

## Class III - TRUCKS (14,000 KG AND UP REGISTERED WEIGHT)



Transportation and  
Infrastructure Renewal

### Requirements of Driver For Class III

1. Must be 18 and held a Class 5 Driver Licence for (1) year
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 (Must meet prescribed vision standards)
6. Vehicle pre-check
7. Road test, valid registration, insurance, inspection sticker and a valid Prince Edward Island driver's licence
8. Vehicle used in road test must be a three axle straight truck with a tandem drive axle in good working condition and seat belts are required, minimum registered weight of 14,000 kg, or a two axle truck hauling a trailer with a registered weight of 4,500 kg or more.

### Pre-Operating Inspection

#### Under Engine/Hood

- Check all fluid levels, oil water, etc., battery, hoses, leaks, belts, radiator, compressor (if equipped)

#### In Cab

- Adjust seat and mirrors - Start engine properly
- Check low air warning devices, gauges, and unusual noises
- Check clutch, brake, accelerator pedals and steering wheel for free play
- Check horn(s), wipers, washers, heater, defroster
- Check fire extinguisher, first aid kit, flares (if required)
- Check dome and instrument panel lights - speedometer must work
- Turn on marker and head lights and turn on right signal
- Check head lights - high\low

#### Outside Lights and General Check

- Check wiper blades, windshield (for cracks), inspection sticker
- Check clearance lights and mirrors, license plate and plate light
- Check wheels, hubs, tires, valve stem caps for position (180°), and objects between duals, wheel seals, springs, u-bolts, brake lines, slack adjusters and mud flaps, gas and air tank(s) exhaust for leaks
- Check and clean all lights
- Before leaving check parking brake, service brake
- Understand working knowledge of air brake system, be capable of demonstrating the proper procedure for ensuring brakes are in adjustment.

***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 as indicated on the reverse must be completed satisfactorily before road test will be conducted.***

***If vehicle is equipped with air brakes, you must have a good working knowledge of the air brake system.***

## Pre-Check Format

Brake & Electrical Connections  
Clearance Lights & Reflectors

License Plates & Decals

Load Security  
Rear Doors

Placard Holders  
Clusters Tires  
Body Damage  
Landing Gear



Fuel Tanks

Wheels, Tire Hubs & Mud Flaps  
Windshield Wipers  
Windows

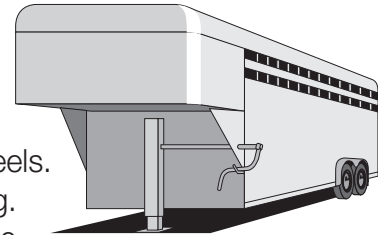
Mirrors  
Horn  
Head Lights Clusters  
Stop & Turn Signal Lights  
Radiator Hoses & Oil Pan  
Wheels & Axle Studs  
Fifth Wheel  
Tarpaulin & Fasteners  
Brakes Suspension Axle

## 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.

## Uncoupling Procedure

1. Apply parking brake or shift transmission into "park".
2. Check ground. Is it soft or uneven? Place chock blocks in front/behind trailer wheels.
3. Crank landing gear down or have sufficient blocking to secure trailer for uncoupling.
4. Release 5th wheel locks to "open" position (if equipped), or ball latch locking device. Unhook safety chains and breakaway electronic braking device and unhook cord.
5. For ball hitch, continue lowering landing gear for clearance when moving forward.



## Coupling Procedure

1. Back truck slowly so the 5th wheel throat is in direct line with the kingpin under the part of the trailer. For ball hitch, back until ball hitch locking device is directly above ball hitch.
2. Stop just before 5th wheel makes contact with the front of the trailer.
3. While standing beside the truck's drive wheels, check the height of the trailer and raise or lower as necessary. Check to ensure jaws are open, or, if hitch is above ball. This is best done from beside the truck's drive axle.
4. Ensure wheel chock blocks are in place and nothing is in the way behind the trailer in case it rolls back accidentally during coupling.
5. Back under trailer so the 5th wheel jaws are firmly around kingpin or for goose neck hitch, lower landing gear so goose neck hitch is connected and the ball is in place. Test the coupling by gently pulling the truck forward with breakaway electronic braking device engaged.
6. Connect electrical line and (if applicable) safety chains. Hook up electronic breakaway braking device. Ensure all brake controls are working properly.
7. Check and double check front and rear of 5th wheel or goose neck ball hitch to determine that the jaws are properly closed around the kingpin and that the safety lock or latch is in place. For goose neck hitch, ensure lock or latch device is in place.
8. Raise landing gear up snugly, reverse handle one full turn and secure handle on hanger straps in the "in" position or in a secure position.
9. Remove wheel chocks and check that electrical connection is still working.