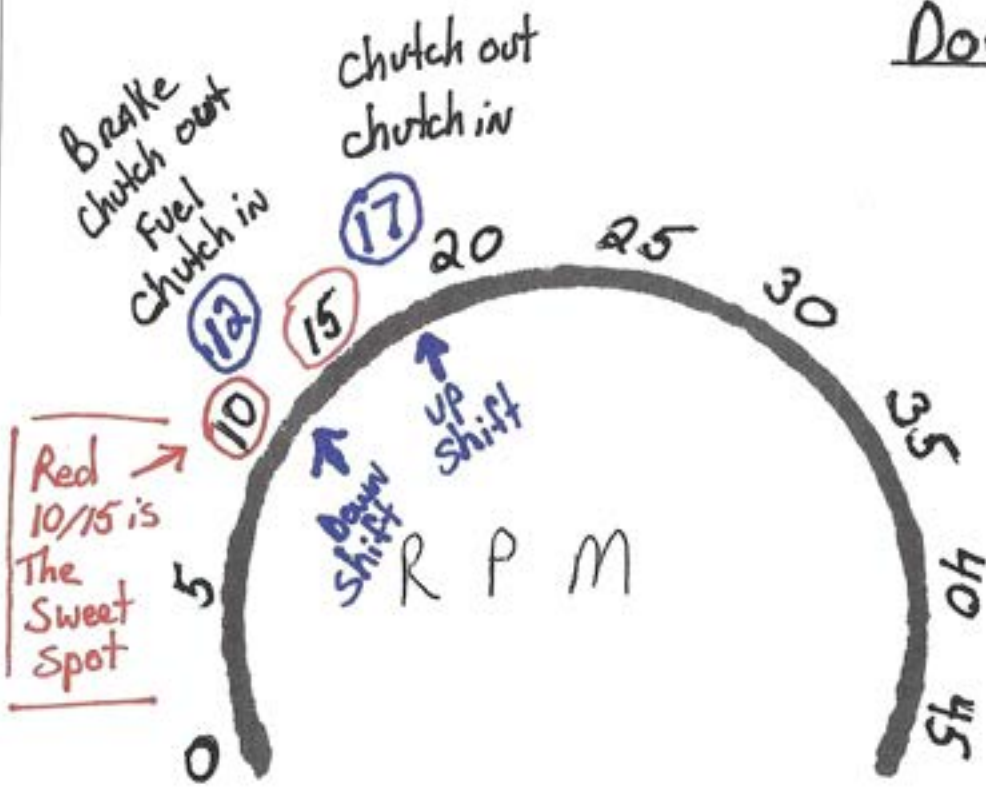
PUT THE TRUCK
IN FRIST GEAR.
TURN THE
WHEEL ALL THE
WAY TO THE
LEFT (L). PULL
FORWARD INTO
THE BOX TO
THE FAR – LEFT
(L) LINE, DON'T
TOUCH THE
LINE. MAKE THE
ADJUSTMENT IN
THE BOX.

GET OUT AND
LOOK AT ALL
SIDES, TO MAKE
SURE THAT
YOUR IN THE
BOX. GET BACK
IN. NOW MAKE
THE
ADJUSTMENTS
OR BLOW YOUR
HORN TO
ESTABLISH
THAT YOU ARE
DONE.

Shifting Pattern



Double Clutching



Start in 3rd Gear

17/15 4th
17/15 5th
17/15 6th

GEARS

RPM's

Shift on the Even Numbers

IN 6th Gear
20 7th
30 8th
40 9th
50 10th

MPH

Even Numbers
will match you
At 15/17 RPMs
Each time.

1 of 9 Pages

Reverse Offset

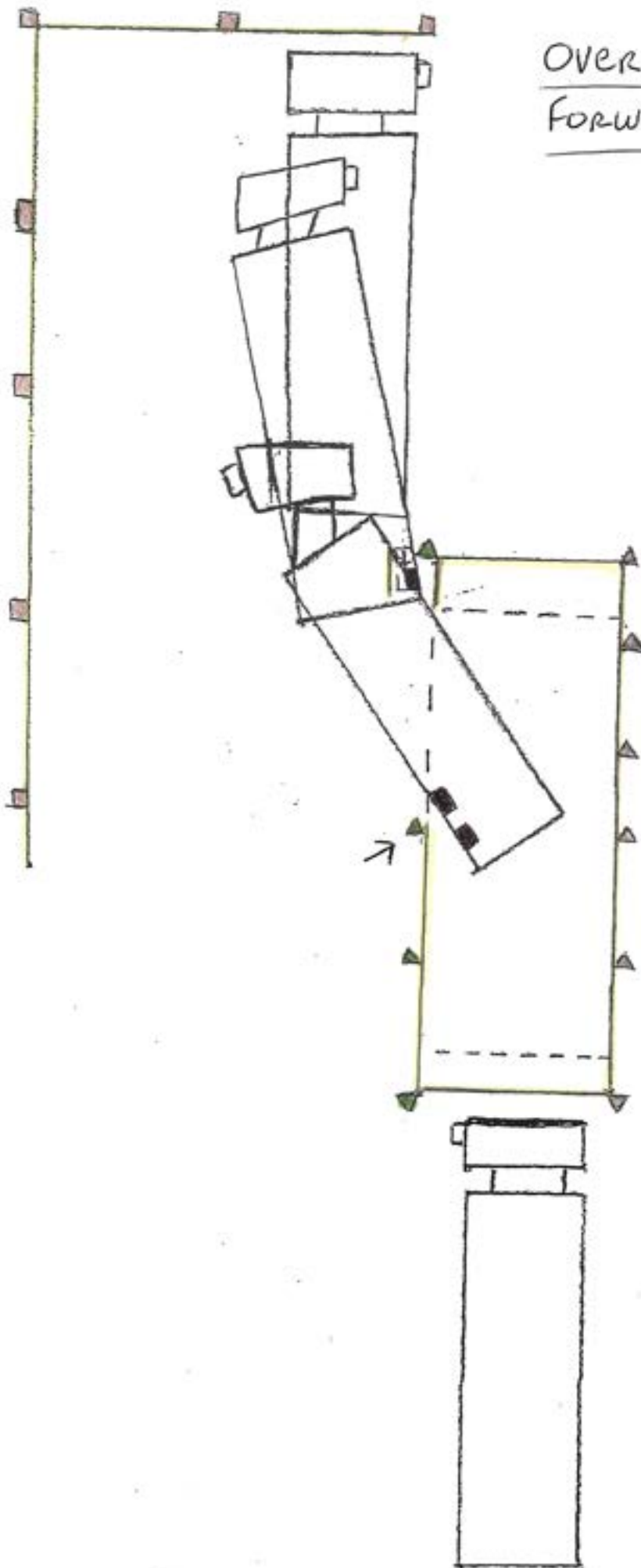
REVERSE OFFSET OBJECTIVE

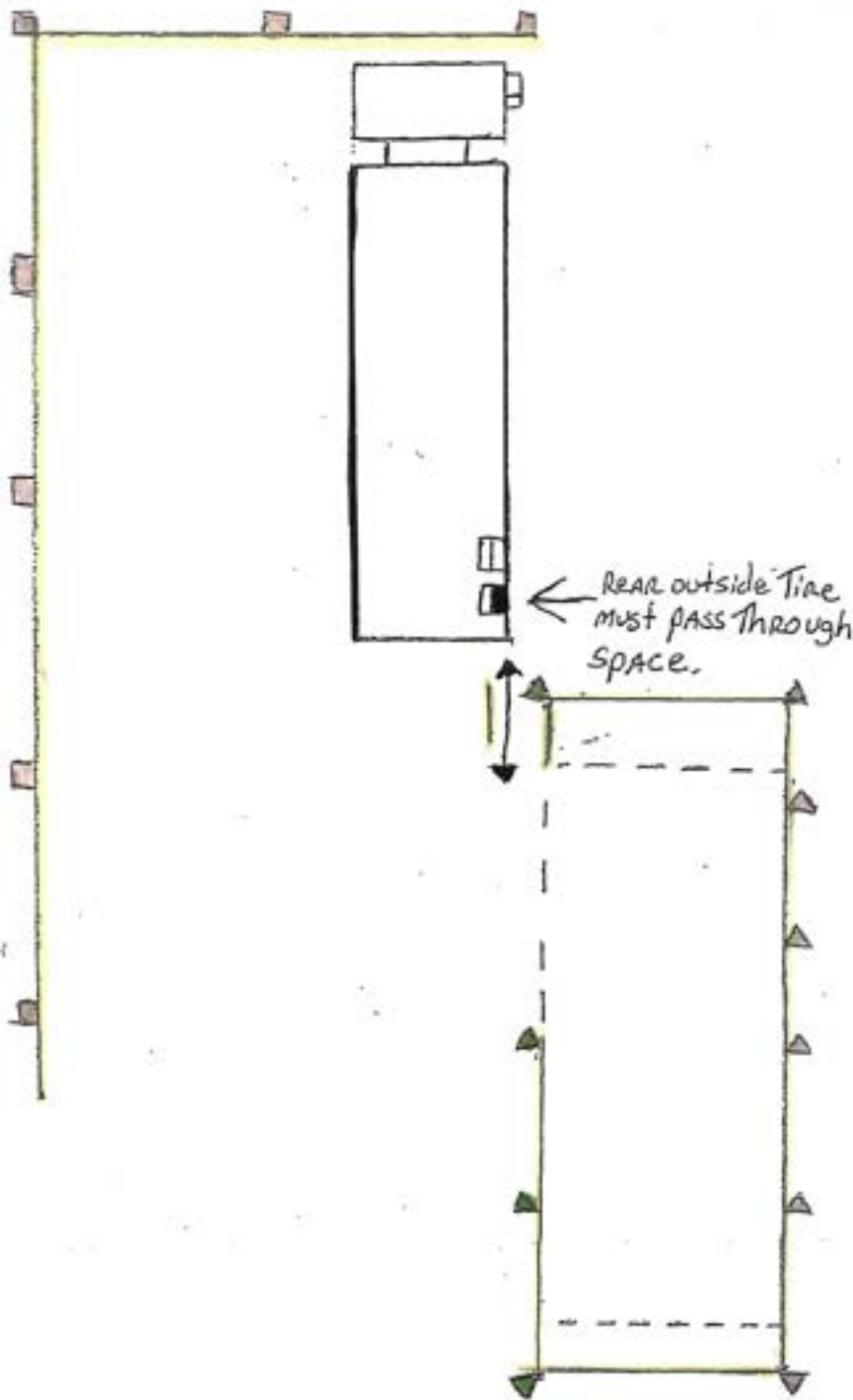
THE OBJECTIVE IS TO REVERSE OFFSET BACK INTO THE RIGHT LANE IN WHICH YOU CAME OUT OF. STOPPING THE FARTHEST PART OF THE TRAILER IN THE 3 FOOT BOX, AT THE REAR OF THE LANE.

STARTING THE MANEUVER WITH THE TRACTOR AND TRAILER OUTSIDE OF THE LANE, BEHIND THE REAR BOX.

1. PULL FORWARD OFFSET TO THE LEFT, MAKING SURE THAT THE TRAILERS ON THE LEFT MISSES THE THREE GREEN CONES. THEN LOOKING IN THE RIGHT MIRROR. MAKING SURE THAT THE LAST OUTSIDE TRAILER TIRE, PASSES THOUGH THE 3 FOOT SPACE. BETWEEN THE LITTLE LINE AND THE GREEN CONE. (DON'T LET THE TIRE HIT EITHER ONE OF THEM.) STOPPING THE TRACTOR AND TRAILER STRAIGHT IN LINE WITH THE 4 GREEN CONES IN YOUR RIGHT MIRROR.
2. LOOKING IN THE RIGHT MIRROR. STRAIGHT LINE BACK, UNTIL THE LAST REAR RIGHT SIDE TRAILER TIRE, (STOPS) AT THE (FIRST) GREEN CONE. (DON'T LOOSE YOUR CONES.)
3. TURN THE STEERING WHEEL ONE WHOLE TURN LEFT. {12 O'CLOCK TO 12 O'CLOCK}. LOOKING IN THE RIGHT BOTTOM MIRROR ONLY. BACK UP UNTIL THE RIGHTSIDE CORNER OF THE TRAILER TOUCHES THE FIRST OF THE 3 SET OF CONES. (DO NOT LEAVE A (SPACE/GAP) BETWEEN THE TRAILER AND THE CONE.)
4. TURN THE STEERING WHEEL ALL THE WAY TO THE RIGHT. LOOKING AT THE LEFT TRACTOR TIRE. BACK UP UNTIL THE TRACTOR IS STRAIGHT WITH THE TRAILER. (STOP,) LOOK AT THE TOP LEFT MIRROR, YOU SHOULD SEE THE 3 GREEN CONES ON YOUR LEFT SIDE. (IF NOT MAKE THE NECESSARY ADJUSTMENTS.)
5. THEN STRAIGHT - LINE BACK - UNTIL THE LAST SET OF TRAILERS TIES (ON YOUR LEFT.) STOPS AT THE FIRST OF THE 3 GREEN CONES. *(ONE TO TWO FEET INSIDE THE GREEN CONE.)*
6. TURN THE STEERING WHEEL ALL THE WAY TO THE RIGHT, BENDING THE TRAILER TO THE LEFT, INTO THE LANE, MISSING THE GREEN CONE.
7. TURN THE STEERING WHEEL ALL THE WAY TO THE LEFT. UNTIL THE TRACTOR AND TRAILER IS STRAIGHT WITH EACH OTHER. IF IT IS NOT STRAIGHT IN THE LANE. (PULL FORWARD TO GET THE TRACTOR AND TRAILER STRAIGHT.) {YOU CAN GO FORWARD INTO THE FRONT BOX, BUT YOU CAN NOT GO PASS THE FRONT BOX.} STRAIGHT - LINE BACK, STOPPING THE FARTHEST PART OF THE TRAILER (IN) THE 3 FOOT BOX, AT THE REAR OF THE LANE.
8. *NOTE: STEPS 4,5,6 AND 7 CAN ALL BE DONE AS ONE CONTINUOUS MOTION. IF YOU HAVE AN EYE TO SEE THE TRAILER MOVING, AND IF YOU STEER QUICK ENOUGH TO CATCH UP WITH THE TRAILER. IT'S YOUR CHOICE, AND YOUR TEST.*
9. THE INSTRUCTORS ARE HERE TO TEACH YOU, GUIDE AND ASSIST YOU, ADD THEIR FLAVOR AND THEIR EXPERIENCES, ALSO TO INSTRUCT IN SAFETY.

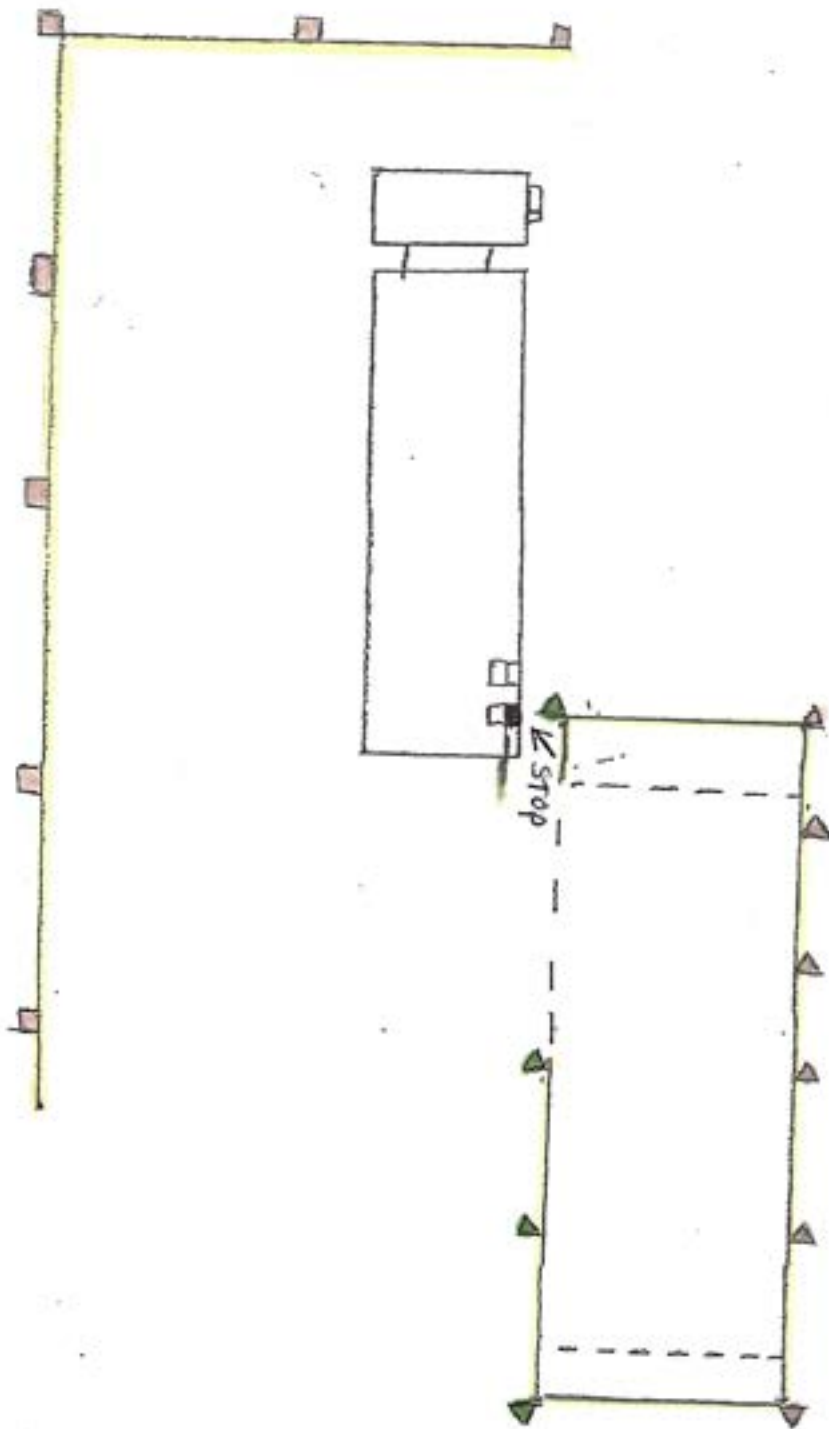
Overview of the
Forward Offset



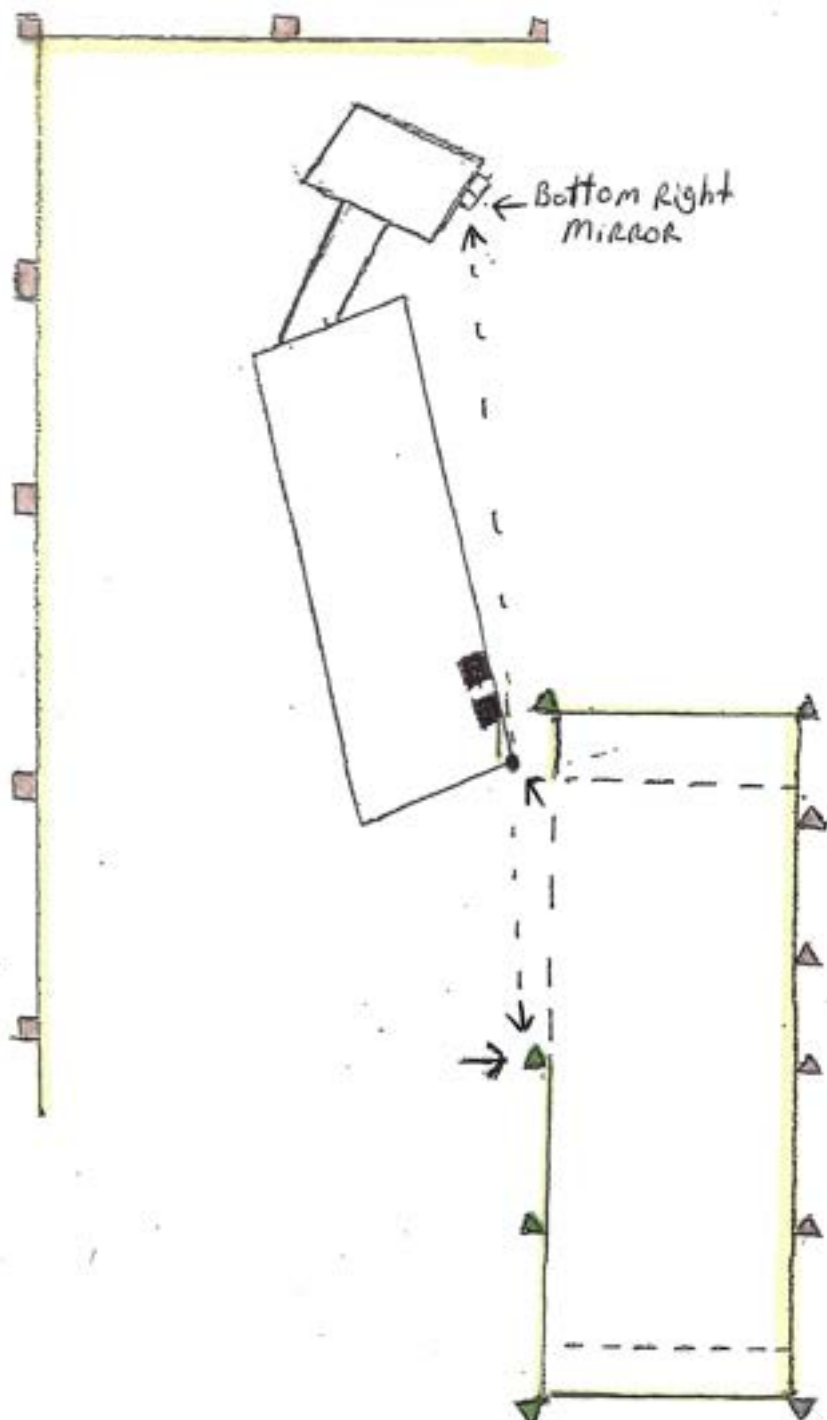


STARTING THE MANEUVER WITH THE TRACTOR AND TRAILER OUTSIDE OF THE LANE, BEHIND THE REAR BOX.

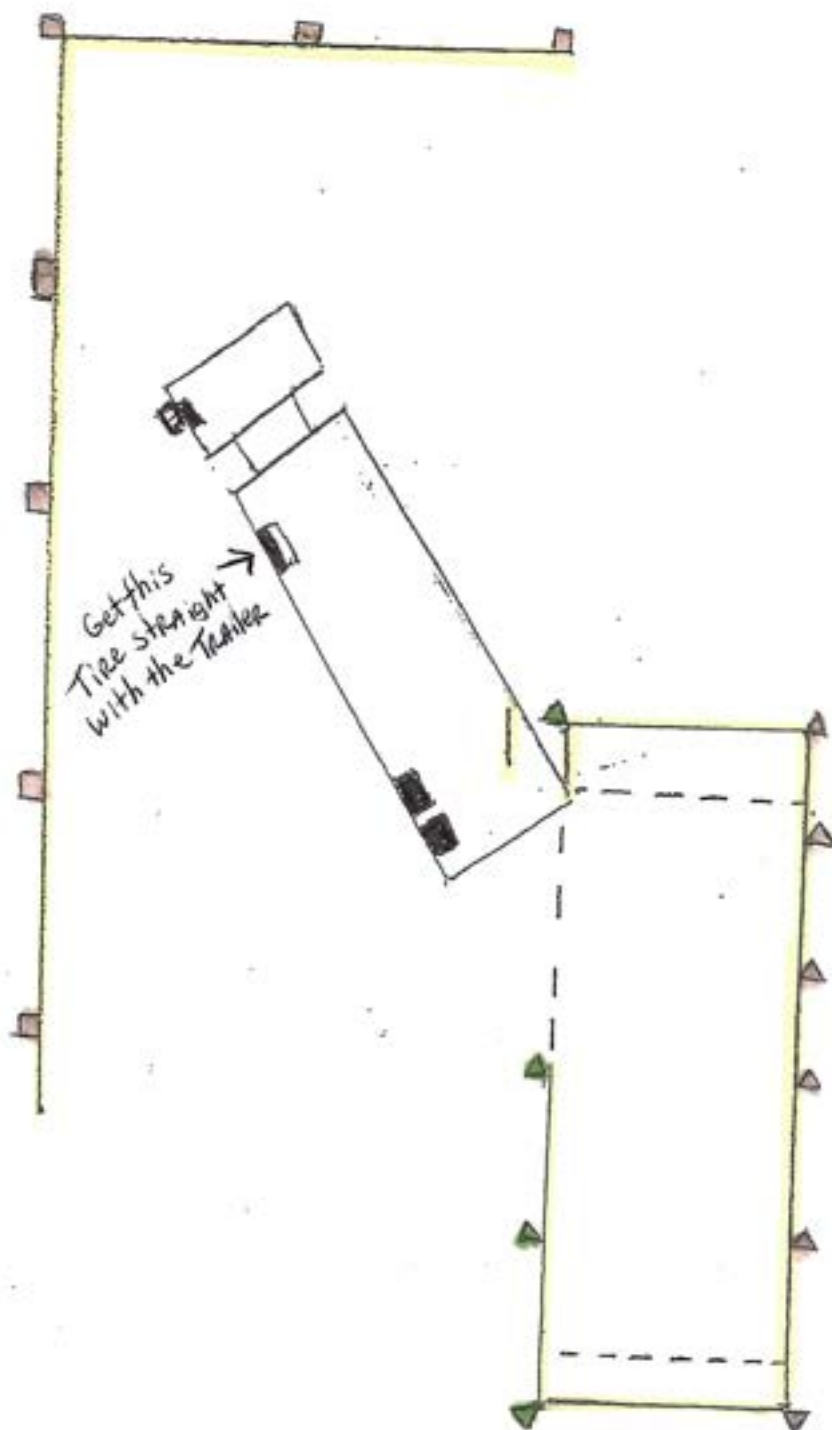
PULL FORWARD OFFSET TO THE LEFT, MAKING SURE THAT THE TRAILERS ON THE LEFT MISSES THE THREE GREEN CONES. THEN LOOKING IN THE RIGHT MIRROR. MAKING SURE THAT THE LAST OUTSIDE TRAILER TIRE, PASSES THOUGHT THE 3 FOOT SPACE. BETWEEN THE LITTLE LINE AND THE GREEN CONE. (DON'T LET THE TIRE HIT EITHER ONE OF THEM.) STOPPING THE TRACTOR AND TRAILER STRAIGHT IN LINE WITH THE 4 GREEN CONES IN YOUR RIGHT MIRROR.



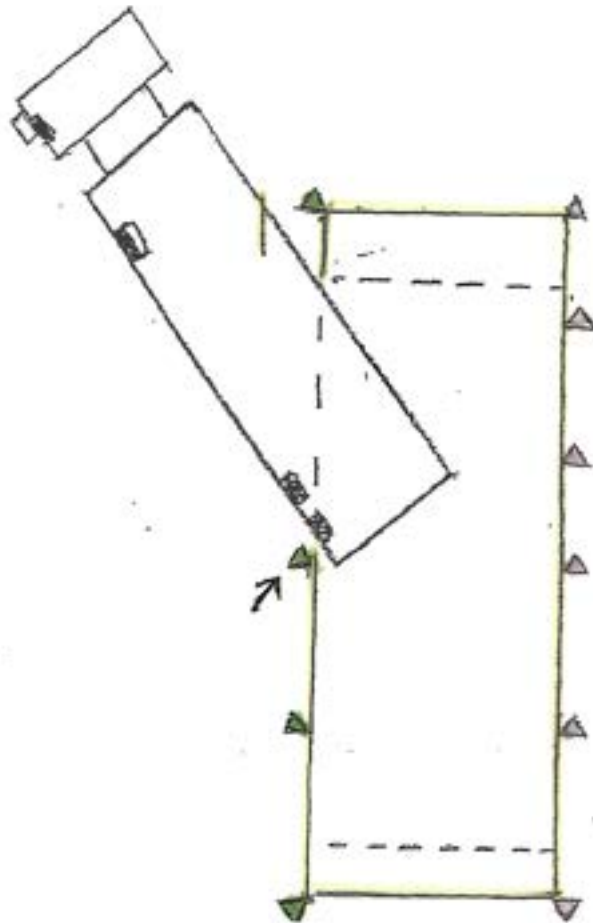
LOOKING IN THE RIGHT MIRROR. STRAIGHT LINE BACK, UNTIL THE LAST REAR RIGHT SIDE TRAILER TIRE, (STOPS) AT THE (FIRST) GREEN CONE. (DON'T LOOSE YOUR CONES.)



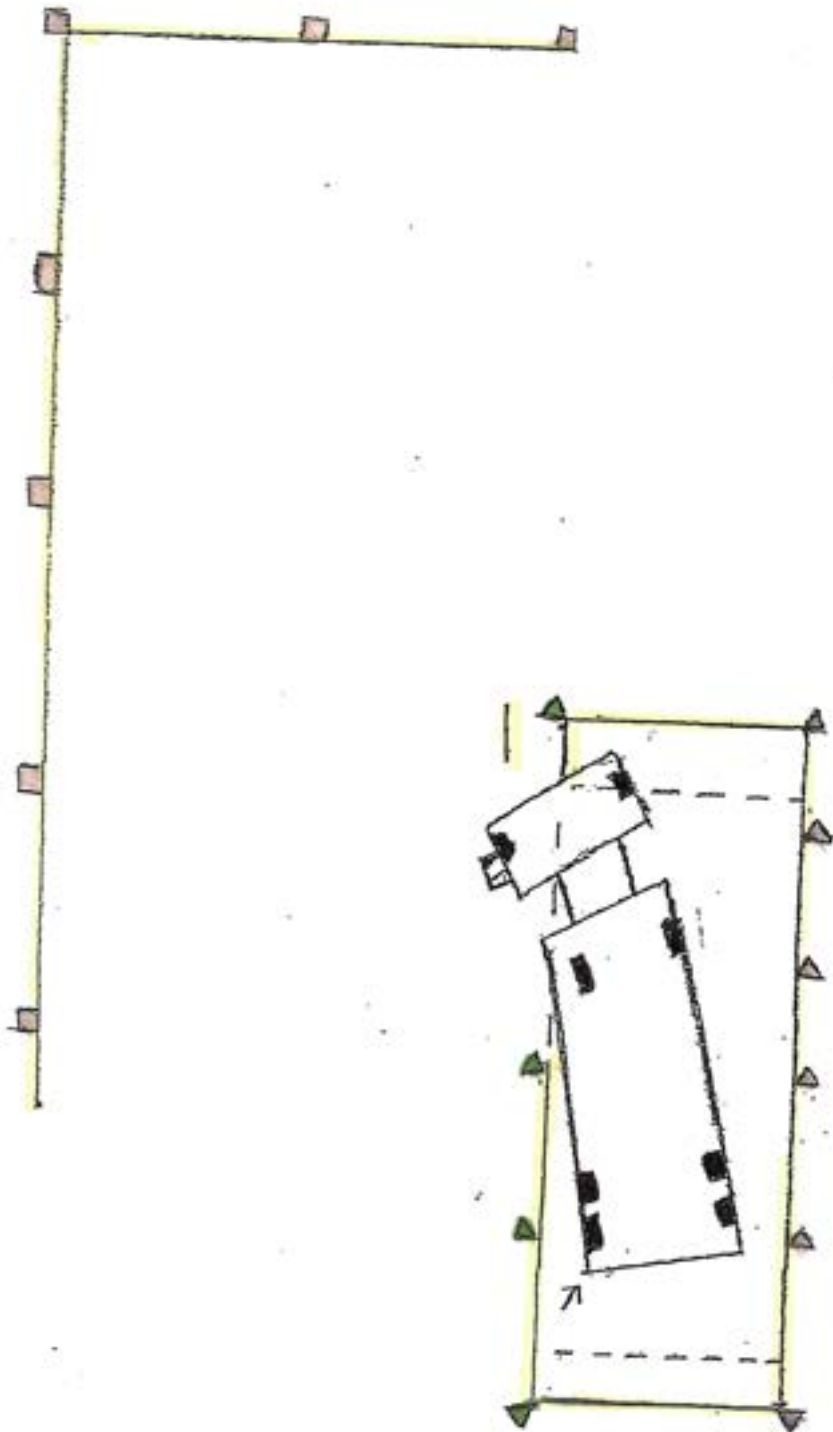
TURN THE STEERING WHEEL ONE WHOLE TURN LEFT. {12 O'CLOCK TO 12 O'CLOCK}. LOOKING IN THE RIGHT BOTTOM MIRROR ONLY. BACK UP UNTIL THE RIGHTSIDE CORNER OF THE TRAILER TOUCHES THE FIRST OF THE 3 SET OF CONES. (DO NOT LEAVE A (SPACE/GAP) BETWEEN THE TRAILER AND THE CONE.)



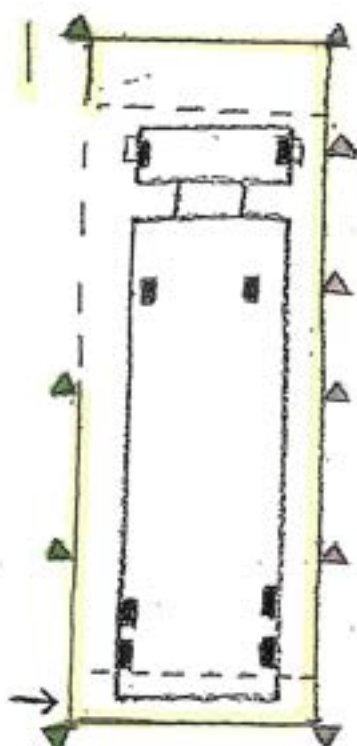
TURN THE STEERING WHEEL ALL THE WAY TO THE RIGHT. LOOKING AT THE LEFT TRACTOR TIRE. BACK UP UNTIL THE TRACTOR IS STRAIGHT WITH THE TRAILER. (STOP,) LOOK AT THE TOP LEFT MIRROR, YOU SHOULD SEE THE 3 GREEN CONES ON YOUR LEFT SIDE. (IF NOT MAKE THE NECESSARY ADJUSTMENTS.)



THEN STRAIGHT - LINE BACK UNTIL THE LAST SET OF TRAILERS TRIES (ON YOUR LEFT.) STOPS AT THE FIRST OF THE 3 GREEN CONES. (ONE TO TWO FEET INSIDE THE GREEN CONE.)



TURN THE STEERING WHEEL ALL THE WAY TO THE RIGHT, BENDING THE TRAILER TO THE LEFT, INTO THE LANE, MISSING THE GREEN CONE.



TURN THE STEERING WHEEL ALL THE WAY TO THE LEFT. UNTIL THE TRACTOR AND TRAILER IS STRAIGHT WITH EACH OTHER. IF IT IS NOT STRAIGHT IN THE LANE. (PULL FORWARD TO GET THE TRACTOR AND TRAILER STRAIGHT.) (YOU CAN GO FORWARD INTO THE FRONT BOX, BUT YOU CAN NOT GO PASS THE FRONT BOX.) STRAIGHT – LINE BACK, STOPPING THE FARTHEST PART OF THE TRAILER (IN) THE 3 FOOT BOX, AT THE REAR OF THE LANE.

NOTE: STEPS 4,5,6 AND 7 CAN ALL BE DONE AS ONE CONTINUOUS MOTION. IF YOU HAVE AN EYE TO SEE THE TRAILER MOVING, AND IF YOU STEER QUICK ENOUGH TO CATCH UP WITH THE TRAILER. IT'S YOUR CHOICE, AND YOUR TEST.

THE INSTURTORS ARE HERE TO TEACH YOU, GUIDE, ASSIST, ADD THEIR FLAVOR AND THERE EXPERIENCES, ALSO TO INSTRUCT IN SAFETY.

1 of 7

Forward Stop And Straight-Line Back

FORWARD STOP AND STRAIGHT – LINE BACK

THE OBJECTIVE IS TO DO A FORWARD STOP. STOPPING THE FURTHEST PART OF THE TRACTOR IN THE 3 FOOT BOX AT THE FRONT OF THE LANE, WITHOUT STOPPING OR STALLING THE VEHICLE START OF THE BOX. AND NOT GOING PASS THE BOX.

- A. FORWARD STOP - START WITH THE TRACTOR AND TRAIL OUT OF THE REAR OF THE LANE BEHIND THE 3 FOOT BOX AT THE REAR OF THE LANE.
- 1. PULL FORWARD, STOPPING THE FURTHEST PART OF THE TRACTOR IN THE 3 FOOT BOX AT THE FRONT OF THE LANE. LOOK OUT OF THE LEFT WINDOW, STOP BEFORE YOU GET TO THE GREEN CONE, THAT SHOULD PUT YOU IN THE BOX.

TO BEGIN THE STRAIGHT – LINE BACK.

- B. CONTINUING GOING FORWARD, MAKING SURE THAT THE TRAILER EXITS THE LANE, TOTALLY OUT OF THE BOX.
- C. LOOKING OUT OF YOUR TOP LEFT MIRROR. STRAIGHT – LINE BACK. ALL THE WAY OUT OF THE LANE. UNTIL THE TRACTOR IS TOTALLY OUT OF, OR PASS THE BOX, AT THE REAR OF THE LANE.
- D. WHEN STRAIGHT – LINE BACKING. (YOU HAVE AN 12 FOOT LANE IN WIDTH, AND APPROXIMATELY AN 8 FOOT BOX IN WIDTH. WHICH GIVES YOU ABOUT 2 FEET ON EACH SIDE OF YOUR TRAILER.

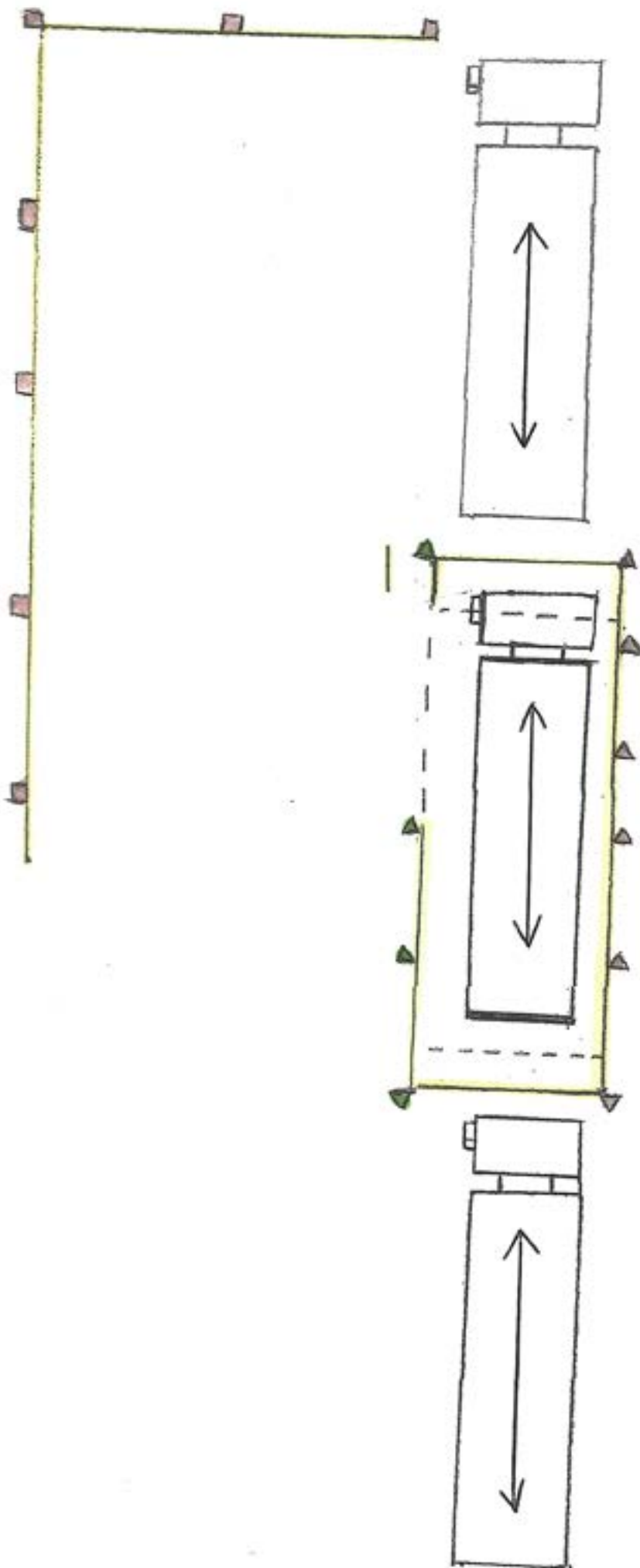
LOOKING AT THE TOP LEFT MIRROR ONLY. MAMAGE THE TO 2 FEET ON THE LEFT SIDE BETWEEN THE CONES AND THE TRAILER. WATCHING THE FURTHEST BACK REAR CORNER OF THE TRAILER.

IF THE TRAILER GOES LEFT, *OR THE SPACE GETS SMALLER.* (DRIFTING TOWARD THE GREEN CONES.) TURN THE STEERING WHEEL TO THE LEFT, AND HOLD IT LONG ENOUGH. SO THAT THE TRAILER DRIFTS BACK INTO POSTION. (QUICKLY SNAP THE STEERING WHEEL BACK TO 12 O'CLOCK.)

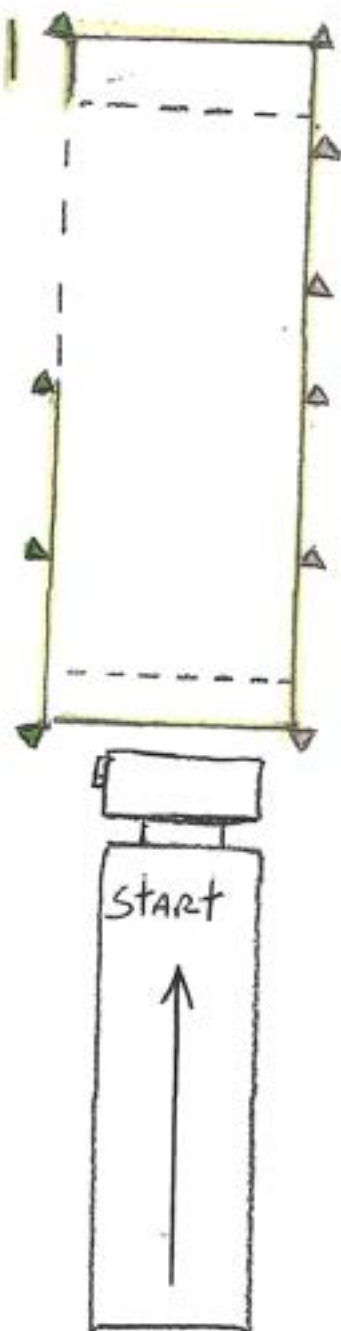
IF THE TRAILER GOES RIGHT, *OR THE SPACE GETS WIDER.* (DRIFTING AWAY FROM THE GREEN CONES.) TURN THE STEERING WHEEL TO THE RIGHT, AND HOLD IT LONG ENOUGH. SO THAT THE TRAILER DRIFTS BACK INTO POSTION. (QUICKLY SNAP THE STEERING WHEEL BACK TO 12 O'CLOCK.)

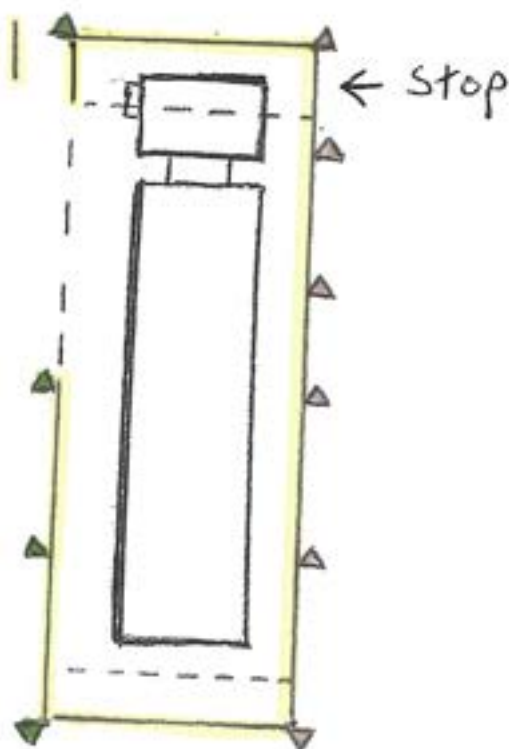
- E. GO STRAIGHT BACK UNTIL THE TRACTOR AND TRAILER IS BACK BEHIND THE LANE, AND THE TRACTOR IS TOTALLY OUT OF THE BOX.
- F. THE INSTURTORS ARE HERE TO TEACH YOU, GUIDE AND ASSIST YOU, ADD THEIR FLAVOR AND THEIR EXPERIENCES, ALSO TO INSTRUCT IN SAFETY.

Overview of
The Forward and
Straight-Line Back

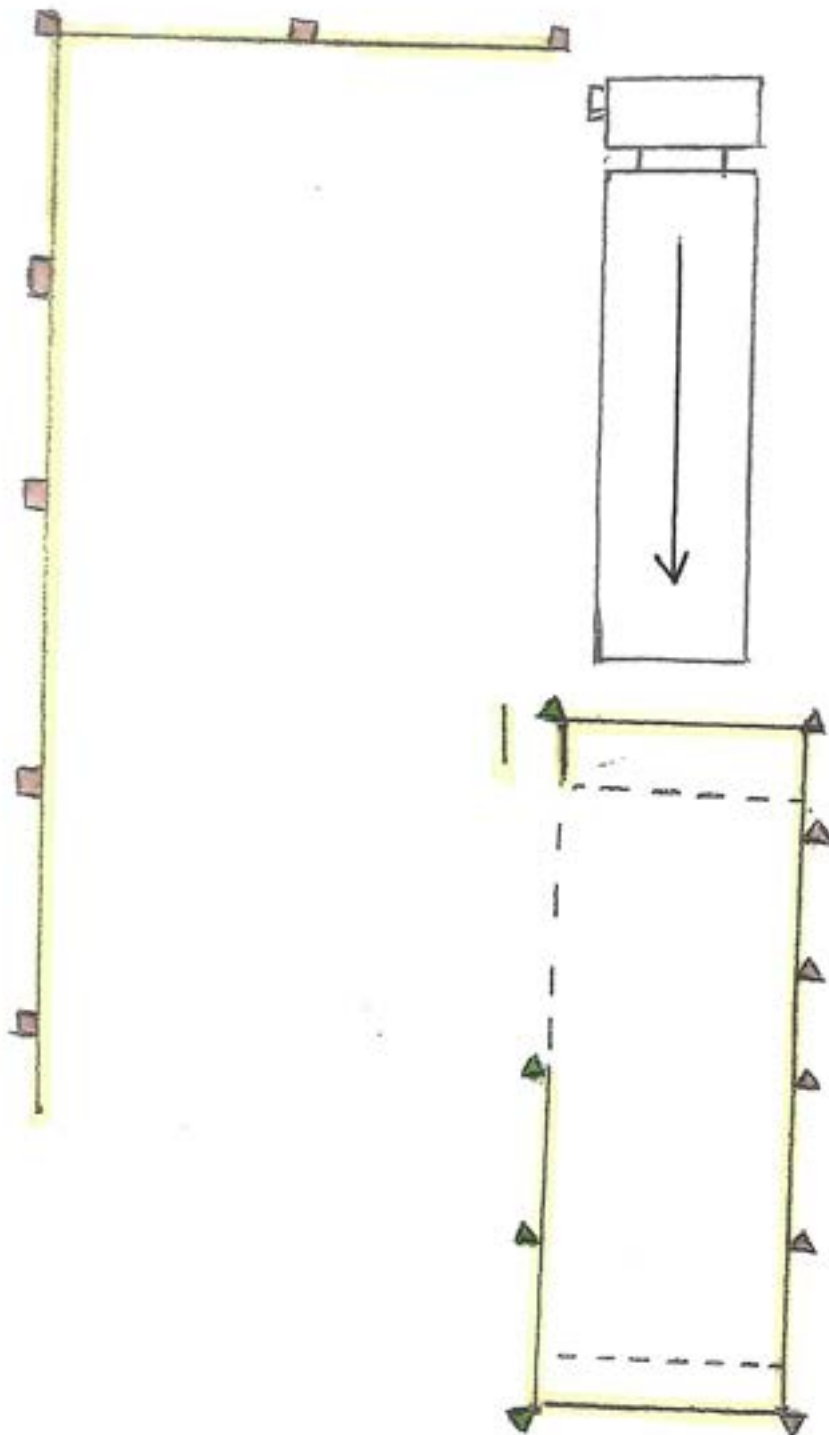


FORWARD STOP - START WITH THE TRACTOR AND TRAIL OUT OF THE REAR OF THE LANE
BEHIND THE 3 FOOT BOX AT THE REAR OF THE LANE.





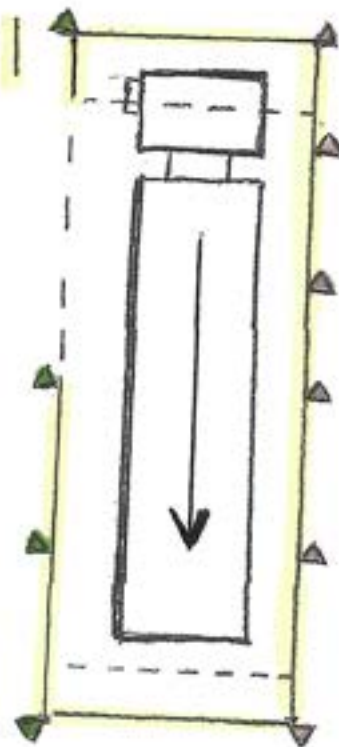
PULL FORWARD, STOPPING THE FURTHEST PART OF THE TRACTOR IN THE 3 FOOT BOX AT THE FRONT OF THE LANE. LOOK OUT OF THE LEFT WINDOW, STOP BEFORE YOU GET TO THE GREEN CONE, THAT SHOULD PUT YOU IN THE BOX. (YOU CAN NOT STOP OR STALL THE VEHICLE START OF THE BOX, OR PASS THE IT.



TO BEGAIN THE STRAIGHT - LINE BACK.

CONTINUING GOING FORWARD, MAKING SURE THAT THE TRAILER EXITS THE LANE, TOTALLY OUT OF THE BOX.

LOOKING OUT OF YOUR TOP LEFT MIRROR. STRAIGHT - LINE BACK. ALL THE WAY OUT OF THE LANE. UNTIL THE TRACTOR IS TOTALLY OUT OF, OR PASS THE BOX, AT THE REAR OF THE LANE.



WHEN STRAIGHT – LINE BACKING. (YOU HAVE AN 12 FOOT LANE IN WIDTH, AND APPROXIMATELY AN 8 FOOT BOX IN WIDTH. WHICH GIVES YOU ABOUT 2 FEET ON EACH SIDE OF YOUR TRAILER.

LOOKING AT THE TOP LEFT MIRROR ONLY. MAMAGE THE TO 2 FEET ON THE LEFT SIDE BETWEEN THE CONES AND THE TRAILER. WATCHING THE FURTHEST BACK REAR CORNER OF THE TRAILER.

IF THE TRAILER GOES LEFT, *OR THE SPACE GETS SMALLER.* (DRIFTING TOWARD THE CONES.) TURN THE STEERING WHEEL TO THE LEFT, AND HOLD IT LONG ENOUGH. SO THAT THE TRAILER DRIFTS BACK INTO POSTION. (QUICKLY SNAP THE STEERING WHEEL BACK TO 12 O'CLOCK.)

IF THE TRAILER GOES RIGHT, *OR THE SPACE GETS WIDER.* (DRIFTING AWAY FROM THE CONES.) TURN THE STEERING WHEEL TO THE RIGHT, AND HOLD IT LONG ENOUGH. SO THAT THE TRAILER DRIFTS BACK INTO POSTION. (QUICKLY SNAP THE STEERING WHEEL BACK TO 12 O'CLOCK.)

GO STRAIGHT BACK UNTIL THE TRACTOR AND TRAILER IS BACK BEHIND THE LANE, AND THE TRACTOR IS OUT OF THE TOTALLY BOX.

