



CDL Pre-trip Inspection Checklist Example

1. Passenger side engine

- Drivers should check the air filter housing and verify that it is mounted securely, and the cover is in place.
- The windshield washer fluid reservoir should be filled to an appropriate level and show no leaks.
- The turbocharger does not leak oil or exhaust.
- The engine air duct is working, has properly secured clamps, and shows no cuts.
- Truck drivers need to inspect the alternator to see that it is securely mounted and does not have broken or loose wires.
- The accessory drive belt should not be cracked or frayed.
- The air conditioner compressor is securely mounted.

2. Front brakes

- Truck drivers have to service brakes and ensure that the brake drum and brake lining show no cracks or signs of damage.
- No oil should be leaking from the inner oil seal.
- The slack adjuster should be at the proper angle to the brake chamber. The clevis and cotter pin should be intact.
- Drivers need to make sure that the brake air line shows no bulges or cuts and fits tightly.

3. Front wheel

- Truck drivers should check tires for abrasions, bulges, and cuts.
- The minimum tread depth should be 1.6 mm.
- Tires need to have a pressure of 120 PSI.
- The wheels should not be cracked or bent.
- If the hub is sealed, drivers can't check the level. If it is not, the oil should be at an appropriate level and not leaking. The outer oil seal should not be leaking, either.
- The valve cap has to be in place.
- Drivers must make sure that the lug nuts are not missing, are secure, and show no streaks or shiny areas.

4. Driver side of engine

- Truck drivers have to ensure that the radiator brace shows no cracks or missing bolts and that the radiator is securely mounted and not leaking.
- The water pump should not be loose or leaking and show no cracks.
- The fuel water separator and filter show no leaks and are securely mounted.
- The pitman arm or drag link is not cracked, and the castle nut is secured with a cotter pin.
- Drivers need to check the steering gearbox to see that it is secured to its frame and not leaking.
- The power steering reservoir is at an appropriate level and shows no leaks.
- The dipstick shows the right level. The driver needs to secure it after every check.
- The steering shaft is also secure and not loose or damaged.
- There is no damage to the fuel pump and it does not show any cracks.
- The clamps on the engine air duct are secure and it does not show cuts.
- The brake master cylinder and the engine coolant reservoir show the correct fluid levels and do not leak.
- Drivers need to check the oil filler cap to ensure that it is secure and has no cracks.

5. Steer axle suspension

- The u-bolts are not cracked, loose, or missing their nuts.
- The leaf spring does not shift, shows no cracks, and is not loose.
- Truck drivers need to ensure that the tie rod is secure with castle nuts and cotter pins.
- The shock absorbers are securely mounted and not leaking oil.
- The axle shows no cracks.

6. Rear suspension

- Drivers need to check the spring mount to see that it is securely mounted and shows no cracks.
- Just as they did on the front, the rear tires should be checked by the driver for abrasions, bulges, and cuts. Pressure should be 110 PSI and the minimum tread depth is 1.6 mm.
- The shock absorbers are securely mounted and not leaking out.

7. Side of cab

- Drivers should inspect the mirrors to see that they are securely mounted, clean, and not broken.
- All doors should open and close properly, the hinges need to be secure, and there should not be any damage to doors or windows.
- The lights and signals are all working and not cracked.
- When drivers inspect the steps, they should be mounted properly and secured to the skirting.
- The battery box is securely mounted, and the cover is latched.
- The FED cap is secure.
- The gasket, vent, and chain are in place on the fuel cap and tank.
- The side skirting shows no damage and the panels are secure.
- Drivers need to make sure that the side box is secured and that safety triangles are present.
- The body of the sleeper berth shows no damage, and the sleeper berth windows have no cracks.

8. Rear of cab

- When truck drivers are checking the electrical cord, there should be no bare wires or corrosion. The plug at the end of the cord should be intact.
- The airline should not be tangled or worn. The grommet fittings are tight.
- The cab shock absorbers are securely mounted and not leaking oil.
- The cab airbag bellows is securely mounted and not ruptured.

9. Drive shaft/rear frame

- Drivers need to ensure that the drive shaft is not cracked.
- The universal joint does not show cracks, missing bolts, or shiny areas.
- The differential is not leaking oil.
- The frame is straight and does not have non-factory welds.

10. Fifth-wheel area

- Drivers have to check that the keeper pin and cotter key on the pivot pin are intact.
- The slider lock pins are fully engaged.
- During the inspections, the release arm shows no bent.
- The slider rail and slider stop blocks do not have broken welds or missing bolts.
- The fifth-wheel platform is well-greased and tilted down.

11. Front of trailer

- The top rail and tracking device have no cracks or collision damage.
- During the pre-trip inspection, clearance lights are working properly.
- The registration is readable.
- The document box is not loose or missing.
- Truck drivers need to ensure that airlines and glad hands have no bulges or cuts, and that the rubber grommets on the glad hands are not damaged.
- The electric hook-up has an intact cover and no broken pins.
- The PM sticker is legible and up to date. The height stickers are legal for the chosen route.
- The placard holder is intact and not missing rivets.

12. Side of trailer

- Drivers need to check the top rail for cracks and collision damage.
- The clearance lights are operational. The bottom lights are not cracked, show no collision damage, and are not missing bolts.
- The landing gear has no broken welds, the sand pads are secure, and the legs are straight.
- The reflector tape is clean.
- During the pre-trip inspection, placard holder and side panels show no damage and have no missing rivets.

13. Rear of trailer

- Drivers need to ensure that the latches are secured and not damaged.
- The placard holder is intact and not missing rivets.
- The reflector tape is clean.
- Truckers need to check the lights to make sure they are operational.
- The splash guard's brackets and guard are secure.
- The license plate is secure and clean, and the light is working.
- The bumper is intact and does not show broken welds.
- Door hooks and hinges are secure, intact, and not missing bolts.
- While checking the door seals, there should be no separation or rubber tubing sticking out.

14. Trailer suspension

- The airline shows no bulges or cuts and the fittings are tight and not rubbing.
- The axle is neither bent nor broken.
- Drivers need to make sure that clevis pins and cotter key are not missing.
- The slack adjuster is at the proper angle with the clevis pin and cotter pin intact.
- The brake drum is intact.
- Drivers should check tires for abrasions, bulges, and cuts.
- The minimum tread depth should be 1.6 mm.
- Tires need to have a pressure of 110 PSI.
- The spring is not broken or shifted, and sprint mounts show no broken welds.
- While performing a pre-trip inspection, drivers need to make sure that the u-bolts are not cracked or loose.
- The torque rod is securely mounted with the brushing intact.
- The spring brake chamber is also securely mounted with a secured band clamp.

15. Gauges/inside the truck

- Tachometer: 1000-1500.
- Water temperature: 180–205 degrees.
- Fuel level should match the visual while looking into the tank.
- DEF level: minimum of one light bar.
- Oil pressure: 25-50 PSI.
- Air pressure: 90-120 PSI.
- Speedometer: 0-60 MPH.