

You must bring your Class A or B permit, medical card and drivers license to the test and they must not be expired. The DMV does not stop testing because of weather. Bring a lunch and water.

All information on this practice sheet is from the 2013 DMV Commercial Drivers Handbook and has been modified to specifically match Lineworker's Consulting, LLC equipment.

When referring to parts, point to, examine and say out loud the part names. Words with quotes around them mean to say them out loud to the examiner.

When the examiner comes to the truck you will perform a safe start. The first test is the airbrakes test. The airbrakes test is pass or fail. This is the most important part of the test. Memorize items 1-7 listed directly below, test names, test numbers and order of the air brakes test. Refer to pages 82-83 of the 2013 DMV handbook.

1. **Applied Leakage Test** – no more than 3psi of air loss.
2. **Air Compressor Governor Cut Out Pressure Test** – no higher than 130psi
3. **Air Compressor Governor Cut In Pressure Test** – at or above 85psi
4. **Low Pressure Warning Device Test** – 55 psi-75psi
5. **Spring Brake (parking brake) Test** 20psi – 45psi
6. **Parking Brake Test**
7. **Service Brake Test**

Put seat belt on.

When the examiner comes to the truck, you must ask them if they want to check your lights.

If they say yes, turn on your lights.

After examiner gets in the truck, begin with the safe start
(Safe Start page 146 of DMV handbook).

1. Say out loud "I am now performing a safe start."
2. Make sure parking brake is set by touching parking brake.
3. Depress clutch, touch gear shift and make sure it is in neutral.
4. Start engine and release clutch slowly.
5. Say out loud "I am checking my accelerator for looseness, sticking or damage and I am listening for unusual engine noises."

After the air tank is fully charged, turn OFF the engine and start Applied Leakage Test.

Applied Leakage Test

With a fully charged air system, turn engine OFF, put transmission in first gear, release the park brake. It is important to memorize this statement – "Air pressure should not drop more than 3psi in one minute."

Hold brake pedal all the way down to the floor hard, tell the examiner out loud the reading of the air gauge. Say out loud “Good test.” Applied Leakage Test is complete, begin next test.

Air Compressor Governor Cut In Pressure Test at or above 85psi

Say out loud “Air compressor must cut in at or above, not lower than, 85psi.”

1. Release air from tank by giving the brake pedal one pump.
2. Wait 15 seconds.

If the needle does not rise, repeat the processes 1 and 2 (give brake pedal one pump and 1,500 RPMs of gas. Wait 15 seconds).

You will know the governor has cut in when the needle starts to rise. When the needle starts to rise, tell the examiner what number the governor cut in at. Air Compressor Governor Cut In Pressure Test complete, begin next test.

Air Compressor Governor Cut Out Pressure Test 130psi

Say out loud “The governor must cut out no higher than 130psi.” Apply pressure to the fuel pedal, raising the RPMs to 1,500 and watch the needle as it rises. You will know the governor has cut out when the needle stops rising (usually at 125psi). When the needle stops rising, tell the examiner what number the governor cut out at. Air Compressor Governor Cut Out Pressure Test complete, begin next test.

Low Pressure Warning Device Test

Turn key on and tell the examiner the low air warning must signal between 55psi and 75psi. Pump foot brake pedal until low air warning audio and visual display takes place (usually at 74psi). Stop pumping down the brake pedal and tell examiner what number the low air warning first went off on the air gauge. Low Pressure Warning Device Test is complete, begin next test.

Spring Brake (parking brake) Test 20psi – 45psi

(still with the engine off and key turned on, and the yellow knob still pushed in, put truck in first gear) Say out loud “I’m going to do my spring brake test and my spring brakes should activate between 20psi-45psi. Continue pumping the brakes until the yellow knob pops out. Tell examiner the number it popped out at (usually 25psi). Put truck into neutral. Spring Brake Test complete

Start the engine to re-charge the system, raising the RPMs to 1,500 will cut down time it takes to fill the tanks. When filled, begin next test.

Parking Brake Test

.You will be testing to make sure parking brake holds. Put truck in first gear and slowly release the clutch until parking brake is preventing the truck from moving.

Push the clutch in and say out loud “The parking brake is in good working order.”
Parking Brake Test complete, begin next test.

Service Brake Test

Release the parking brake, put truck in first gear, let clutch out slowly. Take your hands off the steering wheel, but keep them beside it for safety. Push brake pedal hard. Say out loud “Service Brake works.” Reset the parking brake and start the Pre-trip Inspection.

Leave the engine running and start the in-cab inspection. Grouping items together make it easier. You must name each item and say one or more things about them. Point to, identify and examine each item. Remember, you must get 67 out of 92 things correct on this part of the test. If any item is not on this list, it is not part of the test. This is a script, like lines for a play. Memorize this. It looks like a lot, but it really isn't that hard. You repeat a lot of parts (like four tires). If you know the script, you will not fail this part of the test.

If you do not know a part, look it up on the internet. Refer to Section 11 of the 2013 DMV handbook.

1. Windshield – say out loud “Clean, not cracked, no excessive stickers.” Wipers – say out loud “Good tension to the window, blades not cracked.” Turn on the wipers to demonstrate that they work.
2. Mirrors – say out loud “Adjusted for me, not cracked or damaged.”
3. Lights Indicators – Demonstrate that the following indicators function correctly on the dash board:
 1. Head light indicator on dash board,
 2. high beam indicator (blue light) on the dash board,
 3. left blinker
 4. right blinker
 5. 4-way flashers
4. Gauges
 1. Tell the examiner the reading on the **Oil Gauge**. Tell the examiner the oil gauge is within proper operating range of 30-60psi.
 2. Tell the examiner the reading of the **Water Gauge**. Tell the examiner it is within the proper operating range of 120-200 degrees.
 3. Tell the examiner the reading on the **Volts Gauge**. Tell the examiner it is in the proper operating range of 12-15 volts.
 4. Read the **air gauge**; say it is reading 125psi.
5. Horns – honk the city horn and pull the air horn.
6. Heater/defroster. Turn on the defroster and show it works by putting your hand on the defroster vent until you feel air.

7. Fire Extinguisher/ Triangle Reflectors/ Glove Box

1. Examine the fire extinguisher and say out loud “mounted to the floor, properly charged, safety pin in place.”
2. Triangle Reflectors – Examine triangle reflectors and say out loud “There are three triangle reflectors, not broken or damaged.
3. Glove Box – Say out loud “Glove box contains spare fuses, spare light bulbs and any important paper work.”

9. Seat belt

Unlatch the safety belt, and then latch the safety belt. Say out loud “The seat belt works and it is not worn or broken.”

In-Cab inspection is complete. Turn off the head lights. Turn the wheel to the LEFT. Exit the vehicle. Stand in front of the truck and start at the top.

1. Amber Running or Marker Lights. Point to these on top of the truck and say out loud “These are my amber running lights and the lenses are not cracked, damaged or missing.”

2. Head Lights. Say out loud while examining both “The headlight lenses are not cracked or damaged and there is no excessive moisture. The high and low beams work, left and right turn signals work and the 4-way flashers operate correctly.”

3. Look under the truck. Say out loud “I don’t see any puddles which would show a leak of fuel, oil or antifreeze. There are no hoses or wires hanging down and my truck is not leaning which would indicate a flat tire or suspension problem. I am now checking the vehicle for hazards.”

Open the hood. Start at the left side of the engine. We will group things again. Remember that one part leads to the next part. Point at each item and say out loud its name and one or more things about each item.

NOTE: If you don’t know these parts, look them up on the internet. Refer to pages 26, 27 and 28 of 2013 DMV handbook under Driving Safely. And page 75 of 2013 DMV handbook under air brakes.

****ALL HOSES**** You must say out loud for all hoses “(name of the hose) is not cracked, damaged or leaking”

Point to and examine all items. Words with quotes you must say out loud

TOP OF ENGINE

1. Dip stick and filler cap. “This is where I check my oil and if it is low I fill it at the filler cap.”
2. Hoses. “The hose is not is not cracked, damaged or leaking. It is secured at both ends.”

3. Air compressor. “This is the belt-driven air compressor. It is secured with nuts and bolts and not leaking.”
4. Hoses to the air compressor. “The hose is not is not cracked, damaged or leaking. It is secured at both ends.”

STEERING

1. Power Steering Pump. “This is the power steering pump. It is belt driven, secured with nuts and bolts and not leaking. This is where I check the fluid and fill it.”
2. Hoses from the power steering pump. “The hoses are not cracked, damaged or leaking. They are secured at both ends.”
4. Steering shaft. “The steering shaft is not broken or damaged. It is secured to the universal joints.”
5. Universal joints. “These are the universal joints. They are not broken or damaged. They are secured with nuts and bolts.”
6. Steering gear box. “The steering gear box is mounted with nuts and bolts. It is not leaking or damaged.” You must grab the steering gear box to test for looseness.
7. Pitman arm. “The pitman arm is not broken or damaged. It is secured with castle nuts and cotter keys.”
8. Drag link. “The drag link is not broken or damaged. It is secured with castle nuts and cotter keys.”
9. Steering arm. “The steering arm is not broken or damaged. It is secured with castle nuts and cotter keys.”
10. Tie rod. “The tie rod is not broken or damaged. It is secured with castle nuts and cotter keys.”

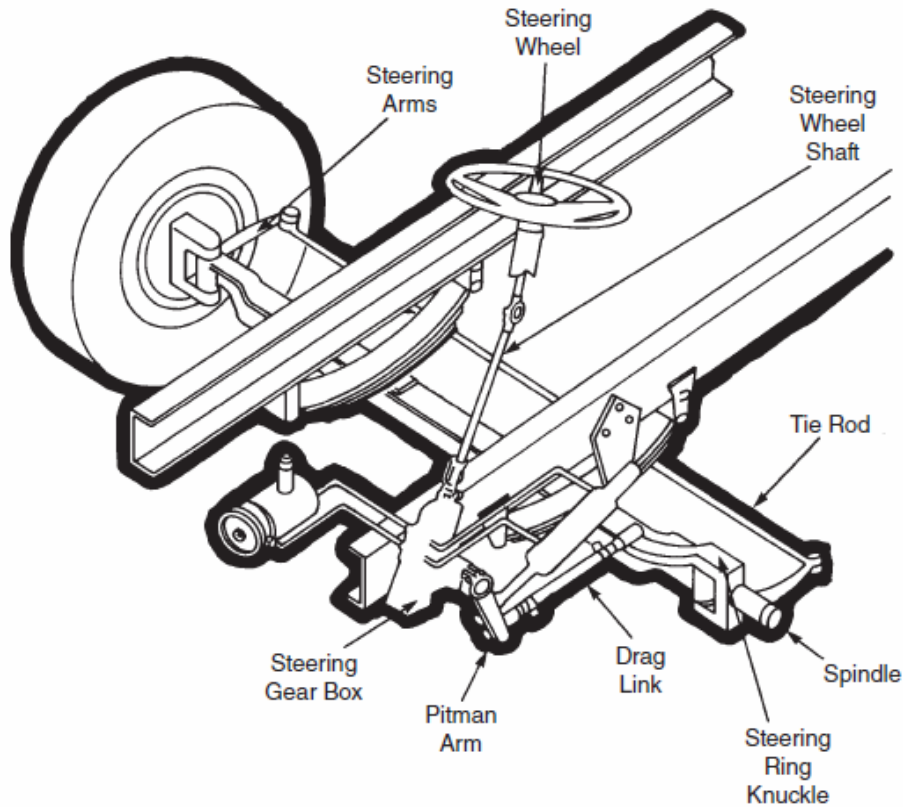


Figure 2-1

TIRES

All tires have the same parts. Repeat the parts on every tire with a few exceptions.

SUSPENSION – Figure 2-4. Page 17 of handbook

Right side and left side of truck.

1. Axle – Examine and point to the axle. “The axle is not broken or damaged and there is nothing wrapped around it.”
2. U-bolts – “The u-bolts are secured with 4 nuts on the bottom. They are not cracked or damaged.”
3. Spacer – “The spacer is not broken or damaged.
4. Leaf springs – MEMORIZE THIS STATEMENT- “If ¼ of my leaf spring are broken or damaged, my truck will be put out of service.”
5. Leaf spring hangers – “Leaf spring hangers are not broken. They are secured to the frame with nuts and bolts.
6. Frame- “No illegal welds or drill holes.”
7. Shock (page 17) – “This shock is mounted to the frame with nuts and bolts and it is not leaking.

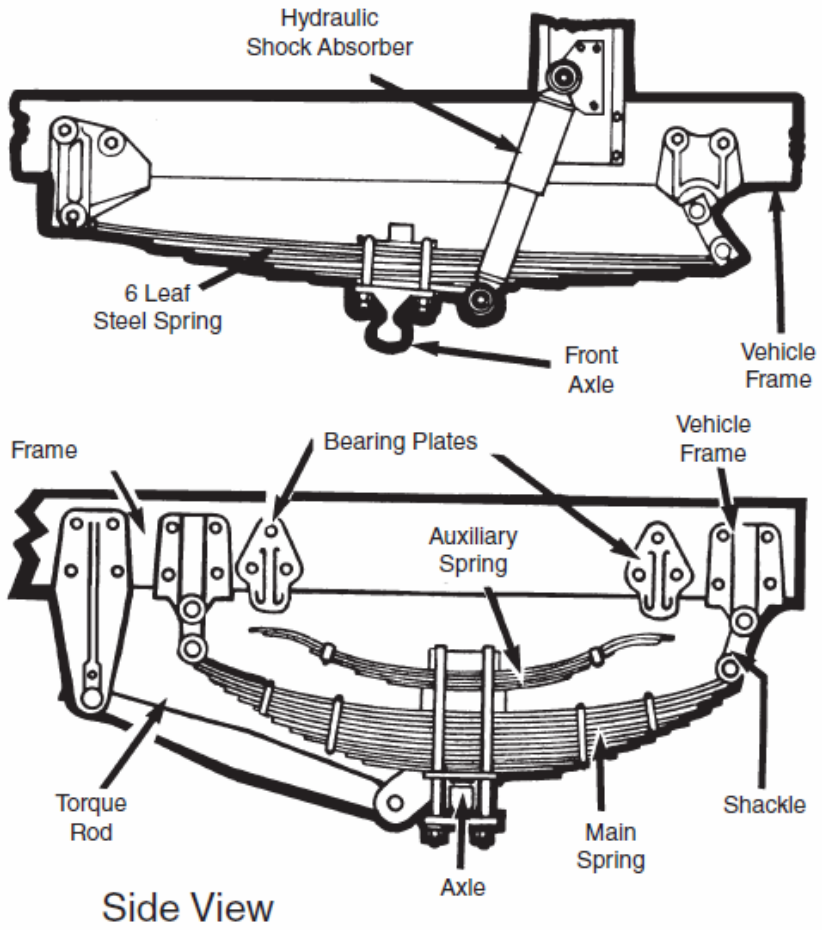


Figure 2-2

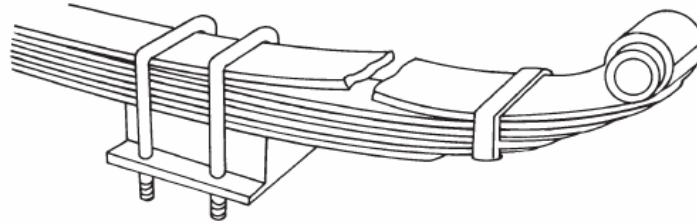
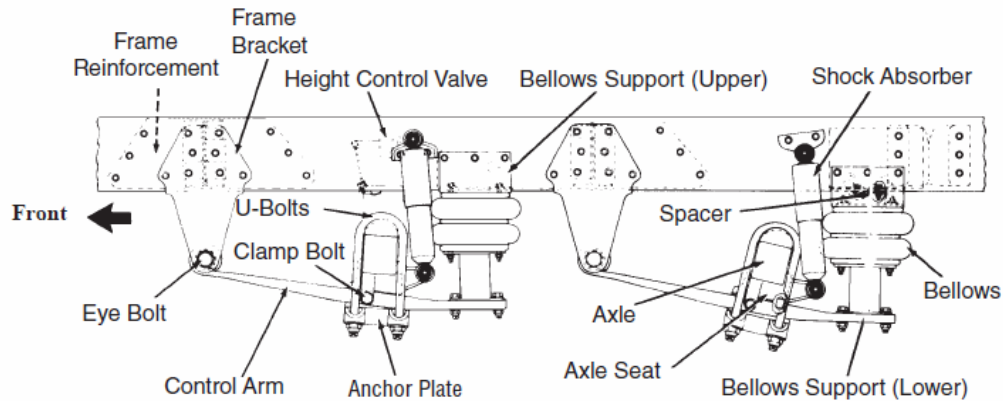


Figure 2-3



**Air Suspension Diagram
Figure 2-4**

BRAKES (Page 75 of handbook) figure 5-2. (This area most people don't know. Learn these)

1. Air Hose (page 18) – Point to and examine and state “The air hose is not cracked, damaged or leaking.”
2. Brake Chamber – “The brake chamber is secured with nuts and bolts, C-clamp is not missing and it is not leaking.” (Dual brake chamber on rear tires)
3. Push Rod – “No more than 1 inch of play on the push rod.” (2 inches on rear dual tires) (It is also acceptable to state that the angle between the push rod and the adjuster arm should be a little over 90° when the brakes are released, and not less than 90° when the brakes are applied.)
4. Slack Adjuster – “The slack adjuster is properly mounted and not leaking.”
5. S-Cam – The S-cam is properly secured with nuts and bolts and not leaking.”
6. Brake Linings – “They should not be thinner than the manufacturers specifications recommend. Generally, this will be 1/4 inch or truck must be put out of service.”
7. Brake Drum (page 24) – “The brake drum is not damaged. There are no illegal welds. There is no grease or oil contaminates.”

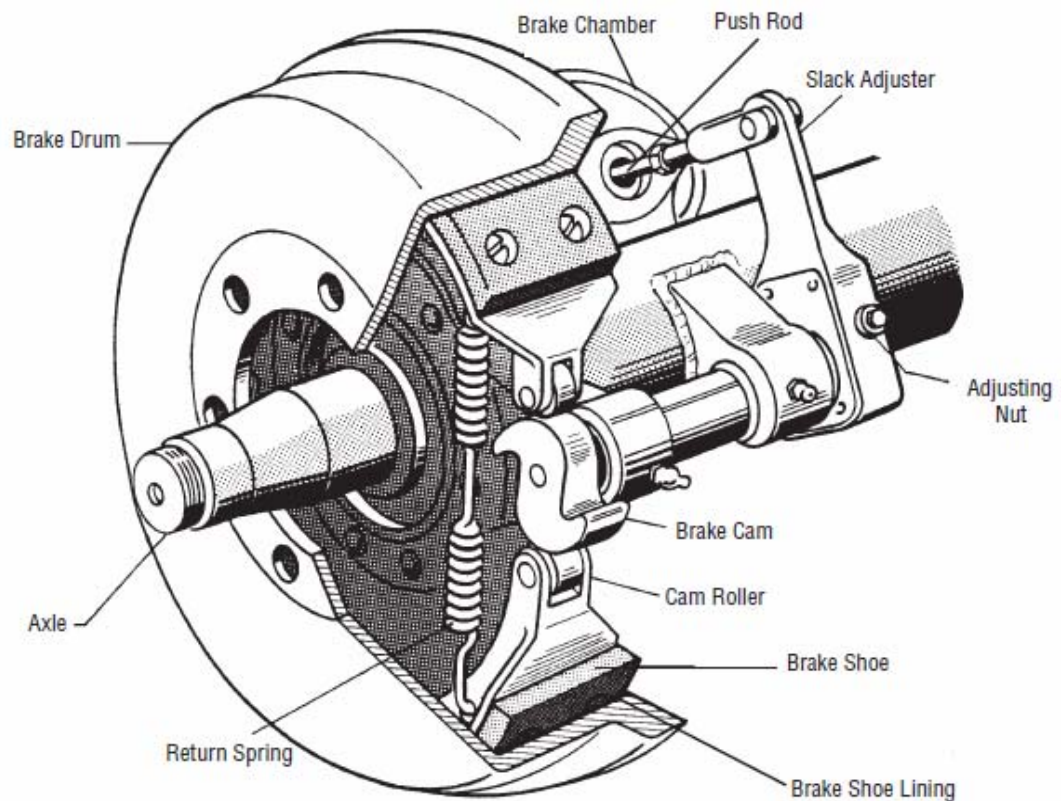


Figure 5-2 S-cam Air Brake

FRONT TIRES

1. Inside Rim – “The inside rim is not dented and there are no illegal welds.”
2. Inside Sidewall – “There are no abrasions, bumps or cuts on the inside sidewall.”
3. Top of tire – Tread no less than 4/32 on the front tires and evenly worn.” (2/32 on all other tires)
4. Outside sidewall – “No abrasions, bumps or cuts on the outside sidewall.”
5. Outside Rim - “The outside rim is not dented and there are no illegal welds.”
6. Lug Nuts – “All the lug nuts are there. If one was loose, I would see shiny threads or rust trails.” (MEMORIZE THIS!)
7. Hub seal – “The hub seal is not leaking. It is secured with nuts.”
8. Valve Stem (page 32) “This is the valve stem. It is not touching the rim. The safety cap is tight and on. If it was low, I would thump the tire with a mallet or check it with a tire gauge.”

Walk to the right side of the engine.

1. Point to the alternator (Page 33) – “The alternator is securely mounted with nuts and bolts. All the wires are securely in place.”
2. Water pump – The water pump is securely mounted and not leaking.”

3. Belt – The belt should have no more than $\frac{3}{4}$ of an inch of play and not worn or frayed.”
4. Coolant reservoir – “The coolant reservoir is securely mounted with nuts and bolts. It is not leaking.” Show the examiner on the sight glass where you would check and fill it.
5. Hoses from coolant reservoir (page 37) – “The hoses from the coolant reservoir are not cracked, damaged or leaking.”

DOOR AREA

1. Mirror Bracket (page 38) – Wiggle it. “It is attached to the truck with nuts and bolts and it is not loose.”
2. Open the door (page 39) – “The door opens and closes properly. The door seals are intact, not cut and the hinges are properly secured with nuts and bolts. My windshield filler cap is tight and not leaking.”
3. Steps (page 40) – “The steps are attached and are not broken or damaged.”
4. Fuel tank – “The fuel tank is not broken. It is attached and not dented or leaking. The filler cap is tight and not leaking.”

BACK MIDDLE OF TRUCK

1. Cross members – “The cross members are not broken or cracked.”
2. Air hoses – “The air hoses are not cracked, damaged or leaking.”
3. Air tank – “The air tank is mounted correctly. It is not leaking. All hoses are hooked up properly.”
4. Electrical – “All electrical wires are plugged in correctly and not frayed.”
5. Drive Shaft (page 46) – “The drive shaft is straight and not cracked or broken. There is nothing wrapped around it.”
6. Exhaust system – “The exhaust system is not leaking and it is connected properly to the frame. If it was leaking, black soot would be visible.”

REAR DUAL TIRE AREA

1. Side marker light – “The lenses are red. They are not cracked or damaged.”
2. Tail light – “The lenses are red. They are not cracked or damaged.”
3. Reverse light – “The lenses are white. They are not cracked or damaged.”
4. Mud Flaps – “The mud flaps are less than 2 inches off the ground and not more than 8 inches. They are not cracked or damaged. The mud flaps are properly mounted.”
5. License plate light (page 54) – “The license plate light is properly mounted. The lenses are not cracked or broken.”

TRAILER

1. Receiver, Extender and Ball Hitch (page 55) – “They are not broken or damaged. They are secured with nuts, bolts and safety pins.”
2. Coupling – The coupling fits over the ball securely and it is locked in with a safety pin.”
3. Retractable trailer jack and base plate – “The retractable trailer jack and base plate are not broken or damaged.”

4. Tow chains – “The tow chains are not dragging. They are properly crossed and the hooks have safety latches.”
5. Electrical wires for trailer lights – “The electrical wires for trailer lights are not frayed or damaged.”
6. Emergency brake cable – “The emergency brake cable is connected at both ends and not broken.”
7. Frame of the trailer (page 62) – “There are no illegal welds or drill holes.”
8. Stake bed points – “The stake bed points are where I tie down my load. They are not damaged or missing.”
9. Bed of trailer – “The bed of the trailer is not broken or loose.”
10. Side running lights (page 66) – “The side running light lenses are amber. They are not broken or cracked.”

TRAILER WHEEL AREA

Same as the wheel on the tractor. There are no shocks or air brakes. Tire inflation on the trailer is 65psi.

1. Inside Rim – “The inside rim is not dented and there are no illegal welds.”
2. Inside Sidewall – “There are no abrasions, bumps or cuts on the inside sidewall.”
3. Top of tire – “Tread no less than 4/32 on the front tires and evenly worn.” (2/32 on all other tires)
4. Outside sidewall – “No abrasions, bumps or cuts on the outside sidewall.”
5. Outside Rim - “The outside rim is not dented and there are no illegal welds.”
6. Lug Nuts – “All the lug nuts are there. If one was loose, I would see shiny threads or rust trails.” (MEMORIZE THIS!)
7. Hub seal – “The hub seal is not leaking. It is secured with nuts.”
8. Valve Stem (page 32) “This is the valve stem. It is not touching the rim. The safety cap is tight and on. If it was low, I would thump the tire with a mallet or check it with a tire gauge.”

REAR TRAILER AREA

1. Tail light (page 67) – “The tail light lenses are not broken or damaged.”
2. Ramps – The ramps are stowed away properly and are secured with safety pins.”
3. Running lights – “The running light lenses are red. They are not cracked or damaged.”
4. License plate light (page 70) – “The license plate light is not broken or damaged.”

LEFT TRAILER WHEEL AREA (page 71)

“I would check this side as I checked the other side. Would you like me to check it again?”

Walk to the tractor dual tire area (page 72)

“I would check this side as I checked the other side. Would you like me to check it again?”

BATTERY BOX AREA (page 73)

“The battery box area is secure. The batteries have no corrosion. The wires are not frayed or damaged.”

End of pre-trip. Page 157, section 12 of the DMV handbook are the skills. You are required to perform 3 skills. If you cannot backup a trailer you will fail.

After the skills test you will take a drive. Page 159, section 13 of DMV handbook. Yes you can shift in the intersection.

EXTERNAL INSPECTION

Steering box/hoses

Check that the steering box is securely mounted and not leaking. Look for any missing nuts, bolts and cotter keys.

Check for power steering fluid leaks and/or damage to power steering hoses.

Steering linkage

Check that connecting links, arms and rods from the steering box to the wheels are not worn or cracked.

Check that joints and sockets are not worn or loose and that there are no missing nuts, bolts or cotter keys.

Brake hoses/lines

Check for cracked, worn, frayed or leaking hoses/lines and that connections are secure.

Air compressor and governor

Air storage tank with drain, pull drain daily.

Brake chamber

Check that the brake chamber is not cracked, damaged or leaking and is mounted securely.

Slack adjuster

Check for broken, loose or missing parts

When pulled by hand, the slack adjuster should not move more than one inch (with brakes released).

Brake drum

Check for cracked or damaged brake drum and any loose or missing bolts.

Check for any oil or grease on the braking surface of the brake drum.

Dirt or sand can cause braking problems.

Brake shoes/linings

Check for cracked, damaged or missing brake shoes/linings.

Check that there is no oil or grease on the brake shoes/linings.

Check that the rear brake shoes/linings have a minimum of $\frac{1}{4}$ inch of pad, $\frac{3}{4}$ on front brakes.

Note: Be prepared to perform the same brake components inspection on every axle (power unit and trailer, if equipped.)

Springs/air/torque

Look for missing, shifted, cracked or broken leaf springs.

Mounts

Look for cracked or broken spring hangers, missing or damaged bushings, and broken, loose, or missing bolts, U-bolts, or other axle mounting parts.

Shock Absorbers

See that shock absorbers are secure and that there are no leaks.

Note: Be prepared to perform the same suspension components inspection on every axle (power unit and trailer, if equipped).