 **Truck Driving Championship**

**Pre-Trip Instructions**

* The Timekeeper will first verify that the driver name and number on the pre-printed checklist and score sheet match the Contestant.
* The checklist will provide the list of defects and will be used during the inspection. When the Contestant has completed the inspection and time is called, the Judge will then blacken the bubble to record the number of major and minor defects found. **Both documents will be turned in to the score sheet runners.**
* The Judge will explain to the Contestant that he/she is to check the vehicle as though making ready for duty without opening the hood of the power unit.
* Contestants are scored on the defects they are able to find and properly name as a defect. Contestants must say defect and must specifically say what the defect is.
* Contestants should call out what they ***believe*** is a defect.
* Each class will have **5** **MAJOR** defects at **10** points each and **10** **MINOR** defects at **5** points each. No defects are planted in the sleeper compartment of the 5-axle sleeper class.
* **Judges reset all equipment after each contestant.** Contestants do not reset during inspection.
* The maximum score for the Pre-Trip Inspection is **100** points.
* Contestants must maintain 3-points of contact when entering and exiting the power unit.
* Maximum time allowed: **6** minutes step van and straight truck, **7** minutes 3-axle, **8** minutes 4axle, 5-axle, **9** minutes flatbed, tank, sleeper, **10** minutes twins. No overtime is allowed. ***Contestants may request a one (1) minute warning from the Timekeeper***

**Inspection demerits are -10 for quadrant violation, -25 for no 3-point contact entering or exiting power unit, -25 for failure to follow directions including while in the bull pens, -300 for cheating or being in possession of a cell phone while in bull pens and/or competing. The lowest possible score is zero. No Contestant will be given a negative score.**

1