**QUESTIONS**

1. Why is it that all testers are not consistent with their tests? For instance, one wants you to verbalize light testing others do not?

They are supposed to be.

2. I am finding it difficult with all the winter cancelations by the testing locations to get enough drivers

hired. Will the testing sites be required to offer districts and contractors Saturday hours?

No most sites have Saturday hours.

3. Even without the winter weather we find it challenging to get testing dates fast enough for our

candidates. Can we hire more CDL testers or open another location?

Not at this time.

4. Can Private vendors be certified by the state to conduct our own CDL test? If not can we entertain the idea of hiring a CDL testing people onsite on locations that have enough work to keep that person busy all year.

No.

5. Are there any plans to add more time and stations to do testing at peak times we can’t get the drivers

in to be tested.

No.

6. Are there plans to change to DOT physicals only instead of having both DOT and T-8 costly to give

drivers both. DOT is stricter.

We don’t have anything to do with this.

7. How many seats do they need to check the backs, bottoms and frames during the test?

Check that there is no broken seat frames and that all seats are firmly attached to the floor.

8. Any talk of making bus specific testing instead of having to do what is required of truck drivers.

No.

9. Do we have to physically take out the dip stick for power steering and oil or can we just point to them

and tell what they are for?

No, indicate where the dipstick is located. Demonstrate or explain tht the oil should be checked by pulling the dipstick out.

10. Are we required to open the hatch and check the strobe light lens?

No.

11. How many emergency exits do we have to check on inspection and to what extent?

At least one. Demonstrate that at least one emergency exit operates smoothly, closes securely, and is not damages. Most confirm that exit works properly. Release handle can be operated properly both inside and outside the vehicle. Point out and describe how all other emergency exits operate. Check any one emergency exit warning device.

12. Is there a 30 minute time limit for the pre-trip?

Yes.

13. I would like to know if they would be able to offer a pre-trip that is the same for all districts throughout Ohio. This would eliminate a lot of excess material in the pre-trip. It seems each time you take someone to be tested; you find out that there is something else to be added. I have seen pre-trips that are 20 pages long. Also, I have trained a couple of trainee’s that have already received there school bus/passenger endorsements through community college that offer the training along with semi-tractor trailer training. This particular college uses the Middletown CDL testing site to be tested. I would like to know what guidelines they follow for the trainee to receive their S/P endorsement such as, Student loading and unloading. It is definitely not the same guidelines we follow for certification purposes.

Yes it is.

14. Training new CDL drivers according to the CDL handout we found out that the state inspectors were not as consistent with their testing. Each one tested according to their way wich we understand but new things were added to each driver that we took to them. On doing the actual driving test they were told they didn’t have to drive the way we trained them to in order to pass their test. They added turbo charge then took it out. They told the driver they didn’t have to go all the way back in alley dock. They added debris on the dashboard.

15. When will the new skills take affect? (sight side parallel park)

We have to be incompliance by July 8, 2015.

16. Is there a time limit on the skills portion of the test?

40 minutes.

17. What is looked for on the pre-trip? (Is there a particular order it has to be done in or can they skip around?)

We give Standardized instruction to the driver. We ask the driver to point to or touch the item or items they are inspecting and fully explain what they are inspecting for each item. It’s the drivers 30 minutes so they can inspect the vehicle any way they wish.

18. How long must a driver have their temps before they can be tested?

14 days.

19. If add the air brake endorsement, do they have to take the entire test even if they already have the S and P endorsements?

Yes they do.

20. We have experienced that some testing sites look for certain terminology that varies from other sites…..is there a set standard in regards to acceptable wording?

There is no ideal standard wording to describe what’s being inspected ( the use of common or slang term of an item is acceptable). If the customer mentions most of the key points to look for on an item this should be satisfactory.

21. In regards to scheduling tests, it is sometimes difficult to get test dates in a timely manner. Will there be any new sites opening in the area soon?

No.

22. Some of our applicants are required to take a sleep study after they have their DOT physical. Are they able to test before that is complete?

We don’t require the DOT physical. Yes you can test unless your employer says you can’t.

23. In regards to sleep apnea, if a driver has a passing T-8 but because of the sleep study requirement are they still able to drive school to home on their T-8?

N/A

24. At one point during testing, if a candidate failed pre-trip they were allowed to continue to do the skills and road portion. Will this way of testing come back?

No this is a FMCSA rule.

25. I have only sent 2 new drivers to Jacksonville.  The first driver failed the pre-trip because she didn't have a "pointer”.  Is this required?  The last driver I sent a "pointer" was not even mentioned.

No.

26. Why has the 2psi air loss check during the air brake check being eliminated?

27. When talking about items that are under the bus do the trainee's need to crawl under the bus to touch or point at items?

In the instruction we tell you to point to or touch as long as the customer does that they should get credit.

28. We have had different examiners tell us that we need to touch what lights we can when explaining them and other examiners tell us to just point.

In the instruction we tell you to point to or touch as long as the customer does that they should get credit.

29. There is question if we need to talk about the wiper motor or not?

No.

30. Is the inspection sticker part of the pre-trip? We have had some examiners say it is and other say it is not.

No.

31. Telling the people being tested that it sounds as if they “memorized” the pre-trip.    Of course they memorized it; if they don’t say the right thing the right way, they get dinged.

32. Not being given a copy of their test sheets.

Everybody should be getting a copy of their score sheet.

34. Why does the state have one book for pre-trip and we have a different one?

We are given the book through FMCSA.

35. Why don't all the examiners test the same?  We had 3 people take the test and 2 passed and 1 failed.  All using the same pre-trip.  Don't understand that.

36. Since when do we have to state that we need to check the oil level in the front hub seal?  We tell them if it is leaking and then write up a worksheet for it to be fixed.

Scoring criteria- see that the hub oil/axle greese seals are not leaking, and if a sight glass is present that the oil level is adequate.

37. We were always told you could not miss more than 12 points on the pre-trip, now they say 52 out of 69.  That is 17 wrong.  Which is right?

38. Why can't someone let us know when there are changes made so we can be up to date and be able to train the correct way?

BMV has formed a relationship with Bob Harman so the BMV will let him know of changes and he will get it out to you.