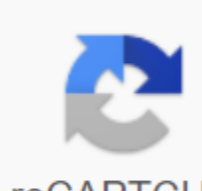


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The truck will have 69 items to be checked on a truck with 3 axles. You have to name and point or touch each item, and fully explain what you are checking (you have to make sure the tester knows what you mean). You get graded that you know what to check every part of, not what you know the names of the parts. You will have to check each axle as indicated. There is no order or consistency in the test. If you miss the part, you can go back and identify it. The test can be different, if the truck has 2 axles, you would miss the third truck axle. At the end of this checklist (scroll to the bottom of this page), you'll find a procedural video to help you understand the requirements for a successful Completion of Class B (Dump Truck) Pre-travel inspection. Pre-travel inspection Class B Checklist Elements and Video This order starts in the engine compartment and checks only the aloth on the truck driver's side. The test requires that you only check the driver's side if the item is only on the passenger side (parts in the engine compartment, exhaust fumes). Engine Coupe Oil Level make sure that the level between add and full level Coolant level is sufficient to work, between the hot and cold brand Power Steering level is between add and full has to say that this transfer power, working properly not leaking, securely installed water pump securely installed, bolts tight, no leaking belt, no crack or shabby, voltage between 1/2 and 3/4 bolts of tight wire secure in the back of the waistband No cracked or shabby, the tension between 1/2 and 3/4 Air compressor is safe for the engine, bolts tight, hoses are safe, no leak should say that it is a belt-driven running properly strap, not cracked or shabby, tension between 1/2 and 3/4 check leaks under the vehicle for oil puddles to check the bottom of the engine for leak hoses to check the hoses for Cuts make sure all clamps tightly check all hoses for leaks make sure to check both sides of the engine for leaks/hoses Front Truck Axle Steering Box safe, bolts tightly not leak Guide box hoses not cut, pinched or leaking fittings are safe not cracked or broken steering ties are not bent, bolts tight, Without cracks, cotter pins in place of the socket are not worn or loose should check from the steering drawer to the wheel springs no one has broken everything in alignment not shifted U-bolts nuts tightly broken or rusty does not shift Spring Mountains to check the front and rear installation for cracks, rust check on hard or missing bolts to make sure that the bushes are not torn or missing Shock absorber straight bolts The fittings of the safe are not bent, broken or leak brake camera securely installed, bolts tight not crack dented, rusty or leaking clamp is safe, hard and in place

Slack Adjuster pins at the site holding a slack rod controller to push straight, no broken push Rod no than 1 adjustment (movement) on the push rod Brake Drum no holes, cracks or dents smooth surface no signs of fat or oil Brake lining shoes enough, more than 1/4 pad without cracks, no chipped pads no liquid, lubricant or oil tires 4/32 the depth of the tread no cuts or bubbles on the side walls check the top of the tire for even wear and pressure Leaked or twisted and secured the lid of the Ring no crack no rust no rust possessed Lug Nuts no one missing any signs of rust trails no cracks or distortion from drag bolt holes Wheel seal does not leak not to lose or missing bolts proper level of liquid (if vision glass) the side of the cabin door loops are safe, bolts hard handle works No damage to the lateral seal is in the tack and does not burst opens and closes properly The Mirror is securely installed, the brace is not damaged, the bolts in place the mirror is not broken and the clean steps are securely installed, Bolts no liquid or debris on the steps of the Fuel Tank straps are safe cover is on the hard should check the tank and the lid for the leak of the exhaust system no sign of soot (leaking) securely mounds all clamps tightly should check the exhaust hole from the turbo to the top of the stack The back of the cockpit frame is not a cracked bolt All hard must also check cross members for the same Drive Shaft straight, should not be , cracks, chipped and flat rear truck Axle Springs no one broke everything in alignment does not shift U-bolts nuts tightly not broken or rusty does not shift Spring Mountain check the front and rear mounts for cracks check for hard or missing bolts make sure that the bushes are not torn or missing the brake hose is not broken, cut, swollen or leaking the brake hose Fitting installation is safe not bent, broken or leaking the brake chamber is securely installed, bolts tight not cracked or rusty or leaking clamp is safe, Tight and in place Slack Adjuster pins at the venue holding a sluggish regulator to push the rod straight, no broken Push Rod no more than 1 adjustment (movement) to push the rod with the brakes released (double camera) , or dents smooth surface no liquid, lubricant or oil brake lining shoes enough, more than 1/4 pad no crack or chipped The pads are not liquid, grease or oil tires 2/32 the depth of the tread is not cuts or bubbles on the side walls to check the top of the tire even wear and flat spots check the pressure with the sensor to check the valve trunk is not cracked Safe, leaking or twisted lid no rust or possessed Lug Nuts no one is missing, no loss, no sign of rust trails no cracks or distortions from drag bolt holes Axle Seal no leak not to lose or Missing Spacer bolts / between tires should check, no debris between tire tires evenly uncoupled flash discs (buted) together cabin coupe / Engine Start (need to demonstrate all the mechanisms) Clutch Clutch The engine, if the automatic gearbox make sure that the vehicle is in a neutral temperature temperature sensor temperature check for work and in the safe range voltmeter to operate and in a safe range of needles instructing the pressure oils to check the pressure sensor oil to work and in the safe range Air Gauge is working properly, the pressure of the Air Gauge is working properly, the pressure builds up to 120 psi or the governor cut or clear steering to check the steering to play no more than 10 degrees or 2 Applying and putting the truck in low gear and try to move (the engine) should check how the tractor and trailer parking brake individually Service brake to pull forward at 5 mph and stop with foot brakes, check do not pull left or right, chips or stickers print is safe without leaking Mirrors no mirror stickers are adjusted clean Wipers work properly (must include) rubber blades not cracked with good contact with the windshield No damage to the washer liquid works (syringes) Lighting lights on the dash, check left and right turn of the arrow 4 way flashing high/low beam indicator Horn blow air and electric horn heater should turn to hot and feel for air from the vents Defrost to turn out defrosation, To make sure they work properly feel for the air to blow out the ventilation on the windshield safety / Emergence Equipment must have a fire extinguisher Three triangle spare fuses or switches (which truck is equipped) Safety belt must work properly, worn or torn securely installed on the seat, shoulder and floor (all points) Air Brake Check-PASS FAIL ITEM ON TEST to build air pressure up to 120, the governor will cut the air pressure to the engine. , click in apply the brake of the legs and keep the pressure and listen, applied for 1 minute can not lose more than 3 pounds in 1 minute (must hold for a full, timed minute) say that the low air buzzer will come at 60 PSI, the pump foot brake (fan), so the buzzer will sound to say that the parking brake will pop out at about 30 PSI, Pump foot brakes (fan), so pop light buttons at the front, red on the back (all lights, must say color and describe the state of light) Lights (in front of the car AMBER) - head lights (high) , right/left turn signal, 4 way flashing lights, clearance, must turn on, clean, not broken, working properly lights (front of the vehicle AMBER)-right/turning signal Not broken, clean lights (rear vehicle RED)-right/left turn signal, put on 4 paths flashing lights, clearance and brake lights, red lenses, not broken, clean CDL Class B Dump Truck Pre-Trip Inspection Video Procedural Training Video, demonstrating the requirements and best practices to help prepare you for the successful completion of the Pre-Trip inspection part of the Truck will have 69 items to be tested on the truck. you have to call it specify or touch each item, and fully explain what you are checking (you need to make sure the tester knows what you mean). You get graded that you know what to check every part of, not what you know the names of the parts. You will have to check each axis as indicated. There is no order or consistency in the test. If you miss the part, you can go back and identify it. The test can be different, if the truck has 2 axes, you would miss the third truck axis. At the end of this checklist (scroll to the bottom of this page), you'll find a procedural video to help you understand the requirements for a successful Completion of Class B (Dump Truck) Pre-travel inspection. Pre-travel inspection Class B Checklist Elements and Video This order starts in the engine compartment and checks only the aloth on the truck driver's side. The test requires that you only check the driver's side if the item is only on the passenger side (parts in the engine compartment, exhaust fumes). Engine Coupe Oil Level make sure that the level between add and full level Coolant level is sufficient to work, between the hot and cold brand Power Steering level is between add and full has to say that this transfer power, working properly not leaking, securely installed water pump securely installed, bolts tight, no leaking belt, no crack or shabby, voltage between 1/2 and 3/4 bolts of tight wire secure in the back of the waistband No cracked or shabby, the tension between 1/2 and 3/4 Air compressor is safe for the engine, bolts tight, hoses are safe, no leak should say that it is a belt-driven running properly strap, not cracked or shabby, tension between 1/2 and 3/4 check leaks under the vehicle for oil puddles to check the bottom of the engine for leak hoses to check the hoses for Cuts make sure all clamps tightly check all hoses for leaks make sure to check both sides of the engine for leaks/hoses Front Truck Axle Steering Box safe, bolts tightly not leak Guide box hoses not cut, pinched or leaking fittings are safe not cracked or broken steering ties are not bent, bolts tight, Without cracks, cotter pins in place of the socket are not worn or free should check from the steering box to the wheel springs no one has broken everything in alignment not shifted U-bolts nut tightly broke or rusty does not shift Spring Mountains to check the front and back installation for cracks, rust check on hard or missing bolts to make sure that the bushes are not torn or missing Shock Absorber Straight bolts tightly do not leak, cut, swollen or leaking brake hose Fittings fittings safe not bent , broke or leak brake camera securely installed, bolts No crack dent, rusty or leaking clamp is safe, tight and in place of Slack Adjuster pins at the site holding a slack regulator to push the rod straight, no broken push rod no more than 1 adjustment (movement) on the push-drum drum drum Smooth surface no sign of grease or oil Brake Lining shoes enough, more than 1/4 pad without cracks, no chipped pads no liquid, lubricant or oil tires 4/32 the depth of the tread no cuts or bubbles on the side walls check the top of the tire even wear and flat stains check the pressure with the sensor to check the barrel valve not cracked, Broke, leaked or twisted and secured with a lid Ring no crack no rust possessed Lug Nuts no one missing any signs of rust trails no cracks or distortion from drag bolt holes Wheel Seal does not leak not lose or missing bolts proper level of liquid (if vision glass) side cabin door loops are safe, bolts hard handle works, no damage to the side seal in tack and no damage The bolts in place of the mirror are not broken and the clean steps are securely installed, the bolts are not liquid or debris on the steps of the fuel tank straps are safe cover is on the hard should check the tank and the lid for the leak of the exhaust system no sign of soot (leaking) securely mound all the clamps tightly should check the exhaust hole from the turbo to the top of the stack The back of the cabin no cracks, Bolts tightly should check u-joint bolts and you-joint is not free from foreign objects no holes, cracks, chipped and flat rear truck Axle Springs no one broke everything in alignment does not shift U-bolts nuts tightly not broken or rusty does not shift Spring Mountains to check the front and rear mounts to check the cracks for tight or missing bolts to make sure that the bushes are not torn or not torn , cut, swollen or leaking brake hose Fitting installation is safe not bent, broken or leaking the brake camera is securely installed, bolts tight not cracked or rusty or leaking clamp is safe, hard and in place Slack Adjuster pins at the site holding a sluggish regulator to push straight rod, no broken push Rod no more than 1 adjustment (movement) to push with brakes released (double camera) or dents smooth surface no liquid, fat or oil Brake Lining shoes enough, more than 1/4 pad no crack or chipped pads no liquid, grease or oil tires 2/32 the depth of the tread is not cuts or bubbles on the side walls check the top of the tire even wear and flat stains check the pressure with the sensor to check the valve trunk is not cracked, the key No rust or possessed Meadow Nuts no one is missing, no loss, no signs of rust trails no cracks or distortions from drag bolt holes Axle Seal no leak not to lose or missing bolts Spacer / Between tires must check no debris between tire tires Uncoupled flash drives (buted) together Cabin Coupe /Engine Start (need to demonstrate all the mechanisms) Clutch/Gearshift push in clutch clutch The temperature sensor for work and in the safe range voltmeter check the voltmeter to work and in the safe range of the needle instructing the pressure oils to check the oil pressure sensor to work and in the safe range Air Gauge works properly, the pressure builds up to 120 psi or the governor cut or clear the Governing Play to check the steering to play no more than 10 degrees or 2 parking brakes to check the parking brake, Applying and putting the truck in low gear and try to move (the engine) should check how the tractor and trailer parking brake individually Service brake pull forward at 5 mph and stop with foot brakes, check not to pull left or right windshield should be clean without cracks, chips or stickers print is safe without leaking Mirrors no mirror stickers are corrected clean Wipers work properly (must turn on) rubber blades , no damage to the washer liquid works (syringes) Lighting lights on the dash, check the left arrow turning 4 way flashing high/low beam indicator Horn blow air and electric horn heater should turn to hot and feel for air from the vents Defroant to turn out the heaters to make sure that they work properly to feel outside the air to blow out the ventilation on the windshield safety / Emergence Equipment must have a fire extinguisher Three triangle spare fuses or switches (which truck is equipped) worn or torn securely installed on the seat, shoulder and floor (all points) Air Brake Check-PASS FAIL ITEM ON TEST to build air pressure up to 120, the governor cut or clean the turn off the engine then turn off the key to the position. Applied for 1 minute can not lose more than 3 pounds in 1 minute (must hold for a full, time minute) say that the low air buzzer will come at 60 PSI, pump foot brakes (fan), so the buzzer will sound to say that the parking brake will pop out at about 30 PSI, pump foot brakes (fan) so pop-light-amber buttons on the front (all the lights on the back must say color and describe the state of light) Lights (in front of the car AMBER)-head lights (high and low beam), right/left turn signal, 4 way flashing lights, clearance, must turn, clean, not broken, working properly lights (front side of the vehicle AMBER) , amber lenses, not broken, clean lights (rear vehicle RED) - right/left turn signal, put on 4 ways , red lenses, not broken, pure CDL Class B Tipper Inspection Video procedural training video demonstrating the requirements and best practices to help you prepare you for the successful completion of the pre-travel inspection part of the Class B CDL (Dump Truck). 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