

THE TOP 30 MOST COMMON

PRE-TRIP INSPECTION QUESTIONS

LOSE THE FEAR OF THE UNKNOWN.
STUDY THE MOST COMMON CDL
PRE-TRIP INSPECTION QUESTIONS SO
YOU'LL KNOW WHAT TO EXPECT ON
THE BIG TEST DAY



THE 30 MOST COMMON

US PRE-TRIP INSPECTION QUESTIONS

1. You pump the pedal three times and hold it down for five seconds, making sure that the pedal does not move. What are you inspecting?

HYDRAULIC BRAKES

2. What carries air or hydraulic fluid to the wheel brake assembly?

BRAKE HOSES / LINES

3. What is the sliding mechanism and locking device for tandem axles on trailers?

TANDEM RELEASE (ARM / LOCKING PIN)

4. What do you inspect to make sure that all are present and free of cracks and distortions and show no signs of looseness such as rust trails or shiny threads?

LUG NUTS

5. What should you make sure is secure and not leaking and its cap(s) are tight?

FUEL TANK(S)

6. If worn, what can cause excessive heat buildup from a reduced ability to absorb and dissipate heat, possibly leading to loss of brake response?

BRAKE DRUM / LININGS

7. Which tires should have a minimum tread depth of 4/32 of an inch?

STEERING AXLE TIRES

8. You are making sure that hoses and lines are not cut, chafed, spliced, or worn, and not tangled, pinched, or dragged against tractor parts. What are you inspecting?

AIR / ELECTRIC LINES

9. You are looking for puddles on the ground and dripping fluids on the underside of the engine and transmission. What are you checking for?

LEAKS

10. What releases the fifth wheel locking jaws so the trailer can be coupled? (You should make sure that it is in the engage position and the safety latch is in place.)

RELEASE ARM

11. When checking the dipstick to see that the lubrication level is within the safe operating range, you are checking what?

OIL LEVEL

12. Which gauge indicates increasing or normal lubrication pressure to prevent engine failure, seizure or breakdown?

OIL PRESSURE

13. What, if loose or missing, may cause movement between the frame and fifth wheel assembly?

LOCKING PINS

14. What should not be bent, damaged, or rusted through and should be evenly centered with the dual wheels and tires evenly separated?

SPACERS

15. Gas or hydraulic devices that cushion the vehicle ride and stabilize the vehicle and should be secure without leaks are called

SHOCK ABSORBERS.

16. What transmits power from the transmission to the drive axle?

DRIVESHAFT

THE 30 MOST COMMON PRE-TRIP INSPECTION QUESTIONS

17. Which gauge indicates the alternator or generator is charging?

AMMETER / VOLTMETER

.....

18. What maintains air pressure in the air brake system?

AIR COMPRESSOR / BELT

.....

19. If the container is not part of the pressurized system, to check the coolant level,

INSPECT THE RESERVOIR SIGHT GLASS OR REMOVE THE CONTAINER CAP AND CHECK THE LEVEL VISIBLE.

.....

20. What should you check to be sure it is solid, clear of objects, and securely bolted to the tractor frame?

CATWALK

.....

21. Which of the following disengages the engine from the drive train so the vehicle won't move and reduces the load on the starter motor?

CLUTCH / GEARSHIFT

.....

22. What is the container (hoses) for the mechanism that transforms steering column action into wheel action?

STEERING BOX / HOSES

.....

23. To improve visibility during severe or stormy weather, what must be secure, undamaged, and operating smoothly and correctly?

WIPERS / WASHERS

.....

24. Which belt should you make sure is securely mounted and adjusts and latches properly?

SAFETY / SEAT

.....

25. What structure supporting the fifth wheel skid plate should be checked for cracks or breaks?

PLATFORM

.....

26. What are the brackets, bolts, or bushings that are used to attach the spring and / or air bag to the axle and vehicle frame?

SPRING MOUNTS

.....

27. What should be clean with no dirt, illegal stickers, obstructions or damages to the glass?

WINDSHIELD AND MIRRORS

.....

28. If the wheel has a sight glass, check that the oil level is adequate. Otherwise, look for leaks around the

HUB OIL / AXLE SEALS.

.....

29. What should be fully engaged with no loose or missing pins in the slide mechanism of the sliding fifth wheel?

LOCKING PINS

.....

30. The angle between the push rod and adjuster arm should be a little over 90 degrees when the brakes are released and not less than 90 degrees when the brakes are applied. This refers to the

SLACK ADJUSTERS.