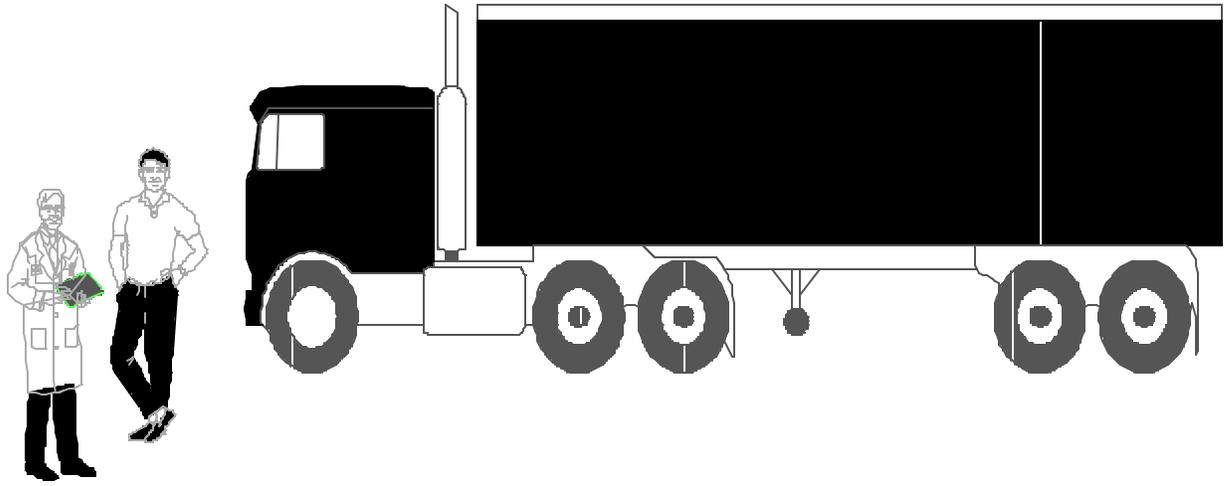


**This Insert Replaces Sections 10-11-12 in the
Commercial Driver's Manual.**

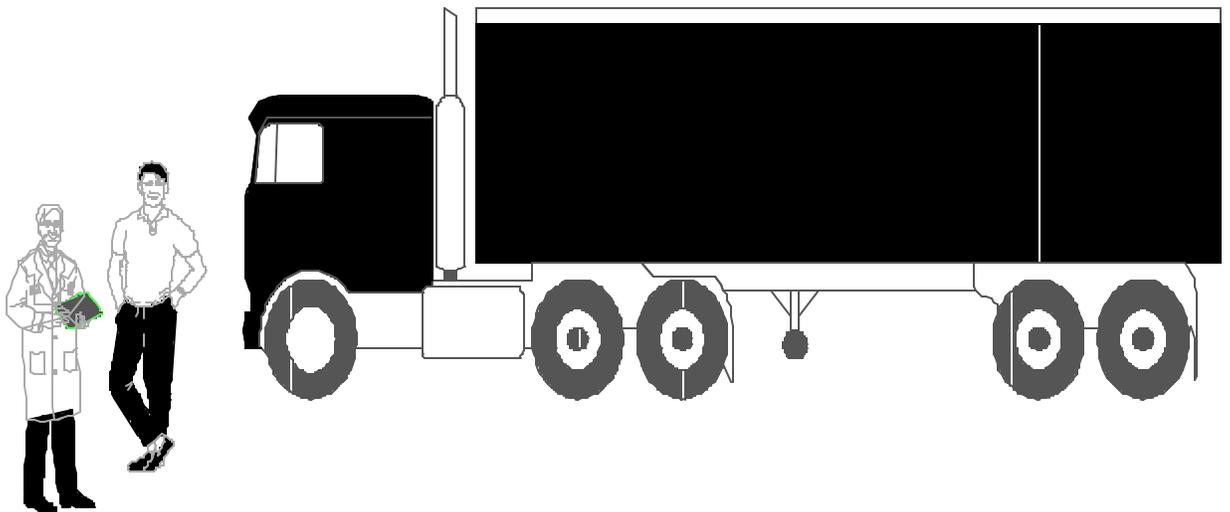


CDL SKILLS TESTS

NATIONAL FIELD TEST VERSION

Section 10

Pre-trip Vehicle Inspection Test



**THIS SECTION WILL ASSIST DRIVERS IN
TAKING THE PRE-TRIP VEHICLE INSPECTION TEST**

Section 10: Pre-trip Vehicle Inspection Test

During the pre-trip inspection, you must show that the vehicle is safe to drive. You may have to walk around the vehicle and point to or touch each item and explain to the examiner what you are checking and why. You will NOT have to crawl under the hood or under the vehicle.

This Section Covers

- ***Internal and External Inspections***

Study the following vehicle parts for the type of vehicle you will be using during the CDL skills tests. You should be able to identify each part and tell the examiner what you are looking for or inspecting.

10.1 All Vehicles

Leaks/Hoses

- Look for puddles on the ground.
- Look for dripping fluids on underside of engine and transmission.
- Inspect hoses for condition and leaks.

- ***Engine Compartment (Engine Off)***

Oil Level

- Indicate where dipstick is located.
- See that oil level is within safe operating range. Level must be above refill mark.

Coolant Level

- Inspect reservoir sight glass, or
- (If engine is not hot), remove radiator cap and check for visible coolant level.

Power Steering Fluid

- Indicate where power steering fluid dipstick is located.
- Check for adequate power steering fluid level. Level must be above refill mark.

Engine Compartment Belts

- Check the following belts for snugness (up to 3/4 inch play at center of belt), cracks, or frays:
 - Power steering belt.
 - Water pump belt.

- Alternator belt.
- Air compressor belt.

Note: If any of the components listed above are not belt driven, you must:

- Tell the examiner which component(s) are not belt driven.
- Make sure component(s) are operating properly, are not damaged or leaking, and are mounted securely.

- **Cab Check/Engine Start**

Clutch/Gearshift

- Depress clutch.
- Place gearshift lever in neutral (or park, for automatic transmissions).
- Start engine, then release clutch slowly.

Oil Pressure Gauge

- Make sure oil pressure gauge is working.
- Check that pressure gauge shows increasing or normal oil pressure or that the warning light goes off.
- If equipped, oil temperature gauge should begin a gradual rise to the normal operating range.

Temperature Gauge

- Make sure the temperature gauge is working.
- Temperature should begin to climb to the normal operating range or temperature light should be off.

Ammeter/Voltmeter

- Check that gauges show alternator and/or generator is charging or that warning light is off.

Mirrors and Windshield

- Mirrors should be clean and adjusted properly from the inside.
- Windshield should be clean with no illegal stickers, no obstructions, or damage to the glass.

Emergency Equipment

- Check for spare electrical fuses.
- Check for three red reflective triangles.
- Check for a properly charged and rated fire extinguisher.

Note: If the vehicle is not equipped with electrical fuses, you must mention this to the examiner.

Steering Play

- **Non-power steering:** Check for excessive play by turning steering wheel back and forth. Play should not exceed 10 degrees (or about two inches on a 20-inch wheel).
- **Power steering:** With the engine running, check for excessive play by turning the steering wheel back and forth. Play should not exceed 10 degrees (or about two inches on a 20-inch wheel) before front left wheel barely moves.

Wipers/Washers

- Check that wiper arms and blades are secure, not damaged, and operate smoothly.
- If equipped, windshield washers must operate correctly.

Lighting Indicators

- Test that dash indicators work when corresponding lights are turned on:
 - Left turn signal.
 - Right turn signal.
 - Four-way emergency flashers.
 - High beam headlight.

Horn

- Check that air horn and/or electric horn work.

Heater/Defroster

- Test that the heater and defroster work.

Parking Brake Check

- Apply parking brake only and make sure that it will hold the vehicle by shifting into a lower gear and gently pulling against the brake.

Hydraulic Brake Check

- Pump the brake pedal three times, then hold it down for five seconds. The brake pedal should not move (depress) during the five seconds.
- If equipped with a hydraulic brake reserve (back-up) system, with the key off, depress the brake pedal and listen for the sound of the reserve system electric motor.
- Check that the warning buzzer or light is off.

Air Brake Check (air brake equipped vehicles only)

- Failure to perform an air brake check will result in an automatic failure of the vehicle inspection test. Air brake safety devices vary. However, this procedure is designed to see that any safety device operates correctly as air pressure drops from normal to a low air condition. For safety purposes, in areas where an incline is present, you will use wheel chocks during the air brake check. The proper procedures for inspecting the air brake system are as follows:
 - With the engine running, build the air pressure to governed cut-out (100-125 psi). Shut off the engine, chock your wheels, if necessary, release the tractor protection valve and parking brake (push in), fully apply the foot brake and hold it for one minute. Check the air gauge to see if the air pressure drops more than three pounds in one minute (**single vehicle**) or four pounds in one minute (**combination vehicle**).
 - Begin fanning off the air pressure by rapidly applying and releasing the foot brake. Low air warning devices (buzzer, light, flag) should activate before air pressure drops below 60 psi.
 - Continue to fan off the air pressure. At approximately 40 psi on a tractor-trailer combination vehicle, the tractor protection valve and parking brake valve should close (pop out). On other combination vehicle types and single vehicle types, the parking brake valve should close (pop out).

Safety Belt

- Check that the safety belt is securely mounted, adjusts, and latches properly.

Lights/Reflectors

- Check that all external lights and reflective equipment are clean and functional. Light and reflector checks include:
 - Clearance lights (red on rear, amber elsewhere).
 - Headlights (high and low beams).
 - Taillights.
 - Turn signals.
 - Four-way flashers.
 - Brake lights.
 - Red reflectors (on rear) and amber reflectors (elsewhere).

Note: Checks of brake, turn signal and four-way flasher functions must be done separately.

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 or damage to power steering hoses.

Steering Linkage

- See that connecting links, arms, and rods **from the steering box to the wheel** 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.

Springs/Air/Torque

- Look for missing, shifted, cracked, or broken leaf springs.
- Look for broken or distorted coil springs.
- If vehicle is equipped with torsion bars, torque arms, or other types of suspension components, check that they are not damaged and are mounted securely.
- Air ride suspension should be checked for damage and leaks.

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. (The mounts should be checked at each point where they are secured to the vehicle frame and axle[s]).

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).

Slack Adjustors

- Look for broken, loose, or missing parts.
- The angle between the push rod and adjustor arm should be a little over 90 degrees when the brakes are released, and not less than 90 degrees when the brakes are applied.

10.2 External Inspection (School Bus/Truck/ Tractor)

- **Steering**

- **Suspension**

- **Brakes**

- When pulled by hand, the brake rod should not move more than one inch (with the brakes released).

Brake Chambers

- See that brake chambers are not leaking, cracked, or dented and are mounted securely.

Brake Hoses/Lines

- Look for cracked, worn, or leaking hoses, lines, and couplings.

Drum Brake

- Check for cracks, dents, or holes. Also check for loose or missing bolts.
- Brake linings (where visible) should not be worn dangerously thin.

Brake Linings

- On some brake drums, there are openings where the brake linings can be seen from outside the drum. For this type of drum, check that a visible amount of brake lining is showing.

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

- **Wheels**

Rims

- Check for damaged or bent rims. Rims cannot have welding repairs.

Tires

- The following items must be inspected on every tire:
 - **Tread depth:** Check for minimum tread depth (4/32 on steering axle tires, 2/32 on all other tires).
 - **Tire condition:** Check that tread is evenly worn and look for cuts or other damage to tread or sidewalls. Also, make sure that valve caps and stems are not missing, broken, or damaged.
 - **Tire inflation:** Check for proper inflation by using a tire gauge, or inflation by striking tires with a mallet or other similar device.

Note: You **will not** get credit if you simply kick the tires to check for proper inflation.

Hub Oil Seals/Axle Seals

- See that hub oil/grease seals and axle seals are not leaking and, if wheel has a sight glass, oil level is adequate.

Lug Nuts

- Check that all lug nuts are present, free of cracks and distortions, and show no signs of looseness such as rust trails or shiny threads.
- Make sure all bolt holes are not cracked or distorted.

Spacers

- If equipped, check that spacers are not bent, damaged, or rusted through.
- Spacers should be evenly centered, with the dual wheels and tires evenly separated.

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

Door(s)/Mirror(s)

- Check that door(s) are not damaged and that they open and close properly from the outside.
- Hinges should be secure with seals intact.
- Check that mirror(s) and mirror brackets are not damaged and are mounted securely with no loose fittings.

- **Side of Vehicle**

Fuel Tank

- Check that tank(s) are secure, cap(s) are tight, and that there are no leaks from tank(s) or lines.

Battery/Box

- Wherever located, see that battery(s) are secure, connections are tight, and cell caps are present.
- Battery connections should not show signs of excessive corrosion.
- Battery box and cover or door must be secure.

Drive Shaft

- See that drive shaft is not bent or cracked.
- Couplings should be secure and free of foreign objects.

Exhaust System

- Check system for damage and signs of leaks such as rust or carbon soot.
- System should be connected tightly and mounted securely.

Frame

- Look for cracks, broken welds, holes or other damage to the longitudinal frame members, cross members, box, and floor.

• **Rear of Vehicle**

Splash Guards

- If equipped, check that splash guards or mud flaps are not damaged and are mounted securely.

Doors/Ties/Lifts

- Check that doors and hinges are not damaged and that they open, close, and latch properly from the outside, if equipped.
- Ties, straps, chains, and binders must also be secure.
- If equipped with a cargo lift, look for leaking, damaged or missing parts and explain how it should be checked for correct operation.
- Lift must be fully retracted and latched securely.

• **Tractor/Coupling**

Air/Electric Lines

- Listen for air leaks. Check that air hoses and electrical lines are not cut, chafed, spliced, or worn (steel braid should not show through).
- Make sure air and electrical lines are not tangled, pinched, or dragging against tractor parts.

Catwalk

- Check that the catwalk is solid, clear of objects, and securely bolted to tractor frame.

Mounting Bolts

- Look for loose or missing mounting brackets, clamps, bolts, or nuts. Both the fifth wheel and the slide mounting must be solidly attached.
- On other types of coupling systems (i.e., ball hitch, pintle hook, etc.), inspect all coupling components and mounting brackets for missing or broken parts.

Locking Jaws

- Look into fifth wheel gap and check that locking jaws are fully closed around the kingpin.
- On other types of coupling systems (i.e., ball hitch, pintle hook, etc.), inspect the locking mechanism for missing or broken parts and make sure it is locked securely. If present, safety cables or chains must be secure and free of kinks and excessive slack.

Platform (fifth wheel)

- Check for cracks or breaks in the platform structure which supports the fifth wheel skid plate.

Release Arm (fifth wheel)

- If equipped, make sure the release arm is in the engaged position and the safety latch is in place.

Kingpin/Apron/Gap

- Check that the kingpin is not bent.
- Make sure the visible part of the apron is not bent, cracked, or broken.
- Check that the trailer is laying flat on the fifth wheel skid plate (no gap).

Locking Pins (fifth wheel)

- If equipped, look for loose or missing pins in the slide mechanism of the sliding fifth wheel. If air powered, check for leaks.
- Make sure locking pins are fully engaged.
- Check that the fifth wheel is positioned properly so that the tractor frame will clear the landing gear during turns.

Emergency Equipment

10.3 School Bus Only

- In addition to checking for spare electrical fuses (if equipped), three red reflective triangles, and a properly charged and rated fire extinguisher, school bus drivers must also inspect the following emergency equipment:
 - Three red-burning flares (fusees) if equipped.
 - A nine-item first-aid kit.
 - A body fluid clean-up kit.

Lighting Indicators

- In addition to checking the lighting indicators listed in Section 10.2 of this manual, school bus drivers must also check the following lighting indicators (internal panel lights):
 - Alternately flashing amber lights indicator, if equipped.
 - Alternately flashing red lights indicator.
 - Strobe light indicator, if equipped.

Lights/Reflectors

- In addition to checking the lights and reflective devices listed in Section 10.2 of this manual, school bus drivers must also check the following (external) lights and reflectors:
 - Strobe light, if equipped.
 - Stop arm light.
 - Alternately flashing amber lights.
 - Alternately flashing red lights.

Stop Arm

- Check the stop arm to see that it is mounted securely to the body of the vehicle. Also, check for loose fittings and damage.

Passenger Entry/Lift

- Check that the entry door is not damaged, operates smoothly, and closes securely from the inside.
- Hand rails are secure and the step light is working, if equipped.
- The entry steps must be clear with the treads not loose or worn excessively.
- If equipped with a handicap lift, look for leaking, damaged, or missing parts and explain how lift should be checked for correct operation. Lift must be fully retracted and latched securely.

Emergency Exit

- Make sure that all emergency exits are not damaged, operate smoothly, and close securely from the inside.
- Check that any emergency exit warning devices are working.

Seating

- Look for broken seat frames and check that seat frames are firmly attached to the floor.
- Check that seat cushions are attached securely to the seat frames.

Air/Electrical Connections

- Check that trailer air connectors are sealed and in good condition.
- Make sure glad hands are locked in place, free of damage or air leaks.
- Make sure the trailer electrical plug is firmly seated and locked in place.

Header Board

- If equipped, check the header board to see that it is secure, free of damage, and strong enough to contain cargo.
- If equipped, the canvas or tarp carrier must be mounted and fastened securely.
- On enclosed trailers, check the front area for signs of damage such as cracks, bulges, or holes.

Landing Gear

- Check that the landing gear is fully raised, has no missing parts, crank handle is secure, and the support frame is not damaged.
- If power operated, check for air or hydraulic leaks.

Doors/Ties/Lifts

- If equipped, check that doors are not damaged. Check that doors open, close, and latch properly from the outside.
- Check that ties, straps, chains, and binders are secure.
- If equipped with a cargo lift, look for leaking, damaged or missing parts and explain how it should be checked for correct operation.
- Lift should be fully retracted and latched securely.

Frame

- Look for cracks, broken welds, holes or other damage to the frame, cross members, box, and floor.

Tandem Release Arm/Locking Pins

- If equipped, make sure the locking pins are locked in place and release arm is secured.

10.4 Trailer

• *Trailer Front*

• *Side of Trailer*

- **Remainder of Trailer**

Remainder of Trailer

- Please refer to Section 10.2 of this manual for detailed inspection procedures regarding the following components:
 - Wheels.
 - Suspension system.
 - Brakes.
 - Doors/ties/lift.
 - Splash guards.
-

10.5 Coach/Transit Bus

- **Passenger Items**

Passenger Entry/Lift

- Check that entry doors operate smoothly and close securely from the inside.
- Check that hand rails are secure and, if equipped, that the step light(s) are working.
- Check that the entry steps are clear, with the treads not loose or worn excessively.
- If equipped with a handicap lift, look for any leaking, damaged or missing part, and explain how it should be checked for correct operation.
- Lift should be fully retracted and latched securely.

Emergency Exits

- Make sure that all emergency exits are not damaged, operate smoothly, and close securely from the inside.
- Check that any emergency exit warning devices are working.

Passenger Seating

- Look for broken seat frames and check that seat frames are firmly attached to the floor.
- Check that seat cushions are attached securely to the seat frames.

- **Entry/ Exit**

Doors/Mirrors

- Check that entry/exit doors are not damaged and operate smoothly from the outside. Hinges should be secure with seals intact.
- Make sure that the passenger exit mirrors and all external mirrors and mirror brackets are not damaged and are mounted securely with no loose fittings.

Level/Air Leaks

- See that the vehicle is sitting level (front and rear), and if air-equipped, check for audible air leaks from the suspension system.

Fuel Tank(s)

- See that fuel tank(s) are secure with no leaks from tank(s) or lines.

Compartments

- Check that baggage and all other exterior compartment doors are not damaged, operate properly, and latch securely.

Battery/Box

- Wherever located, see that battery(s) are secure, connections are tight, and cell caps are present.
- Battery connections should not show signs of excessive corrosion.
- Check that battery box and cover or door is not damaged and is secure.

Remainder of Vehicle

- Please refer to Section 10.2 of this manual for detailed inspection procedures regarding the following components:
 - Wheels.

Remember, the pre-trip vehicle inspection must be passed before you can proceed to the basic vehicle control skills test.

- ***External Inspection of Coach/ Transit Bus***

- ***Remainder of Coach/ Transit Bus***

10.6 Taking the CDL Pre-trip Inspection Test

If you are applying for a Class A CDL, you will be required to perform one of the four versions of a pre-trip inspection in the vehicle you have brought with you for testing. Each of the four tests are equivalent and you will not know which test you will take until just before the testing begins.

All of the tests include an engine start, an in-cab-inspection, and an inspection of the coupling system. Then, your test may require an inspection of the entire vehicle or only a portion of the vehicle which your CDL Examiner will explain to you.

- ***Class A Pre-trip Inspection Test***

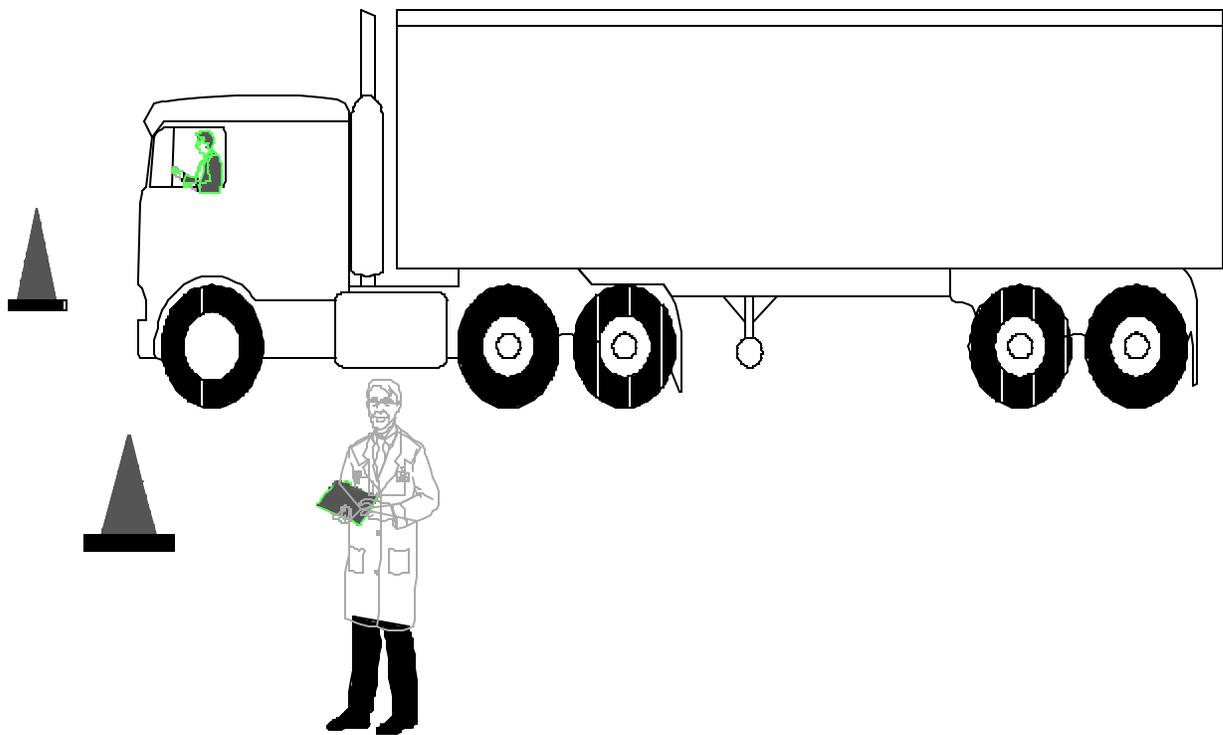
- **Class B Pre-trip Inspection Test**

If you are applying for a Class B CDL, you will be required to perform one of the three versions of a pre-trip inspection in the vehicle you have brought with for testing. Each of the three tests are equivalent and you will not know which test you will take until just before the testing begins.

All of the tests include an engine start and an in-cab inspection. Then, your test may require an inspection of the entire vehicle or only a portion of the vehicle which your CDL Examiner will explain to you. You will also have to inspect any special features of your vehicle (e.g, school or transit bus).

Section 11

Basic Vehicle Control Skills Test



**THIS SECTION WILL ASSIST DRIVERS IN
TAKING THE BASIC VEHICLE CONTROL SKILLS TEST**

Section 11: Basic Vehicle Control Skills Test

Your basic control skills could be tested using one or more of the following exercises off-road or somewhere on the street during the road test:

- Straight line backing.
- Alley dock.
- Parallel park (driver side).
- Parallel park (conventional).
- Offset back/right
- Offset back/left

These exercises are shown in Figures 11-1 through 11-6.

The examiner will score the number of times you touch or cross over an exercise boundary line with any portion of your vehicle. Each encroachment will count as an error.

You will not be penalized for initial pull-ups or for safely stopping and exiting the vehicle to check the external position of the vehicle. However, an excessive number of pull-ups, exits, or encroachments will result in automatic failure of the basic skills test.

You may be asked to back your vehicle in a straight line between two rows of cones without touching or crossing over the exercise boundaries. (See Figure 11-1.)

You may be asked to sight-side back your vehicle into an alley, bringing the rear of your vehicle as close as possible to the rear of the alley without going beyond the exercise boundary marked by a line or row of cones. (See Figure 11-2.)

This Section Covers

- ***Skills Test Exercises***
- ***Skills Test Scoring***

11.1 SCORING

- ***Crossing Boundaries***
- ***Pull-ups***
- ***Vehicle Exits***

11.2 EXERCISES

- ***Straight Line Backing***
- ***Alley Dock***

- ***Parallel Park (Driver Side)***
You may be asked to park in a parallel parking space that is on your left. You are to drive past the parking space and back into it bringing the rear of your vehicle as close as possible to the rear of the space without crossing side or rear boundaries marked by cones. You are to try to get your vehicle (or trailer, if combination vehicle) completely into the space. (See Figure 11-3)
- ***Parallel Park (Conventional)***
You may be asked to park in a parallel parking space that is on your right. You are to drive past the parking space and back into it bringing the rear of your vehicle as close as possible to the rear of the space without crossing side or rear boundaries marked by cones. You are to try to get your vehicle (or trailer, if combination vehicle) completely into the space. (See Figure 11-4)
- ***Offset Back/Right***
You may be asked to back into a space that is to the right rear of your vehicle. You are to back into that space without striking the side or rear boundaries marked by cones. You must place your vehicle completely into the space. (See Figure 11-5)
- ***Offset Back/Left***
You may be asked to back into a space that is to the left rear of your vehicle. You are to back into that space without striking the side or rear boundaries marked by cones. You must place your vehicle completely into the space. (See Figure 11-6)

Remember, you must pass the pre-trip vehicle inspection and the basic vehicle control skills test before proceeding to the on-road driving test.

Figure 11-1: Straight Line Backing

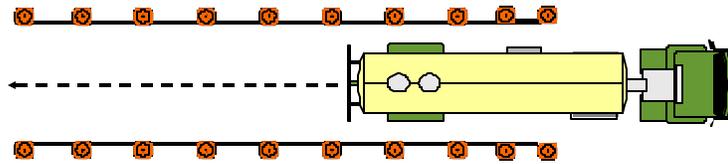


Figure 11-2: Alley Dock

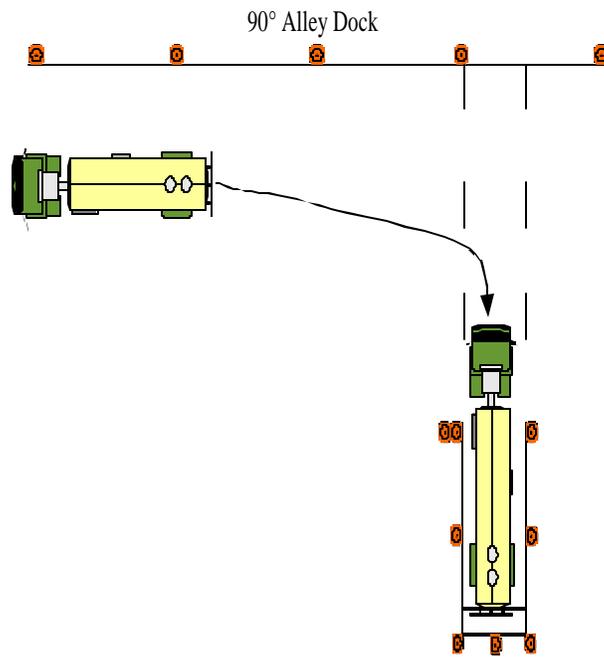


Figure 11-3: Parallel Park (driver side)

Sight Side Parallel Park

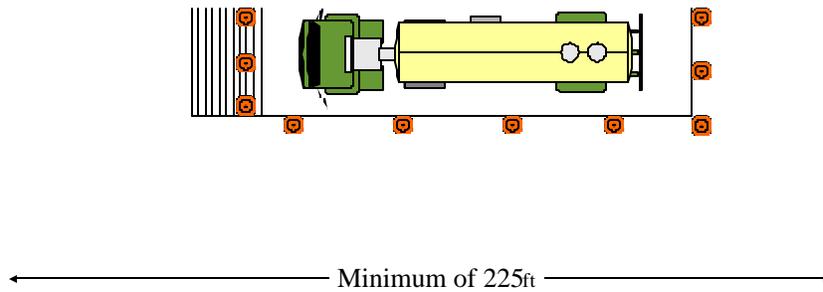


Figure 11-4: Parallel Park (Conventional)

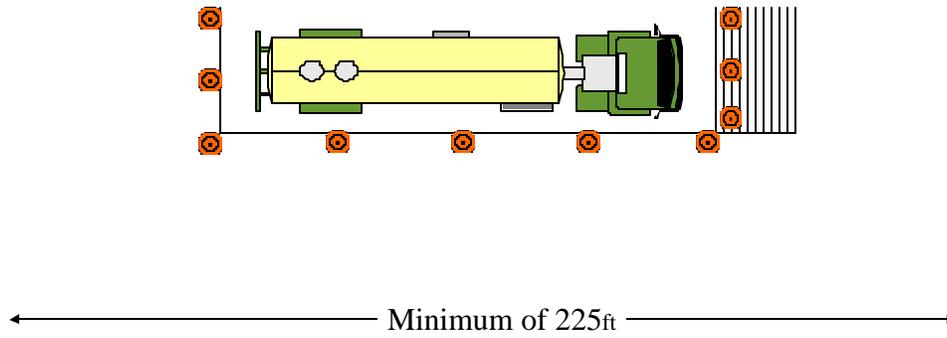


Figure 11-5: Offset Back/Right

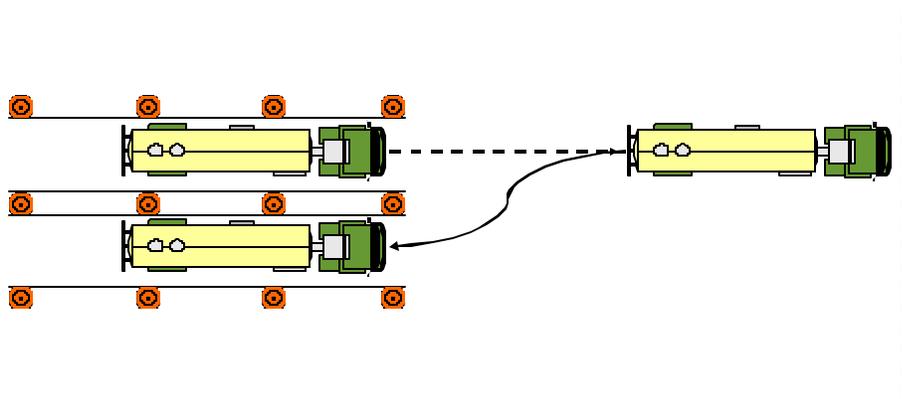
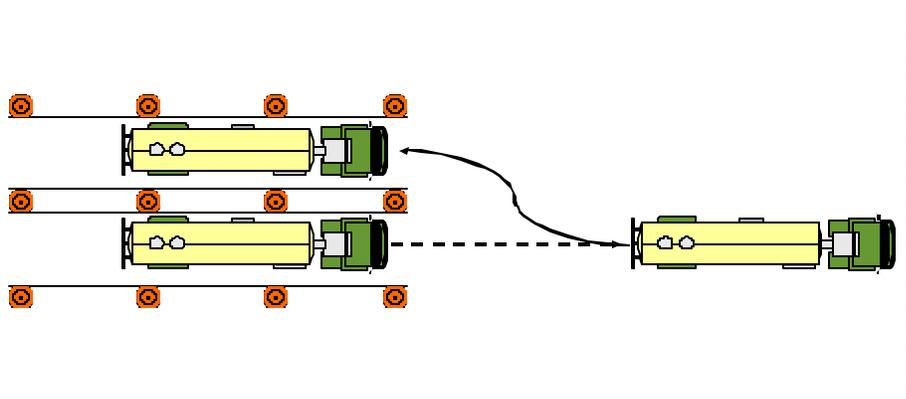
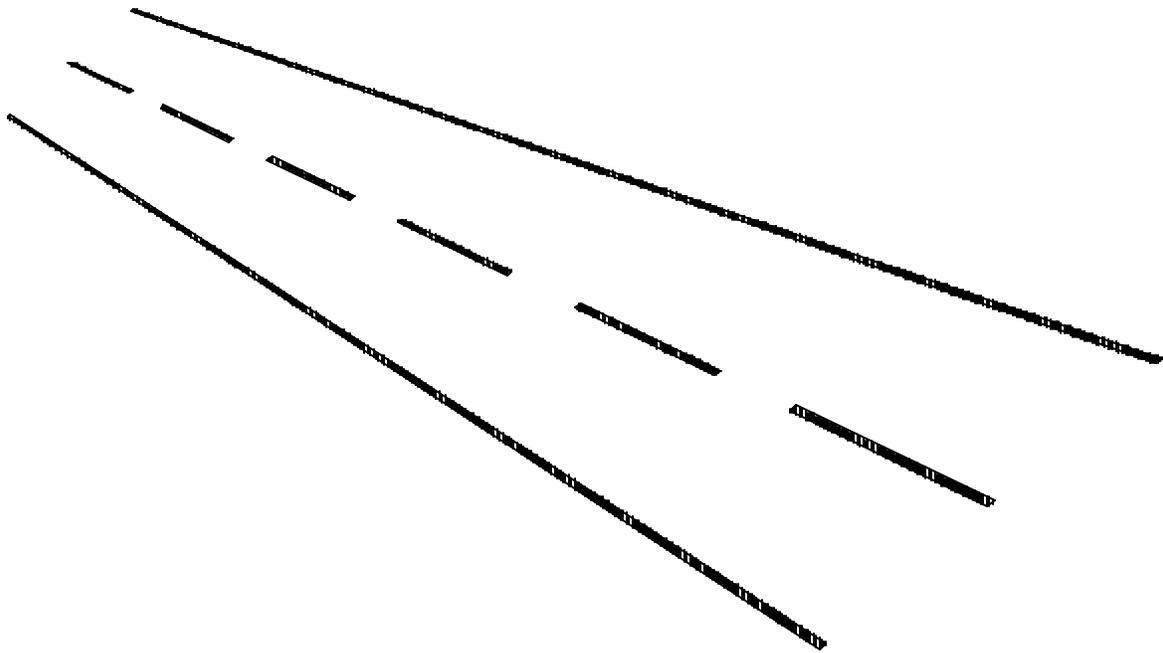


Figure 11-6: Offset Back/Left



Section 12

On-road Driving Test



**THIS SECTION WILL ASSIST DRIVERS
IN TAKING THE ON-ROAD DRIVING TEST**

Section 12: On-road Driving

You will drive over a test route that has a variety of traffic situations. At all times during the test, you must drive in a safe and responsible manner.

During the driving test, the examiner will be scoring you on specific driving maneuvers as well as on your general driving behavior. You will follow the directions of the examiner. Directions will be given to you so you will have plenty of time to do what the examiner has asked. You will not be asked to drive in an unsafe manner.

If your test route does not have certain traffic situations, you may be asked to simulate a traffic situation. You will do this by telling the examiner what you are or would be doing if you were in that traffic situation.

This Section Covers

- ***How You Will Be Tested***

You have been asked to make a turn:

- Check traffic in all directions.
- Use turn signals and safely get into the lane needed for the turn.

As you approach the turn:

- Use turn signals to warn others of your turn.
- Slow down smoothly, change gears as needed to keep power, but do not coast unsafely. Unsafe coasting occurs when your vehicle is out of gear (clutch depressed or gearshift in neutral) for more than the length of your vehicle.

If you must stop before making the turn:

- Come to a smooth stop without skidding.
- Come to a complete stop behind the stop line, crosswalk, or stop sign.
- If stopping behind another vehicle, stop where you can see the rear tires on the vehicle ahead of you (safe gap).
- Do not let your vehicle roll.
- Keep the front wheels aimed straight ahead.

12.1 How You Will Be Tested

- ***Turns***

When ready to turn:

- Check traffic in all directions.
- Keep both hands on the steering wheel during the turn.
- Do not change gears during the turn.
- Keep checking your mirror to make sure the vehicle does not hit anything on the inside of the turn.
- Vehicle should not move into oncoming traffic.
- Vehicle should finish turn in correct lane.

After turn:

- Make sure turn signal is off.
- Get up to speed of traffic, use turn signal, and move into right-most lane when safe to do so (if not already there).

- ***Intersections***

As you approach an intersection:

- Check traffic thoroughly in all directions.
- Decelerate gently.
- Brake smoothly and, if necessary, change gears.
- If necessary, come to a complete stop (no coasting) behind any stop signs, signals, sidewalks, or stop lines maintaining a safe gap behind any vehicle in front of you.
- Your vehicle must not roll forward or backward.

When driving through an intersection:

- Check traffic thoroughly in all directions.
- Decelerate and yield to any pedestrians and traffic in the intersection.
- **Do not** change lanes or shift gears while proceeding through the intersection.
- Keep your hands on the wheel.

Once **through** the intersection:

- Continue checking traffic.
- Accelerate smoothly and change gears as necessary.

During this part of the test, you are expected to make regular traffic checks and maintain a safe following distance. Your vehicle should be centered in the proper lane (right-most lane) and you should keep up with the flow of traffic but not exceed the posted speed limit.

During the multiple lane portion of the urban and rural sections, you will be asked to change lanes to the left, and then back to the right. You should make the necessary traffic checks first, then use proper signals and smoothly change lanes when it is safe to do so.

Before entering the expressway:

- Check traffic.
- Use proper signals.
- Merge smoothly into the proper lane of traffic.

Once on the expressway:

- Maintain proper lane positioning, vehicle spacing, and vehicle speed.
- Continue to check traffic thoroughly in all directions.

You will be instructed to change lanes:

- You must make necessary traffic checks.
- Use proper signals.
- Change lanes smoothly when it is safe to do so.

When exiting the expressway:

- Make necessary traffic checks.
- Use proper signals.
- Decelerate smoothly in the exit lane.
- Once on the exit ramp, you must continue to decelerate within the lane markings and maintain adequate spacing between your vehicle and other vehicles.

For this maneuver, you will be asked to pull your vehicle over to the side of the road and stop as if you were going to get out and check something on your vehicle. You must check traffic thoroughly in all directions and move to the right-most lane or shoulder of road.

- ***Urban/Rural Straight***

- ***Urban/Rural Lane Changes***

- ***Expressway***

- ***Stop/Start***

As you prepare for the stop:

- Check traffic.
- Activate your right turn signal.
- Decelerate smoothly, brake evenly, change gears as necessary.
- Bring your vehicle to a full stop without coasting.

Once stopped:

- Vehicle must be parallel to the curb or shoulder of the road and safely out of the traffic flow.
- Vehicle should not be blocking driveways, fire hydrants, intersections, signs, etc.
- Cancel your turn signal.
- Activate your four-way emergency flashers.
- Apply the parking brake.
- Move the gear shift to neutral or park.
- Remove your feet from the brake and clutch pedals.

When instructed to resume:

- Check traffic and your mirrors thoroughly in all directions.
- Turn off your four-way flashers.
- Activate the left turn signal.
- When traffic permits, you should release the parking brake and pull straight ahead.
- Do not turn the wheel before your vehicle moves.
- Check traffic from all directions, especially to the left.
- Steer and accelerate smoothly into the proper lane when safe to do so.
- Once your vehicle is back into the flow of traffic, cancel your left turn signal.

When approaching a curve:

- Check traffic thoroughly in all directions.
- **Before** entering the curve, reduce speed so further braking or shifting is not required in the curve.
- Keep vehicle in the lane.
- Continue checking traffic in all directions.

- **Curve**

As you approach the upgrade:

- Select the proper gear to maintain speed and not lug the engine.
- Check traffic thoroughly in all directions and move to the right-most or curb lane.
- If legal to do so, use four-way flashers if traveling too slowly for the flow of traffic.

- **Upgrade**

Before starting down the grade:

- Downshift as needed to help control engine speed and test brakes by gently applying the foot brake to ensure they are functioning properly. As your vehicle moves down the grade, continue checking traffic in all directions, stay in the right-most or curb lane, and, if legal to do so, use four-way flashers if your vehicle is moving too slowly for traffic. Increase following distance and observe the following downhill braking procedures:
 - Select a "safe" speed, one that is not too fast for the weight of the vehicle, length and steepness of the grade, weather, and road conditions.
 - Once a "safe" speed has been reached, apply the brake hard enough to feel a definite slowdown.
 - When speed has been reduced to five mph below the "safe" speed, release the brakes. [This application should last for about three seconds.]
 - Once speed has increased to the "safe" speed, repeat the procedure.

- **Downgrade**

For example, if your "safe" speed is 40 mph, you should apply the brakes once your vehicle speed reaches 40 mph. Your brakes should be applied hard enough to reduce your speed to 35 mph once your vehicle speed reaches 35 mph, release your brakes. Repeat this procedure as often as necessary until you have reached the end of the downgrade. This braking technique is called "snubbing."

When operating any commercial vehicle, do not ride the clutch, race the engine, change gears, or coast while driving down the grade. At the bottom of the grade, be sure to cancel your four-way flashers.

Not all test routes will contain an area of sufficient grade to test your skill adequately. **Therefore, you may be asked to simulate (verbally) driving up and down a steep hill.** You must be familiar with the upgrade/downgrade procedures so that you can explain and/or demonstrate them to the examiner at any time during the driving test.

- **Railroad Crossing**

Before reaching the crossing, all commercial drivers should:

- Decelerate, brake smoothly, and shift gears as necessary.
- Look and listen for the presence of trains.
- Check traffic in all directions.

Do not stop, change gears, pass another vehicle, or change lanes while any part of your vehicle is in the crossing.

If you are driving a bus, a school bus, or a vehicle displaying placards, you should be prepared to observe the following procedures at every railroad crossing (unless the crossing is exempt):

- As the vehicle approaches a railroad crossing, activate the four-way flashers.
- Stop the vehicle within 50 feet but not less than 15 feet from the nearest rail.
- Listen and look in both directions along the track for an approaching train and for signals indicating the approach of a train. If operating a bus, you may also be required to open the window and door prior to crossing tracks.
- Keep hands on the steering wheel as the vehicle crosses the tracks.
- Do not stop, change gears, or change lanes while any part of your vehicle is proceeding across the tracks.
- Four-way flashers should be deactivated after the vehicle crosses the tracks.

Not all driving road test routes will have a railroad crossing. You may be asked to explain and demonstrate the proper railroad crossing procedures to the examiner at a simulated location.

- **Bridge/Overpass/Sign**

After driving under an overpass, you may be asked to tell the examiner what the posted clearance or height was. After going over a bridge, you may be asked to tell the examiner what the posted weight limit was. If your test route does not have a bridge or overpass, you may be asked about another traffic sign. When asked, ~~be~~ prepared to identify and explain to the examiner any traffic sign which may appear on the route.

During the driving test you must:

- Wear your safety belt.
- Obey all traffic signs, signals, and laws.
- Complete the test without an accident or moving violation.

You will be scored on your overall performance in the following general driving behavior categories:

Clutch Usage (for manual transmission)

- Always use clutch to shift.
- Double-clutch if vehicle is equipped with non-synchronized transmission.
- Do not rev or lug the engine.
- Do not ride clutch to control speed, coast with the clutch depressed, or "pop" the clutch.

Gear Usage (for manual transmission)

- Do not grind or clash gears.
- Select gear that does not rev or lug engine.
- Do not shift in turns and intersections.

Brake Usage

- Do not ride or pump brake.
- Do not brake harshly. Brake smoothly using steady pressure.

Lane Usage

- Do not put vehicle over curbs, sidewalks, or lane markings.
- Stop behind stop lines, crosswalks, or stop signs.
- Complete a turn in the proper lane on a multiple lane road (vehicle should finish a left turn in the lane directly to the right of the center line).
- Finish a right turn in the right-most (curb) lane.
- Move to or remain in right-most lane unless lane is blocked.