Study Guide P
For
CDL PASSENGER TRANSPORT

Section 2.1: Vehicle Inspection

Tire Problems.

- Too much or too little air pressure.
- Bad wear. You need at least 4/32 inch tread depth in every major groove on front tires. You need 2/32 inch on other tires. No fabric should show through the tread or sidewall.
- Cuts or tread separation.
- Dual tires that come in contact with each other or a flat tire.
- Mismatched sizes, radial and bias-ply tires used together.
- Can’t have regrooved, recapped, or retreaded tires on the front wheels of a bus.

Section 2.4: Seeing

How Far Ahead to Look. Most good drivers look 12 to 15 seconds ahead. That means looking ahead the distance you will travel in 12 to 15 seconds. At lower speeds, that's well over a block. At highway speeds it's about a quarter of a mile. If you're not looking that far ahead, you may have to stop too quickly or make quick lane changes. Looking 12 to 15 seconds ahead doesn't mean not paying attention to things that are closer. Good drivers shift their attention back and forth, near and far.

Regular Checks. You need to make regular checks of your mirrors to be aware of traffic and to check your vehicle.

Traffic. Check your mirrors for vehicles on either side and in back of you. In an emergency, you may need to know whether you can make a quick lane change. Use your mirrors to spot overtakeing vehicles. There are "blind spots" that your mirrors cannot show you. Check your mirrors regularly to know where other vehicles are around you, and to see if they move into your blind spots.

Section 2.6: Controlling Speed

Speed and Curves

Drivers must adjust their speed for curves in the road. If you take a curve too fast, two things can happen. The tires can lose their traction and continue straight ahead, so you skid off the road. Or, the tires may keep their traction and the vehicle rolls over. Tests have shown that buses with a high center of gravity can roll over at the posted speed limit for a curve.

So, slow to a safe speed before you enter a curve then accelerate slightly as you get in the curve. Braking in a curve is dangerous because it is easier to lock the wheels and cause a skid. Slow down as needed. Don’t ever exceed the posted speed limit for the curve. Be in a gear that will let you accelerate slightly in the curve. This will help you maintain good control.
Speed and Distance Ahead

You should always be able to stop within the distance you can see ahead. Fog, rain or other conditions may require that you slow down to be able to stop in the distance you can see. At night, you can't see as far with low beams as you can with high beams. When you must use low beams, slow down.

Section 2.7: Managing Space

Space Ahead

Of all the space around your vehicle, it is the area ahead of the vehicle -- the space you're driving into -- that is most important.

How Much Space? How much space should you keep in front of you? One good rule says you need at least one second for each 10 feet of vehicle length at speeds below 40 mph. At greater speeds, you must add one second for safety. For example, if you are driving a 40-foot vehicle, you should leave four seconds between you and the vehicle ahead. In a 60-foot rig, you'll need six seconds. Over 40 mph, you'd need five seconds for a 40-foot vehicle and seven seconds for a 60-foot vehicle.

Space Behind

To know how much space you have, wait until the vehicle ahead passes a shadow on the road, a pavement marking, or some other clear landmark. Then count off the seconds like this: "one thousand-and-one, one thousand-and-two" and so on, until you reach the same spot. Compare your count with the rule of one second for every ten feet of length. If you are driving a 40 foot truck and only counted up to two seconds, you're too close. Drop back a little and count again until you have four seconds of following distance (or five seconds, if you're going over 40 mph). After a little practice, you will know how far back you should be. Remember to add one second for speeds above 40 mph. Also remember that when the road is slippery, you need much more space to stop.

Section 2.14: Seeing Hazards

Importance of Seeing Hazards

What Is a Hazard? A hazard is any road condition or other road user (driver, bicyclist, pedestrian) that is a possible danger. For example, a car in front of you is headed towards the freeway exit, but his brake lights come on and he begins braking hard. This could mean that the driver is uncertain about taking the off ramp. He might suddenly return to the highway. This car is a hazard. If the driver of the car cuts in front of you, it is no longer just a hazard; it is an emergency.
Section 4.1: Pre-Trip Inspection

Roof Hatches

You may lock some emergency roof hatches in a partly open position for fresh air. Do not leave them open as a regular practice. Keep in mind the bus's higher clearance while driving with them open.

Make sure your bus has the fire extinguisher and emergency reflectors required by law. The bus must also have spare electrical fuses, unless equipped with circuit breakers.

Section 4.2: Loading and Trip Start

Hazardous Materials

Watch for cargo or baggage containing hazardous materials. Most hazardous materials cannot be carried on a bus.

The Federal Hazardous Materials Table shows which materials are hazardous. They pose a risk to health, safety, and property during transportation. The rules require shippers to mark containers of hazardous material with the material's name, identification number, and hazard label. There are nine different 4-inch, diamond-shaped hazard labels. Watch for the diamond-shaped labels. Do not transport any hazardous material unless you are sure the rules allow it.

Forbidden Hazardous Materials

Buses may carry less than 100 pounds of small-arms ammunition labeled ORM-D, emergency hospital supplies, and drugs. You can carry small amounts of some other hazardous materials if the shipper cannot send them any other way. Buses must never carry:

- Class 2 poison. **liquid** Class 6 poison, tear gas, irritating material.
- More than 100 pounds of **solid** Class 6 poisons.
- Explosives in the space occupied by people, except small arms ammunition.
- Labeled radioactive materials in the space occupied by people.
- More than 500 pounds total of allowed hazardous materials, and no more than 100 pounds of any one class.

Riders sometimes board a bus with an unlabeled hazardous material. They may not know it is unsafe. **Do not allow riders to carry on common hazards such as car batteries or gasoline.**

Standee Line

No rider may stand forward of the rear of the driver's seat. **Buses designed to allow standing must have a 2-inch line on the floor** or some other means of showing riders where they cannot stand. This is called the standee line. All standing riders must stay behind it.
Section 4.3: On The Road

Passenger Management

Many charter and intercity carriers have passenger comfort and safety rules. Mention rules about smoking, drinking, or use of radio and tape players at the start of the trip. Explaining the rules at the start will help to avoid trouble later on.

While driving, scan the interior of your bus as well as the road ahead, to the sides, and to the rear. You may have to remind riders about rules, or to keep arms and heads inside the bus.

At Stops

Occasionally, you may have a drunk or disruptive rider. You must ensure this rider's safety as well as that of others. Don't discharge such riders where it would be unsafe for them. It may be safer at the next scheduled stop or a well-lighted area where there are other people. Many carriers have guidelines for handling disruptive riders.

Railroad Crossings Stops

Stop at RR Crossings. Stop your bus between 15 and 50 feet before railroad crossings. Listen and look in both directions for trains. You should open your forward door to improve your ability to see or hear an approaching train. Before crossing after a train has passed, make sure there isn't another train coming in the other direction on other tracks. If your bus has a manual transmission, never change gears while crossing the tracks.

Drawbridges

Stop at Drawbridges. Stop at drawbridges that do not have a signal light or traffic control attendant. Stop at least 50 feet before the draw of the bridge. Look to make sure the draw is completely closed before crossing. You do not need to stop, but must slow down and make sure it's safe, when:

- There is a traffic light showing green.
- The bridge has an attendant or traffic officer that controls traffic whenever the bridge opens.

Section 4.5: Prohibited Practices

Avoid fueling your bus with riders on board unless absolutely necessary. Never refuel in a closed building with riders on board.

Do not tow a disabled bus with riders aboard the vehicle, unless getting off would be unsafe. Only tow the bus to the nearest safe spot to discharge passengers. Follow your employer's guidelines on towing disabled buses.

No folding chairs may be added to activity buses or school buses.