

Commercial Vehicle Driving Class A



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TABLE OF CONTENTS

Class A

Steps for Performing CDL Pre-Trip Inspection #1	3
Steps for Performing CDL Pre-Trip Inspection #2	7
Steps for Performing CDL Pre-Trip Inspection #3	11
Coupling Area	15
Inside Cab Area	17
CDL Air Leak Test	19
Parking Brake Test	20
Coupling and Uncoupling	21
10-Speed Shift Pattern	22
9-Speed Shift Pattern	23
Railroad Crossings When Hauling Hazardous Materials	24
Downshifting Procedures	25
Roadside Stop	26

CDL PRE-TRIP INSPECTION #1

FRONT OF VEHICLE

1. LIGHTS/REFLECTORS:

Check that all lights and reflectors on the front of the vehicle are clean, the proper color (amber), and none are broken or missing, and they are operating properly.

ENGINE COMPARTMENT

1. OIL LEVEL:

- With engine off, indicate where the oil dip stick is.
- Check that oil level is full.

2. COOLANT LEVEL:

- Check sight glass on radiator of coolant reservoir or remove radiator cap to check level.

3. POWER STEERING LEVEL/BELT:

- With engine off, check that power steering fluid level is adequate.
- Identify if power steering is either belt or gear driven.
- If power steering is belt driven, check that belt is not more than $\frac{1}{2}$ or $\frac{3}{4}$ of an inch loose, belt is not frayed or cracked, and belt has no loose fibers or signs of wear.

4. WATER PUMP:

- Correctly identify water pump.
- Check that water pump is mounted correctly and not loose or leaking.
- Identify if water pump is belt or gear driven.
- If water pump is belt driven, check that belt is not more than $\frac{1}{2}$ or $\frac{3}{4}$ of an inch loose, belt is not frayed or cracked, and belt has no loose fibers or signs of wear.

5. **ALTERNATOR:**

- With engine off, driver should point to or touch alternator.
- Check and state that the alternator is securely fastened.
- Identify if alternator is gear or belt driven.
- If alternator is belt driven, inspect belt for cracks, frays and tightness, and that belt is no more than $\frac{1}{2}$ to $\frac{3}{4}$ inch loose.

6. **AIR COMPRESSOR:**

- With engine off, point to or touch the air compressor.
- Check that the air compressor is securely mounted and not leaking oil or coolant.
- Identify that the air compressor is gear driven.

7. **LEAKS/HOSES:**

- Check vehicle for signs of leaks.
- Check all hoses for any indication of leaks, frays, or if weatherworn.
- Check to make sure that all clamps are in place and tight.

STEERING

1. **STEERING BOX/HOSES:**

- Check that steering box is securely mounted to frame.
- Check that all bolts and nuts are in place.
- Check for any sign of leakage.
- Check to make sure that all hoses are in place, not leaking, and not weatherworn or cracked.

2. **STEERING LINKAGE:**

- Check that pitman arm, draglink, steering knuckle, steering arm, and tie rod ends are tight and properly greased and secure.
- Check that all cotter pins and castle nuts are tight in place.

FRONT AXLE

1. TIRES:

<u>D</u> – Depth	Check that tread is no less than 4/32 on front tires.
<u>C</u> – Condition	Check that tread is evenly worn. Look for cuts, bubbles or chunks of rubber missing on the side wall or tread of the tire.
<u>I</u> – Inflation-	Advise will check tires for proper inflation using a tire gauge at the valve stem.

- Check that valve stems are not broken, missing, or damaged.
- Check that valve caps are in place.

2. RIMS:

- Check for cracked or bent rims. Rims should not have any non-factory welds
- Check for any rust trails from lug nuts which indicates loose lug nuts.

3. LUG NUTS:

- Check that all lug nuts are present and tight.
- Check that bolt holes are not round which indicates loose lug nuts.
- Make sure all bolt holes are not cracked or distorted.

4. HUB OIL SEAL:

- Check sight gauge to make sure that oil is at the proper level.
- Check that there are no leaks.

FRONT SUSPENSION

1. SPRINGS/SHOCKS:

- Check for missing, broken, or cracked leaf springs.
- Check that shock absorber(s) is secure or not leaking fluid.
- Check that bushings are not dry rotted or cracked.

2. U-BOLTS

- Check for broken, missing, or loose u-bolts.

3. SPRING MOUNTS (HANGERS):

- Check that spring attachments (brackets, bolts, and bushings) are in place.
- Check for cracked or broken hangers.

FRONT BREAKS

1. BRAKE CHAMBERS:

- Check that brake chamber is not leaking air, cracked or dented, and is mounted securely.
- Check that clamps are in place and tight.

2. BRAKE HOSES/LINES:

- Check for cracked, worn or frayed hoses and lines.
- Check that couplings and fittings are in place and are not leaking air.

3. SLACK ADJUSTER/PUSHROD:

- Slack adjuster is securely mounted with no bent, broken, loose or missing parts.
- Pushrod is not bent, broken, or missing parts.
- Check that slack adjuster does not move more than one inch when pulled by hand.

4. DRUM/LININGS:

- Check drums for large cracks or missing chunks.
- Check that brake linings are not worn dangerously thin (no less than ¼ inch)
- Check that brake drum and linings have no contamination on them, such as grease or oil from possible inside wheel seal leak.

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CDL PRE-TRIP INSPECTION #2

FUEL AREA/UNDERSIDE

DRIVER/FUEL AREA

1. DOORS & MIRRORS

- Check that doors are not damaged and that they open and close properly from the outside.
- Check that hinges are secure and weather seals are intact.
- Check that mirrors and brackets are tight and mounted securely with no loose fittings or bolts.

2. FUEL TANK:

- Check that tank(s) are secure, straps and rubber insulators are intact, and fuel cap seal and/or gasket is secure.
- Check that there are no leaks from the tank(s) or any of the lines.

3. CATWALK & STEPS:

- Check that catwalk and steps are free of grease and objects.
- Check that catwalk and steps are firmly secured to frame.

4. LIGHTS & REFLECTORS:

- Check that side running lights and turn signals are clean, in working order, and none are broken.
- Check that four-way flashers are clean and the proper color (amber) and none are broken or missing and are operating properly.

UNDER VEHICLE

1. DRIVESHAFT:

- Check that the driveshaft is not bent or cracked.
- Check that u-joints and couplings are secure and support bearings (if used) are secured to frame.

2. EXHAUST SYSTEM:

- Check that exhaust system from the manifold to the end of the exhaust pipe for damage and leaks, such as rust, black soot, and carbon traces.
- Check that all connections are tight and secure with no loose clamps.
- Check level of DEF in tank is more than 1/8 full (check using gauge in cab)
- Tank is mounted properly and not leaking.

3. FRAME

- Look over the entire length of frame for cracks, broken welds, rust traces, broken or missing bolts and fasteners, or cracked or broken cross-members.

REAR AXLE

1. TIRES:

- | | |
|----------------------|--|
| <u>D</u> – Depth | Check that tread is no less than 2/32 on rear tires. |
| <u>C</u> – Condition | Check that tread is evenly worn. Look for cuts, bubbles or chunks of rubber missing on the side wall or tread of the tire. |
| <u>I</u> – Inflation | Advise will check tires for proper inflation using a tire gauge at the valve stem. |

- Check that valve stems are not broken, missing, or damaged.
- Check that valve caps are in place.

2. RIMS:

- Check for cracked or bent rims. Rims should not have any non-factory welds.
- Check for any rust trails from lug nuts which indicates loose lug nuts.

3. LUG NUTS:

- Check that all lug nuts are present and tight.
- Check that bolt holes are not round which indicates loose lug nuts.
- Make sure all bolt holes are not cracked or distorted.

4. AXLE SEAL:

- Check that there are no oil leaks around the axle flange and bolts.

5. SPACERS OR BUDD SPACING:

- Dayton or Spoke Wheels – Check that spacers are not bent or damaged and there are no gaps between the spacers and the rim.
- Budd or Disc Wheels – Check that there are no visible gaps between wheels and no foreign objects between the rims and tires.

REAR SUSPENSION

1. SPRINGS/AIRBAGS/SHOCKS:

- Check for missing, broken, or cracked leaf springs.
- Airbags should be checked for inflation, cuts, and audible leaks. Make sure they are not weatherworn.
- Check that shock absorber(s) is not loose or leaking, and that all bushings are not dry rotted or cracked.

2. U-BOLTS

- Check for broken, missing, or loose U-bolts.

3. SPRING MOUNTS (HANGERS) OR AIR MOUNTS, TORQUE ARMS:

- Check that spring or air bag attachments (brackets, bolts, and bushings) are in place.
- Check for cracked or broken hangers.
- Make sure torque arms are not loose, that bushings are not worn or missing, and that they are attached securely to the axle or frame.

REAR BRAKES

1. BRAKE CHAMBERS:

- Check that brake chamber is mounted securely and is not leaking, cracked, or dented.
- Check that clamps are in place and tight.

2. BRAKE HOSES/LINES:

- Check for cracked, worn, or frayed hoses or lines.
- Check that coupling and fittings are in place and not leaking.

3. SLACK ADJUSTER/PUSHROD:

- Slack adjuster is securely mounted with no bent, broken, loose or missing parts.
- Pushrod is not bent, broken, or missing parts.
- Check that slack adjuster does not move more than one inch when pulled by hand.

4. DRUM/LININGS:

- Check drums for large cracks or missing chunks.
- Check that brake linings are not worn dangerously thin (no less than ¼ inch).
- Check that brake drum and linings have no contamination on them, such as grease or oil from possible inside wheel seal leak.

REAR OF TRACTOR

1. SPLASH GUARDS OR MUDFLAPS:

- Check that splash guards are not damaged and mounted securely.

2. LIGHTS/REFLECTORS:

- Check that tail and running lights, left and right turn signals, four-way flashers, and brake lights are clean, the proper color (red), and none are broken or missing.
- Check that reflective tape is not worn or missing and reflectors are clean and properly colored (red).

CDL PRE-TRIP INSPECTION #3

SEMI TRAILER

TRAILER FRONT

1. HEADER BOARD/BULKHEAD:

- Check the header board to see that it is secure, free of damage, and strong enough to contain cargo.
- On enclosed trailers, check the front area for signs of damage, cracks, or holes in roof.

2. LIGHTS AND REFLECTORS:

- Check that top clearance lights are clean, the proper color (amber), and none are broken or missing, and they are operating properly.

SIDE OF TRAILER

1. LANDING GEAR:

- Check that landing gear is fully raised and has no missing parts.
- Check that crank handle is secure and support frame is not damaged.

2. FRAME & TANDEM RELEASE:

- Look over the entire length of frame for cracks, broken welds, rust traces, broken or missing bolts and fasteners, cracked or broken cross-members, box and doors.
- Check tandem release to ensure that locking pin(s) and arm are secured.
- If air operated, check air operation of sliding pins.

3. DOORS/TIES:

- Open doors and check that they are not damaged.
- Close doors and check that they latch properly from the outside.
- Check that cargo ties, straps, chains, binders, etc. are all in place and secure.

4. **LIGHTS & REFLECTORS:**

- Check that side clearance lights, left and right turn signals, and 4-way flashers are clean, the proper color (amber), and none are broken or missing, and they are all operating properly.

TRAILER AXLE

1. **TIRES:**

<u>D</u> – Depth	Check that tread is no less than 2/32 on rear tires.
<u>C</u> – Condition	Check that tread is evenly worn. Look for cuts, bubbles or chunks of rubber missing on the side wall or tread of the tire.
<u>I</u> – Inflation	Advise will check tires for proper inflation using a tire gauge at the valve stem.

- Check that valve stems are not broken, missing, or damaged.
- Check that valve caps are in place.

2. **RIMS:**

- Check for cracked or bent rims. Rims should not have any non-factory welds.
- Check for any rust trails from lug nuts which indicates loose lug nuts.

3. **LUG NUTS:**

- Check that all lug nuts are present and tight.
- Check that bolt holes are not round which indicates loose lug nuts.
- Make sure all bolt holes are not cracked or distorted.

4. **AXLE OR HUB OIL SEAL:**

- Check that there are no oil leads around the axle flange and bolts.
- Check that oil is at proper level.
- Check that there are no leaks.

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5. SPACERS OR BUDD SPACING:

- Dayton or spoke wheels – check that spacers are not bent or damaged and there are no gaps between the spacers and the rim.
- Budd or disc wheels – check that there are no visible gaps between wheels and no foreign objects between rims and tires.

TRAILER SUSPENSION

1. SPRINGS/AIRBAGS/SHOCKS:

- Check for missing, broken, or cracked leaf springs.
- Airbags should be checked for inflation, cuts or audible leaks. Make sure airbag is not weather worn.
- Check that shock absorber(s) is not loose or leaking and that bushings are not dry rotted or cracked.

2. U-BOLTS

- Check for broken, missing, or loose U-bolts.

3. SPRINGS MOUNTS (HANGERS) OR AIR MOUNTS, TORQUE ARMS:

- Check that spring or air bag attachments (brackets, bolts, and bushings) are in place.
- Check for cracked or broken hangers.
- Make sure torque arms are attached securely to the axle or frame, are not loose, and that bushings are not worn or missing.

TRAILER BRAKES

1. BRAKE HOSES/LINES:

- Check for cracked, worn, or frayed hoses and lines.
- Check that coupling and fittings are in place and not leaking.

2. BRAKE CHAMGERS:

- Check that brake chambers are not leading air, cracked or dented, and it is mounted securely.
- Check that clamps are in place and tight.

3. SLACK ADJUSTER/PUSHROD:

- Slack adjuster is securely mounted with no bent, broken, loose or missing parts.
- Pushrod is not bent, broken, or missing parts.
- Check that slack adjuster does not move more than one inch when pulled by hand.

4. DRUM/LININGS:

- Check drums for large cracks or missing chunks.
- Check that brake linings are not worn dangerously thin (no less than ¼ inch).
- Check that brake drum and linings have not contamination on them such as grease or oil from possible inside wheel seal leak.

REAR OF TRAILER

1. DOORS/TIES:

- Open doors and check that they are not damaged.
- Close doors and check that they latch properly from the outside.
- Check that cargo ties, straps, chains, binders, etc. are all in place and secure.

2. SPASH GUARDS OR MUDFLAPS:

- Check that splash guards are not damaged and mounted securely.

3. LIGHTS/REFLECTORS:

- Check that tail and running lights, left and right turn signals, four-way flashers, and brake lights are clean, the proper color (red), and none are broken or missing.
- Check that reflective tape is not worn or missing and reflectors are clean and properly colored (red).

COUPLING AREA

TRACTOR

1. AIR/ELECTRIC CONNECTORS:

- Check that air connections from truck to trailer are sealed and in good condition.
- Check that glad hands are locked in place and free of air leaks and damage.
- Check that lines are not tangled or rubbing on the frame or any part of the vehicle.
- Check that electrical cord is locked in place.
- Check that electrical cord has no bare wires showing through insulation.

COUPLING SYSTEM

1. APRON/GAP:

- Check that there is no clearance between the apron and the fifth wheel.
- Check that the apron is not cracked, rusted, or broken.

2. MOUNTING BOLTS:

- Check for loose or missing brackets, clamps, bolts, or nuts.
- Check that both the fifth wheel and the sliding mounting appear solidly attached in place.
- Check for loose mounting bolts. There should be no rust traces.

3. PLATFORM:

- Check for cracks or breaks.
- Check that platform is securely mounted to the frame or sliding assembly.

4. LOCKING JAWS/LEVER:

- Check that the locking jaws or the lever is locked around the shank of the kingpin.

5. RELEASE ARM/SAFETY LATCH:

- Check that release arm is secure and all the way in.
- Check that safety latch is in the proper position to secure the release arm.

6. 5TH WHEEL SKID PLATE:

- Check that the fifth wheel is properly lubricated.
- Check that the skid plate is mounted securely to the platform.
- Check that all bolts and pins are secure and not missing.

7. SLIDING 5TH WHEEL LOCKING PINS (If Equipped)

- Check for loose or missing pins in the sliding mechanism.
- If the sliding mechanism is air operated, check that the hose is not frayed, cut, or rubbing.
- Check to make sure the pin is fully engaged and locked into place.

8. CLEARANCE/MUD FLAPS/FRAME:

- Check to make sure there is enough clearance between the mud flaps, frame and landing gear of the trailer.

9. KINGPIN

- Check to make sure that the locking jaws are around the shank or the kingpin.

INSIDE CAB INSPECTION

INSIDE CAB AND START ENGINE CHECK

1. SAFETY BELT:

- Check to make sure the seat belt is not frayed, cut, or damaged.
- Check to make sure the seat belt locks properly and is secure.

2. EMERGENCY EQUIPMENT:

- F - Check for spare fuses, if equipped with fuses.
- If equipped with circuit breakers, check that all circuit breakers are push in.
- E - Check to make sure the fire extinguisher is secure and full.
- Check to make sure the fire extinguisher has been inspected within the past year.
- T - Check to make sure the vehicle has three (3) reflective triangles.
Check to make sure the reflective triangles are secured to the cab and in working order.

3. SAFE START

- Before starting the engine, make sure the clutch is depressed and gear shift is in neutral.

4. OIL PRESSURE GAUGE:

- With the engine running, check to see that the oil pressure is building to normal range and the warning light goes out.

5. AMMETER/VOLT METER GAUGE(S):

- With the engine running, make sure the volt meter is in the green.
- Make sure the gauge is not jumping or fluttering.
- Check to make sure the warning light goes out.
- With the engine running, check to make sure that the ammeter reading is at zero or lightly above.

6. TEMPERATURE

- With the engine running, check to make sure the temperature gauge is working within proper range (about 170-200 degrees).

7. AIR GAUGE:

- With the engine running, check that air pressure is building.
- The air pressure governor shuts off at proper setting between 120-140 PSI.

8. LIGHTING INDICATORS:

- Check that left and right turn signals, 4-ways, and high beam indicator lights work.
- Check that ABS and DEF indicators come on when vehicle starts and goes off within 5 seconds.

9. HORNS:

- Check to make sure both city and air horn work (air horn operated with air).

10. HEATER/DEFROSTER:

- Explain how and where the heater and defroster operate, and where heat comes out.

11. WINDSHIELD/MIRRORS:

- Check to make sure windshield is not cracked.
- Make sure windshield is clean and has no obstructions.
- Check and make sure mirrors are clean and adjusted properly.

12. WIPER/WASHERS:

- Check that wiper arms and blades are secure, not damaged, and operate smoothly.
- Check to make sure windshield washer works properly. (If wipers operate by air, make sure vehicle has enough air pressure to operate wipers.)

The CDL Air Leak Test



Figure 1: 120 PSI



Figure 2: 60 PSI



Figure 3: 20-40 PSI

- Chock the Wheels
- Start the engine & build up Air pressure until the governor cuts-out the compressor between 120-140 psi.
- **Shut Off engine**
- **Push in all of the Buttons** and wait for initial air loss
- Apply & hold service (foot) brake, the air pressure should not drop more than **4 psi in one minute**
- **Turn the Key On!!!**
- Fan the service (foot) brake on and off, low air warning device (Buzzer, light) should come on at **55 psi** or slightly above.
- Continue to fan brakes until buttons pop out at approximately **40 psi**

(** if you have not completed your parking and service brake check: restart engine and build air pressure until governor cut out)



Parking Brake Test

Place tractor in the lowest forward gear.

1. Pull out the **Red knob**, push in the Yellow Knob, then gently release clutch and tug slightly.

(to check that the trailer parking brakes are working properly)

2. Pull out the **Yellow knob**, push in the Red Knob, then gently release clutch and tug slightly.

(to check that the tractor parking brakes are working properly)

Push in both Buttons

3. Roll forward about 5 mph, depress clutch and apply foot brake. (check that tractor Does NOT pull Left or Right which would indicate that the brakes are out of adjustment)

4. Roll forward about 5 mph, depress clutch and apply trolley brake. (To check that trailer service brake are working properly)

Coupling & Uncoupling

Coupling

1. Inspect Fifth Wheel (Rear section Down, Jaws open, well-greased)
2. Inspect area & chock trailer wheels
3. Position tractor directly in front of trailer (4-ways on, line up left rear outer tractor tire with left front edge of trailer)
4. Back tractor until the lower half of the fifth wheel just touches the trailer apron
5. Secure the tractor brakes (Pull out yellow knob)
6. Check trailer Height
7. Inspect glad hands and seals, then connect both air lines to trailer (return to cab)
8. Apply trailer service brakes (using the trolley or hand valve)
9. Supply air to trailer (push in red trailer air supply knob)
10. Select reverse, push in yellow knob only, and Gently back underneath trailer (listen for a LOUD CLICK indicating fifth wheel has locked to trailer kingpin)
11. Select Low gear, then gently pull forward to check tractor to trailer connection
12. Secure tractor brake (Pull out yellow knob only, leave trolley down and red knob in, exit cab)
13. Visually inspect coupling (Check that release handle is secured in place)
14. Connect electrical cord and check glad hand connections for leaks
15. Raise landing Gear (All the way up)
16. Remove wheel chocks from trailer wheels. (Continue with complete vehicle inspection)

Uncoupling

1. Position trailer & check surface (apply 4-way flashers).
2. Apply trailer parking brakes (pull out **Red** trailer air supply valve).
3. Ease pressure on locking jaws (place tractor in reverse, ease up slightly on clutch putting pressure on the kingpin and at the same time pull out yellow knob, exit cab).
4. (C) **Chock** trailer wheels.
5. (L) **Lower** landing gear.
6. (A) Disconnect **Air lines** & electrical cord.
7. (P) **Pull** release handle (unlocking the jaws from around the kingpin).
8. Gently pull the tractor forward partially clearing the fifth wheel from the trailer.
9. Secure tractor brakes (Pull out yellow knob, exit cab).
10. Inspect landing gear structure & surface area supporting trailer.
11. Pull tractor clear of trailer.

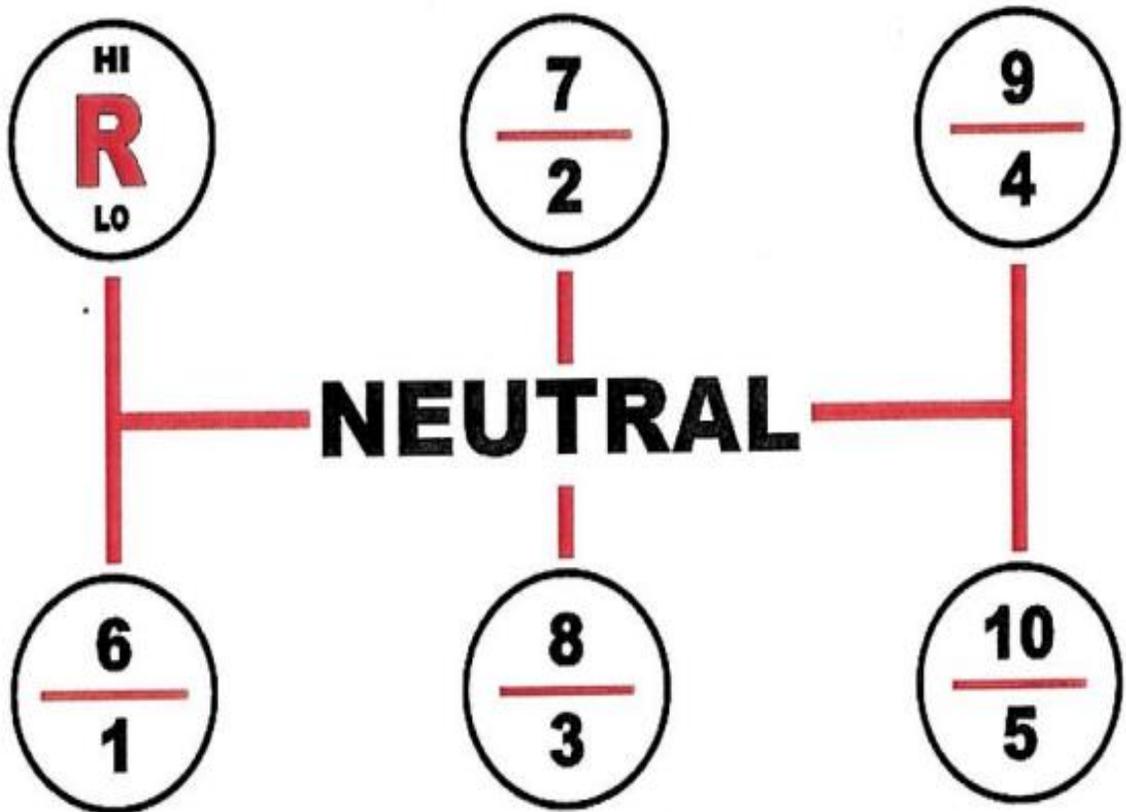
10-Speed Shift Pattern

Low Range- 1st – 5th gear- Range selector button down

(When up-shifting to high range, move selector button to the up position BEFORE shifting out of 5th gear)

High Range- 6th- 10th gear- Range selector button up

(When down-shifting to low range, move selector button to down position BEFORE shifting out of 6th gear)



**Engine RPM Operating range
1100 rpm to 1600 rpm**

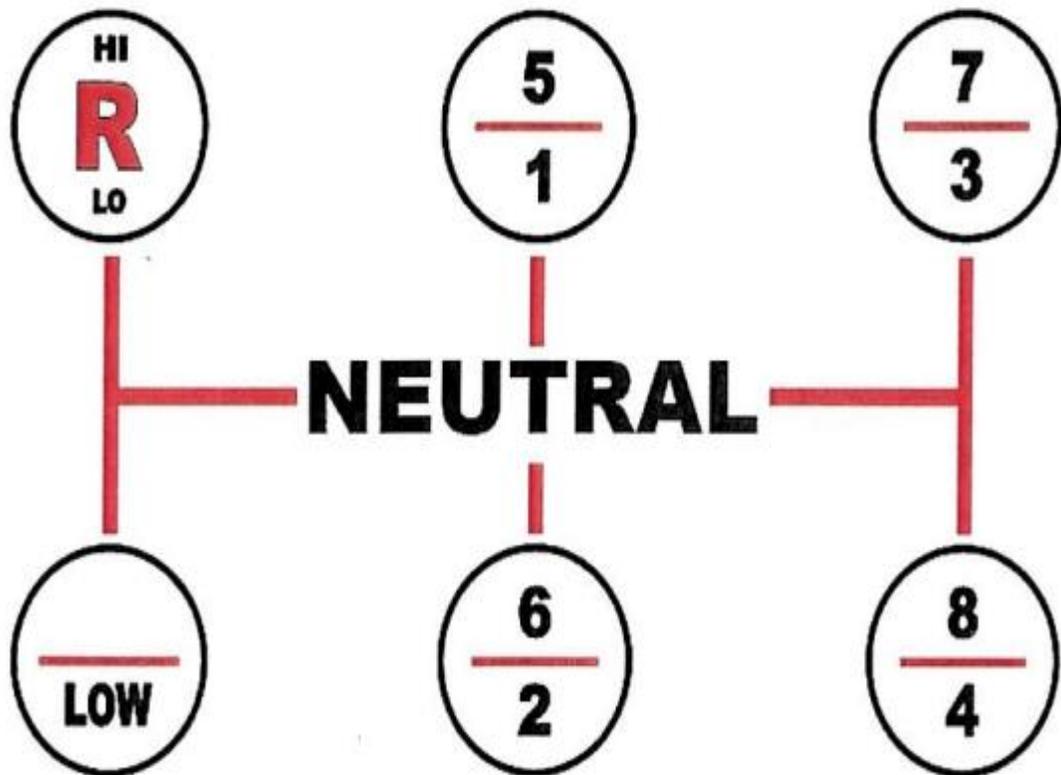
9-Speed Shift Pattern

Low Range- Low – 4th gear- Range selector button down

(When up-shifting to high range, move selector button to the up position BEFORE shifting out of 4th gear)

High Range- 5th- 9th gear- Range selector button up

(When down-shifting to low range, move selector button to down position BEFORE shifting out of 5th gear)



**Engine RPM Operating range
1100 rpm to 1600 rpm**

Railroad Crossings When Hauling Hazardous Materials

- As we approach, check the traffic around and behind your vehicle. You must be in the far-right lane.
- Put on your 4-way flashers 100 feet before the crossing.
- Stop vehicle 15 to 50 feet from the tracks.
- Roll down the windows and look/listen before the crossing.
- Turn off the radio and listen for train horns.
- Check to ensure adequate clearance beyond tracks (OUTAGE).
- Put truck in proper gear and cross without shifting gears.
- Scan down tracks both ways while crossing tracks.
- Once over the tracks, turn off 4-way flashers and check mirrors.

Downshifting Procedures

To drop 1 gear- rpm must fall between 900-1000 rpm

To drop 2 gears- rpm must fall between 600-700 rpm

Prepare for the downshift

1. Get off fuel.
2. Brake if necessary.
3. Check the Tachometer. (glance at it... don't stare)
4. Clutch out of gear to neutral (move lever in front of desired gear)
5. With clutch pedal UP, rev engine (one good healthy rev)
6. Push clutch pedal in and move shift lever into lower gear.
7. Check mirrors.

Remember...

THE SLOWER YOU ARE MOVING... THE LESS YOU REV

THE FASTER YOU ARE MOVING... THE MORE YOU REV

Roadside Stop

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.

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.