**Pre-Trip Inspection**

**Part A – Front**

**APPROACH**

**Keys: In pocket**

* **Leaks: No leaks; look for puddles from fuel, oil. Power steering fluid, coolant, window washer fluid**
* **Leaning: No leans; could be caused from a flat steer tire, suspension or load shift**

**TOP OF TRUCK DOWN**

* **Clearance lights: Amber in color; PMS; nuts/bolts present and tight; not cracked bent or broken;**
* **2 windshields; no illegal stickers obstructing view; clean**
* **Windshield Wipers: Flush against windshield; rubber not cracked or dry rotted; PMS; not cracked, bent or broken**
* **Fender Mirrors: Glass is clean; PMS; nuts/bolts present and tight; not cracked, bent or broken; it is a marker, reflector, directional, four way; amber in color**
* **Lights: PMS; nuts/bolts pesent & tight; not cracked, bent or broken**
* **Other Lights: High/Low beam; clean and clear; PMS; nuts bolts present and tight; not cracked,bent or broken**
* **License Plates/Tag: Up to date; PMS; nuts/bolts present and tight; not cracked, bent or broken**

**ENGINE (Passenger Side)**

* **Hoses: None of the hoses have abrasions, bubbles, cuts or dry rot**
* **Air Filter Housing: PMS; nuts/bolts present and tight; not cracked, bent or broken No shoot trails, does not make loud noise when starting truck**
* **Exhaust: PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Alternator: Belt driven and has wires; no burn marks; PMS; Nuts/bolts present and tight; not cracked, bent or broken**
* **Wires on Alternator: PMS; wires not cracked; not showing insulation; no tap or bare wires**
* **Alternator belt: no more than ½ to ¾ play; not cut, frayed or dry rot**
* **Windshield Washer: not leaking; cap is hand tight; fluid present**
* **Reservoir: PMS; nuts/bolts present and tight;not cracked, bent or broken**
* **Fan Blades: PMS; nuts/bolts present and tight;not cracked, bent or broken**
* **Radiator: Not leaking; PMS; Nuts/bolts present and tight: not cracked, bent or broken**

**Engine (Drivers Side)**

* **Coolant Reservoir: Not leaking; between minimum and maximum; clamps are tight; no abrasions, bubbles, cuts or dry rot; no leaks on the whole system; PMS; nuts/bolts present and tight ; not cracked, bent or broken**
* **Water Pump: Belt driven; overall system is not leaking; PMS; nuts/bolts present and tight, not cracked bent or broken**
* **Oil Dipstick: Pull dipstick out, clean off, put back in, pull out back, read level; PMS nuts/bolts present and tight; not cracked, bent or broken**
* **Air compressor: PMS; nuts/bolts present and tight; not cracked, bent or broken Has upper and lower universal joint, universal joints have rubber and are well lubricated;**
* **Steering Shaft: PMS; nuts/bolts present and tight; not cracked; bent or broken**
* **Power steering: Power steering has a reservoir, gear box, power steering pump which is connected to the air compressor; PMS; nuts/bolts present and tight; not**
* **cracked, bent or broken**
* **Gear Box: Reservoir is properly serviced between minimum & maximum; cap is hand tight; overall system is not leaking; clamps and horses are PMS; hoseshave no abrasion, bubbles, cuts or dry rot;**
* **hoses not leaking power steering pump air and compressor are gear driven**
* **Steering Linkage: Consist of the pitman arm, drag link, upper control arm, lower control arm, tie rod, upper and lower u-joints on steering shaft; castle nut and cotter pin installed at each ball joint; well lubricated;all components are PMS; nuts/ bolts are present and tight;not cracked, bent or broken**
* **Suspension: consist of front mount, 2 leaf spring, 2 u-bolts, upper and lower shock mounts with a shock; leaf springs are properly aligned on top of each other; shock not leaking**
* **System: All items are PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Brake System: Consist of airline, brake chamber, push rod, slack adjuster, held together with a clevis and cotter key. Air line does not have any abrasions, bubbles, cuts or dry rot; system itself is not leaking; push rod and slack adjuster have no more than 1 play with brakes released.**
* **All items are PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Brake Pads/Drums: Brake pad itself is no less than ¼ thick; pad and drum are free from oil, Grease and debris; PMS; nuts/bolts present and tight; not cracked,bent or Broken**
* **Tires: Tread can be no less than 4/32” ; evenly worn; cannot be retread; both tires must be the same size; must be same type of tire; look for abrasions, bubble, cuts, dry rot on inside/outside of tire; properly pressurized to manufacturer/ company specifications**
* **Wheel/Rim: No illegal welds; PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Lugs Nuts: no water/ rust trails, no oblong holes; PMS; not cracked, bent or broken**
* **Hub Seal: Seal itself is not leaking; hub has plenty of oil; PMS; nuts/bolts present and tight; not cracked, bent or broken**

**Part B – Truck**

**DRIVERS SIDE/BACK**

* **Light: Marker, Blinker, Four-way; amber in color; PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Mirrors: Glass is clean; PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Door: Make sure door will open, close; open door, check hinges; check both rubber seals in case of exhaust leak; hinges are secured; seals do not have any abrasions, bubbles, cuts or dry rot; doors is PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Window: Rolls up/down; window seal is intact; no abrasions, bubbles, cuts or dry Rot; no leaks o window/ door seal; free from ice, snow and debris**
* **Steps (Into Truck and Catwalk): PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **BatteryCompartment: Batteries are secured; batteries are not leaking**
* **Fuel Tank: Consist of fuel tank, fuel cap, metal strap and rubber vibration dampener; Cap is hand tight; seal inside cap must not be leaking; overall system not leaking**
* **3-0-3 rule: 3’ between back of cab and trailer bulkhead; 0 gap between skid plate and trailer apron; 3 between mud flap and landing gear**

**BACK OF TRUCK (Starting at Top)**

* **Reflectors: cleat in colors; PMS**
* **Exhaust: No soot trails showing; no loud noise when the truck starts; no leaks PMD;nuts/bolts present and tight; not cracked bent and broken**
* **Utility/working: There are 1 of these;clear in color**
* **Lights: PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Air lines: No abrasions, bubbles, cuts or dry rot; PMS**
* **Glad hands: Nuts/bolts present and tight; seals are not cut, frayed or torn; no debris inside**
* **Electrical Line: Check both end; 7 female holes; make sure none are collapsed and all are free of debris; 7 pins are free of corrosion; locking tabs are interlocked; line is not cracked, has no bare wires and no tape**
* **Frame: Frame is free of repairs and welds. Cross members PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Drive Shaft (x3): PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Brakes: consist of 2 air lines, dual brake system; back chamber emergency brakes; front chamber-diaphragm that controls brakes. Out of brake chamber is the push rod and slack adjuster ( just like on the front of the truck) held together by a clevis pin and cotter key. Air lines have no abrasions, bubbles, cuts or dry rot; overall system is not leaking; no more than 1” slack adjuster with brakes released.**
* **PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Suspension: Consists of a front and rear mount, a leaf spring, 2 u-bolts, upper and lower control arms**
* **System: shock, and an upper and lower airbag mount with an airbag;**
* **shock not leaking; airbag has no abrasions, bubble, cuts and are dry rot and is not Leaking, PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Brake Pads/Drum: No less than ¼” thick; free of oil/grease/debris;PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Tires and rims: These are butt rims, no gaps between rims, gap between tires must be free of debris**
* **Tires: No less than 2/32” tread; worn evenly; same size and type; must be free of abrasions, bubbles, cuts and dry rot; inflated to manufacturer/company specifications**
* **Rims: No repairs or ilegal weld; has 2 metal stems and caps; no leaks; PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Lug Nuts: No rust trails, no oblong holes**
* **Axle Seal: Seal itself is not leaking; PMS; nuts/bolts present and tight; not cracked, bent or broken Debris**
* **Deflector/Splash Guard: PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Fifth Wheel Area: Mounting system-slide rail, platform, slide rail mount, slide bolts PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Platform: consist of the skid plate mount, pivot pin, release handle and locking jaws, skid plate is well lubricated to prevent rusting; PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Lights: Marker, reflector, directional, brake, four way (x2); red in color PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Single Light: Reverse light; clear in color; PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Reflective Marker: Red in color ;PMS; nuts/bolts present and tight; not cracked, bent or broken**

**Parts C- Trailer**

* **Front of trailer: Called either the header board or bulkhead; look for missing rivets, any holes or damage**
* **Glad Hands: Rubber inside is not cracked or frayed and is free of debris; PMS; nuts/bolts present and tight Made heavy steel; in center of apron is the kingpin; kingpin is welded to the apron; kingpin cannot be cracked, bent or broken ( if it is reject the trailer); cutaway in kingpin is the shank and is where the locking jaws wrap around**
* **Top Side of Trailer: Clearance lights; PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Side of Trailer: Check for missing rivet and no holes or damage; DOT TAPE is required for 50% coverage along bottom side; Cross members (where the floor is) support wooden floor in trailer**
* **Under Trailer: PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Floor of Trailer: No holes or dry rot**

**\*\* Continue to check side and underneath periodically until reaching landing gear looking for holes and missing rivets\*\*\***

* **Landing Gear: Consist of leg, foot, cross member, diagonal braces, connecting rod that runs from side to side, crank handle on outside and gear box on inside; handle is intact and stowed properly; nut and bolts is on both ends of the connecting rod.PMS; nuts/bolts present and tight; not cracked, bent or broken**

**\*\*\* keep checking side of trailer from floor to top until reaching light\*\*\***

* **Lights: Marker, reflector, directional, four way; amber in color; PMS; nuts/bolts present and tight; not cracked, bent or broken retaining Spring**
* **(Under Trailer): Holds air and electrical lines at a minimum of 18” above ground so nothing from roadway will rip the lines out;springs are not stretched out ; PMS**
* **Air Lines: No abrasions, bubbles, cuts or dry rot; no leaks; PMS**
* **Electrical Line: No cracked insulation, no bare wires and no tape; PMS**
* **Tandem Slider: Slide rail is used to move tires to properly balance the load; check welds; PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Slide Rail Cradle: Brake pad no less that ¼” thick; free from oil/ debris; Brake pads/drums are PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Suspension: Consists of font and rear mount, leaf, 2 u-bolts, upper and lower air bag mounts with airbag, and upper/lower shock mounts with shock; all items are PMS; nuts/bolts present and tight; not cracked, bent or broken Torsion Rod/Bar**
* **(Passenger Side): Airbag is made of rubber; no abrasions, bubbles, cuts, dry rot; not leaking; shock is not leaking; Stabilizes suspension; drivers side is call torsion Arm ( because they are moveable); PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Brakes: Consists of 2 air lines, dual brake chambers, on back of brake chamber is push rod and slack adjuster which is held together with a clevis and cotter pin; no abrasions, bubbles, cuts or dry rot on the air lines; system itself is not leaking; with brakes release, there is not more than 1” of play in the slack adjuster; PMS; nuts/bolts present and tight; not cracked, bent, or broken**
* **Cradle and Slide Rail Locking Pins: Slide rail locking pin release handle will retract the pins to allow the cradle to slide back and forth; with handle in, the pins are locked, there are 2 pins on either side**
* **Tires/Rims: These are burt rims, no gaps between rims, gap between tires must be free of debris;**
* **Tires: No less that 2/23” tread, worn evenly; same size and bias; can be re-treads; must be free of abrasions, bubbles, cuts and dry rot; inflated to manufacture/ company specifications; check tire pressure whenever it is cold**

**BACK OF TRAILER**

* **Back of Trailer: 100% DOT reflective tape across back of trailer and/or bumper**
* **Doors: Consists of hinges, doors, doors lock, door handles, door seals; seal is made of rubber and had no abrasions, bubbles, cute or dry rot; PMS; nuts/bolts present and tight;not cracked, bent or broken**
* **Lights: Light at top are clearance lights; lights at bottom are tail lights or marker lights outside light is a marker, flasher, blinker; red in color; PMS; nuts/bolts present and tight;not cracked, bent or broken; inside light is a marker and brake light; red in color;PMS; nuts/bolts present and tight;not cracked, bent or broken**
* **Tag and Tail light: Tag is up to date; light is clear in color; PMS; nuts/bolts present and tight;not cracked, bent or broken**
* **Dot Bumper: 100% DOT TAPE across, PMS; nuts/bolts present and tight; not cracked, bent or broken**
* **Clearance Lights: Red in color; PMS; nuts/bolts present and tight; not cracked, bent or broken**