

## Requirements of Driver For Class I

1. Minimum age: 19 years. Driver cannot be in the Graduated Driver Licence Program.
2. Appointment fee
3. **Air brake exam (completed and passed prior to road test, if required)**
4. **Medical certificate (completed and approved prior to road test)**
5. Vision check
6. Vehicle pre-check
7. Road test in Class I vehicle, valid registrations (truck-tractor, trailer), insurance, inspection(s) and a valid PEI driver's licence
8. Vehicle in good working condition, all seat belts in good working order.

## Pre-Operating Inspection

### Under Engine/Hood

- Check all fluid levels, oil, water, etc., battery, hoses, leaks (air/fluid), radiator, compressor, governor, etc.

### In Cab

- Adjust seat, mirrors, and check to see if park brake is on
- Start engine properly
- Check low air pressure warning devices, gauges, and unusual noises
- Check clutch, brake, accelerator, and steering wheel for free play
- Check horn(s), wipers, washer, heater, defroster, fire extinguisher, first aid kit, flares (if required)
- Check dome lights and instrument panel lights, speedometer must work
- Turn on head lights, marker lights, and right signal
- Check head lights on high, low beam
- If carrying a load, then the load must be secured/tied down

### Outside Lights and General Check

- Check wiper blades, windshield (for cracks), valid inspection, valid license plate
- Check clearance lights, plate light, brake, reverse, and four way flashers
- Understanding and working knowledge of air brake checking system, be capable of demonstrating the proper procedure for ensuring brakes are in adjustment

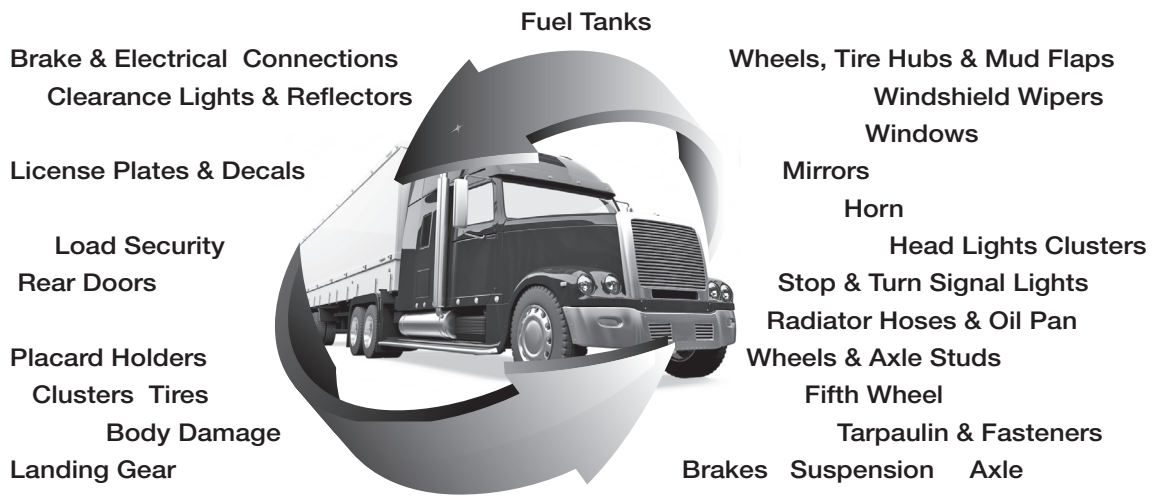
### Truck and Trailer

- Check wheels, hubs, tires for air pressure and wear, valve stem cap for position ( $180^{\circ}$ ), between duals, springs, U-bolts, wheel seals, fifth wheel, brake lines, hoses, slack adjusters and mud flaps, gas and air tank(s), exhaust for leaks, frame for welds/cracks
- Check and clean all lights, valid inspection, license plate
- Before proceeding, check park brakes, service brakes and trailer brakes

***Note: A written air brake exam is required prior to a road test for all air brake equipped vehicles. An appointment fee applies.***

***Before you can have your licence upgraded, the pre-check must be completed satisfactorily before road test will be conducted. You must have a good working knowledge of the air braking system to qualify for upgrading.***

## Pre-Check Format



## Pre-Check Inspection

This drawing shows a general method of making a systematic circle check before taking out a truck at the beginning of a day's work. Details of the check can, of course, be varied according to the type of vehicle, but generally the principle of making a complete circle must be followed in all cases. The applicant will be required to give a verbal description explaining the pre-check items to examiner without use of this form as a guide on the test date.

## Coupling Procedure

1. Release tractor parking brake and back the tractor slowly so the 5th wheel throat is in direct line with the kingpin under the front of the trailer. This is best done by aligning the tractor drive wheels with the side of the trailer while looking in the side mirrors.
2. Stop, just before the 5th wheel makes contact with the front of the trailer. Apply tractor parking brake.
3. While standing alongside the tractor drive wheels, check the height of the trailer and raise or lower it as necessary. Check to see if jaws are open and that the pin is lined up with the 5th wheel. Do this from underneath and behind the tractor.
4. Proceed to rear of trailer and check that chock blocks are in place. Check around behind the trailer to make sure there is nothing in the way in case the trailer accidentally rolls back during coupling.
5. Connect air lines and light cord in logical order (usually service line first). Align light cord with the trailer socket so that the raised area fits into the socket, without forcing.
6. Re-enter tractor cab, activate hand control valve, depress tractor protection valve and, with your head out the window or door, listen for air exhausting at the rear of the trailer. (This is to determine if the air lines are hooked up in the right order). Pull hand control lever down and hold it there to secure trailer brakes.
  - a) call out air pressure (minimum 100 PSI for coupling)
  - b) release tractor park brake
7. Back under trailer so that 5th wheel jaw locks firmly around kingpin. Test the coupling by gently pulling the tractor forward.
8. Apply tractor parking brake. Release hand control valve.
9. **Check, and double check** front and rear of 5th wheel to determine that the jaws are properly closed around the kingpin and that the safety lock or latch is in place.
10. Crank up trailer landing gear, reverse handle one full turn, and secure handle on hanger strap in the "in" position.
11. Remove wheel chocks.

## Uncoupling Procedure

1. Apply tractor parking brake and pull out Tractor Protection Valve
2. Place chock blocks under trailer wheels, check ground.
3. Crank trailer landing gear down until it contacts the ground. Shift handle to "low" gear and crank until the landing gear takes part of the trailer weight (leave handle in "low" gear.) Secure handle on hanger.
4. Dismount tractor in a safe manner and pull the 5th wheel lock handle into "open" position.
5. Release park brake, pull ahead until the trailer apron slips to the lower part of the 5th wheel. Stop and apply tractor parking brake. Pause to ensure landing gear takes trailer weight.
6. Disconnect air lines and light cord in logical order and secure them on dummy couplers.