Pre/Post Trip Inspections
www.fmcsa.dot.gov
One, Two, Three ......
Part 396
INSPECTION, REPAIR, AND MAINTENANCE

§ 396.11: Driver vehicle inspection report(s).

(a) Equipment provided by motor carrier. (1) Report required. Every motor carrier shall require its drivers to report, and every driver shall prepare a report in writing at the COMPLETION of each day's work on each vehicle operated, except for intermodal equipment tendered by an intermodal equipment provider. The report shall cover at least the following parts and accessories:

(i) Service brakes including trailer brake connections;
(ii) Parking brake;
(iii) Steering mechanism;
(iv) Lighting devices and reflectors;
(v) Tires;
(vi) Horn;
(vii) Windshield wipers;
(viii) Rear vision mirrors;
(ix) Coupling devices;
(x) Wheels and rims;
(xi) Emergency equipment.

(2) Report content. The report shall identify the vehicle and list any defect or deficiency discovered by or reported to the driver which would affect the safety of operation of the vehicle or result in its mechanical breakdown. If no defect or deficiency is discovered by or reported to the driver, the report shall so indicate. In all instances, the driver shall sign the report. On two-driver operations, only one driver needs to sign the driver vehicle INSPECTION REPORT, provided both drivers agree as to the defects or deficiencies identified. If a driver operates more than one vehicle during the day, a report shall be prepared for each vehicle operated.

(3) Corrective action. (i) Prior to requiring or permitting a driver to operate a vehicle, every motor carrier or its agent shall repair any defect or deficiency listed on the driver vehicle inspection report which would be likely to affect the safety of operation of the vehicle.

(ii) Every motor carrier or its agent shall certify on the original driver vehicle inspection report which lists any
Question 2: Does §396.11 require that the power unit and the trailer be inspected?

Guidance: Yes. A driver must be satisfied that both the power unit and the trailer are in safe operating condition before operating the combination.

Question 3: May more than one power unit be included on the DVIR if two or more power units were used by a driver during one day’s work?

Guidance: No. A separate DVIR must be prepared for each power unit operated during the day’s work.

Question 4: Does §396.11 require a motor carrier to use a specific type of DVIR?

Guidance: A motor carrier may use any type of DVIR as long as the report contains the information and signatures required.

Question 5: Does §396.11 require a separate DVIR for each vehicle and a combination of vehicles or is one report adequate to cover the entire combination?

Guidance: One vehicle inspection report may be used for any combination, provided the defects or deficiencies, if any, are identified for each vehicle and the driver signs the report.

Question 6: Does §396.11(c) require a motor carrier to effect repairs of all items listed on a DVIR prepared by a driver before the vehicle is subsequently driven?

Guidance: The motor carrier must effect repairs of defective or missing parts and accessories listed in


TYPICAL TRUCK OR COMBINATION VEHICLE INSPECTION GUIDE

STEP 1: Engine Compartment
- Fluids
- Belts and hoses
- Components

STEP 2: Left Side of Cab Area
- Left front wheel
- Left front suspension
- Left front brake

STEP 3: Front of Cab Area
- Front axle
- Condition of steering system
- Windshield
- Light and reflectors

STEP 4: Right Side of Cab Area
- All items as done on left side of cab area

STEP 5: Fuel tank(s) Visible parts

STEP 6: Trailer Front Area
- Air and electrical lines and connections
- Lights and reflectors

STEP 7: Right Rear Tractor Wheels Area
- Dual wheels
- Suspension
- Tandem axles
- Brakes

STEP 8: Rear of Tractor Area
- Frame and cross members
- Lights and reflectors
- Air and electrical lines and connections

STEP 9: Coupling System Area
- Fifth-wheel (lower)
- Fifth-wheel (upper)
- Sliding fifth-wheel
- Air and electrical lines and connections

STEP 10: Right Side of Trailer Area
- Front trailer support (landing gear or dollies)
- Spare tire(s)
- Lights and reflectors
- Frame and body

STEP 11: Right Rear Trailer Wheels Area
- Dual tires
- Suspension
- Tandem axles
- Brakes

STEP 12: Rear of Trailer Area
- Lights and reflectors
- Cargo securement

STEP 13: Left Rear Trailer Wheels Area

STEP 14: Left Side of Trailer Area

STEP 15: Left Saddle Tank Area
Who must comply?

- In general it is a driver of a truck, or truck-tractor with a trailer, that:
- Is involved in interstate commerce and weighs (including any load) 10,001 pounds or more.
- Is involved in interstate commerce and has a gross vehicle weight rating or gross combination weight rating of 10,001 pounds or more.
- Is involved in interstate or intrastate commerce and is transporting hazardous materials in a quantity requiring placards.
396.1
(a) Every motor carrier, its officers, drivers, agents, representatives, and employees directly concerned with the inspection or maintenance of commercial motor vehicles must be knowledgeable of and comply with the rules of this part.
Who must comply?

- **Definitions—**

*Motor carrier* means a for-hire motor carrier or a private motor carrier. The term includes a motor carrier's agents, officers and representatives as well as employees responsible for hiring, supervising, training, assigning, or dispatching of drivers and employees concerned with the installation, inspection, and maintenance of motor vehicle equipment and/or accessories.

*For-hire motor carrier* means a person engaged in the transportation of goods or passengers for compensation.

*Private motor carrier* means a person who provides transportation of property or passengers, by commercial motor vehicle, and is not a for-hire motor carrier.
Pre-Trip Inspection
Introduction

- Driver vehicle inspections are important to safe operation of a commercial vehicle.

- The pre-trip inspection can identify vehicle defects prior to the movement of the vehicle for the safety of the driver and motorist.

- This will save the company $$$$$$$ Roadside repairs, towing, down time and costly fines from enforcement actions.
Pre-Trip Inspection
Why is it needed or required?

- Meet regulation requirements
  FMCSA– CFR49:396.11 and 396.13

- Make sure the vehicle is safe to operate

- Prevent accident from vehicle defects

- Prevent loss of life and property
Rules & Regulations

- CFR49:392.2 Driving of Commercial Vehicles
- CFR49:393 Parts & Accessories
- CFR49:396 Inspection, Repair & Maintenance
- CFR49:399 Employee Safety & Health Standards
Starting the Pre trip Safety First!

- Training –
  - Conduct driver training sessions
  - Make sure the drivers have knowledge of the vehicle and equipment prior to operating.
Starting the Pre trip Safety First!

- Select a safe location
  - open and clear view around
  - level ground
  - way from other moving vehicles
- Keep the key in your pocket
- Use wheel chocks for safety prior to going under any part of the vehicle
- Wear appropriate safety equipment
  Vest, gloves, eye protection,
The operator must be familiar with the mechanical parts and know how to check them.

- Approach the vehicle and check for leaks or fluids on the ground
- Any visible damage
- Unsecure cargo
- Vehicle leaning or sagging to one side
Pre-Trip Inspection

- Make sure this is the vehicle by checking vin#, registration & insurance documents
- The key is removed and in your pocket during the external inspection.
- Is the vehicle on level ground.
Pre-Trip Inspection

- **Engine Compartment**
  - Leaks
  - Oil level
  - Coolant level
  - Power steering
  - Belts–water pump, power steering, alternator
  - Frame
  - Springs
  - Shock absorbers & suspension
  - Steering box
  - Steering linkage
  - Brake chambers & hoses
  - Tires
  - Rims
  - Brake drums

- **Front of Vehicle**
  - Lights
  - Windshield
  - Wipers
  - Hood
  - Grill
  - License plate
  - Bumper
  - Leaks
Pre-Trip Inspection

- **Drivers Side of the Vehicle**—repeat passenger side
  - Lights & reflectors
  - Steps, doors, door handles
  - Mirrors
  - Fuel tanks
  - Hood latch
  - Tire & air pressure
  - Rims
  - Lug nuts
  - Emergency equipment

- **Tractor Coupling**
  - Air Lines / Electrical connections
  - Glad Hands
  - Electric plug
  - Frame
  - Drive shaft
  - Exhaust system
  - Fifth wheel plate
  - Suspension

Drivers side/passenger  Combination Vehicle
Pre-Trip Inspection

- **Front of Trailer**
  - Lights
  - Head board
  - Documents
  - Inspection

- **Rear drive wheels**
  - Tires
  - Wheels
  - Lug nuts
  - Space between wheels
  - Splash guards
  - Brakes
  - Rear axle suspension
  - Air lines
Pre-Trip Inspection

- Rear of Vehicle
  - Lights Turn signals brakes
  - Marker lamps
  - Doors and latches
  - Cargo gates and Securement devices
  - DOT bumper if required
  - Splash guards
Pre-Trip Inspection

- **In Cab Inspection**
  - Emergency equipment
  - Safety Belt
  - Steering Wheel
  - Clutch pedal
  - Seat
  - Air horn
  - Mirrors
  - Turn signal indicator
  - Windshield
  - Wipers & wash fluid
  - Paperwork

- **Start engine**
  - Oil pressure
  - Ammeter/volts
  - Water Temperature gauge
  - Air pressure
  - Heater/defroster
Pre-Trip Inspection

- **Check Service/emergency and parking Brakes**
  Make sure the wheels are chocked before starting these steps

  - Air leak Test (Static) Air pressure (120–130 psi), vehicle off, release parking brake, do not touch brake pedal and wait one minute, check air pressure loss is no more than 3 psi
  - Air leak test (applied) Air pressure must be minimum of 90 psi, engine off, parking brake released, depress and hold brake pedal one minute of air leakage must be not more than 4 psi

- Low air warning

- Parking brake test
Part 396
INSPECTION, REPAIR, AND MAINTENANCE

396.11: Driver vehicle inspection report(s).

(a) Equipment provided by motor carrier. (1) Report required. Every motor carrier shall require its drivers to report, and every driver shall prepare a report in writing at the COMPLETION of each day's work on each vehicle operated, except for intermodal equipment tendered by an intermodal equipment provider. The report shall cover at least the following parts and accessories:

(i) Service brakes including trailer brake connections;
(ii) Parking brake;
(iii) Steering mechanism;
(iv) Lighting devices and reflectors;
(v) Tires;
(vi) Horn;
(vii) Windshield wipers;
(viii) Rear vision mirrors;
(ix) Coupling devices;
(x) Wheels and rims;
(xi) Emergency equipment.
Part 396

INSPECTION, REPAIR, AND MAINTENANCE

§ 396.11: Driver vehicle inspection report(s).

(a) Equipment provided by motor carrier. (1) Report required. Every motor carrier shall require its drivers to report, and every driver shall prepare a report in writing at the COMPLETION of each day’s work on each vehicle operated, except for intermodal equipment tendered by an intermodal equipment provider. The report shall cover at least the following parts and accessories:
   (i) Service brakes including trailer brake connections;
   (ii) Parking brake;
   (iii) Steering mechanism;
   (iv) Lighting devices and reflectors;
   (v) Tires;
   (vi) Horn;
   (vii) Windshield wipers;
   (viii) Rear vision mirrors;
   (ix) Coupling devices;
   (x) Wheels and rims;
   (xi) Emergency equipment.

(b) Report format. The report shall identify the vehicle and list any defects or deficiencies discovered by a
MAP-21 - Moving Ahead for Progress in the 21st Century Act

About MAP-21

On July 6, 2012, President Obama signed into law a new two year transportation reauthorization bill, the Moving Ahead for Progress in the 21st Century Act ("MAP-21"; P.L. 112-141). This new law includes many important provisions intended to help the Federal Motor Carrier Safety Administration (FMCSA) in its important mission to reduce crashes, injuries and fatalities involving large trucks and buses. Many of the provisions in MAP-21 track the Agency's strategic framework to improve commercial motor vehicle (CMV) safety by supporting its three core principles:

1. Raise the bar to enter the industry and operate on our roads;
2. Hold motor carrier and drivers to the highest safety standards to continue operations; and
3. Remove the highest risk drivers, vehicles, and carriers from our roads and prevent them from operating.
PART 396—INSPECTION, REPAIR, AND MAINTENANCE  

b. Revise paragraph (a)(2) to read as follows: § 396.11 Driver vehicle inspection report(s).  

(2) Report content. (i) The report must identify the vehicle and list any defect or deficiency discovered by or reported to the driver which would affect the safety of operation of the vehicle or result in its mechanical breakdown. If a driver operates more than one vehicle during the day, a report must be prepared for each vehicle operated. The driver of a passenger-carrying CMV subject to this regulation must prepare and submit a report even if no defect or deficiency is discovered by or reported to the driver; the drivers of all other commercial motor vehicles are not required to prepare or submit a report if no defect or deficiency is discovered by or reported to the driver. (ii) The driver must sign the report. On two-driver operations, only one driver needs to sign the driver vehicle inspection report, provided both drivers agree as to the defects or deficiencies identified.
The form requires three signatures

- Driver Signature when vehicle is discovered to have a defect
- Signature certifying the repairs have been made
- Driver Acknowledgement that repairs have been made prior to operation
396.11
“(c) **Corrective action.** Prior to requiring or permitting a driver to operate a vehicle, every motor carrier or its agent shall repair any defect or deficiency listed on the driver vehicle inspection report which would be likely to affect the safety of operation of the vehicle.

(1) Every motor carrier or its agent shall certify on the original driver vehicle inspection report which lists any defect or deficiency that the defect or deficiency has been repaired or that repair is unnecessary before the vehicle is operated again.”
<table>
<thead>
<tr>
<th>Section</th>
<th>Code</th>
<th>Score</th>
<th>Status</th>
<th>Operator</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>396.17C</td>
<td>396.17(c)</td>
<td>1</td>
<td>N</td>
<td>N</td>
<td>Operating a CMV without proof of a periodic inspection. NONE.</td>
</tr>
<tr>
<td>392.2-SLLEWG3</td>
<td>392.2</td>
<td>1</td>
<td>N</td>
<td>mm1501916</td>
<td>State/Local Laws - Excessive weight - More than 5000 lbs over on allowable gross weight. Weighed 46,400lbs-3%tol=45,008lbs. GVWR of 33,000lbs.</td>
</tr>
<tr>
<td>392.2-SLLEWA1</td>
<td>392.2</td>
<td>1</td>
<td>N</td>
<td>N</td>
<td>State/Local Laws - Excessive weight - 1-2500 lbs over on an axle/axle groups. Axle #1 allowed 12,000lbs. Weighed 12,076lbs with tolerance.</td>
</tr>
<tr>
<td>392.2-SLLEWA3</td>
<td>392.2</td>
<td>1</td>
<td>N</td>
<td>N</td>
<td>State/Local Laws - Excessive weight - More than 5000 lbs over on an axle/axle groups. Axle #2 allowed by manuf. 21,000lbs-Weighed 30,118lbs with tolerance.</td>
</tr>
<tr>
<td>393.75F</td>
<td>393.75(f)</td>
<td>1</td>
<td>Y</td>
<td>U</td>
<td>Weight carried exceeds tire load limit. Axle #2 R/S duals allowed 6,005lbs per tire. Set weighed 17,200lbs.</td>
</tr>
<tr>
<td>393.75F</td>
<td>393.75(f)</td>
<td>1</td>
<td>Y</td>
<td>U</td>
<td>Weight carried exceeds tire load limit. Axle #2 L/S duals allowed 6,005lbs per tire. Set weighed 13,850lbs.</td>
</tr>
<tr>
<td>173.24F1</td>
<td>173.24(f)(1)</td>
<td>1</td>
<td>Y</td>
<td>U</td>
<td>Closures for packagings must not be open or leaking. Portable container with gasoline not closed loaded on r/side tool box.</td>
</tr>
<tr>
<td>396.17C</td>
<td>396.17(c)</td>
<td>2</td>
<td>N</td>
<td>mm1501920</td>
<td>Operating a CMV without proof of a periodic inspection. NONE. Failure to correct defects noted on previous inspection report. Veh inspected on 11/4/14 by this officer report # PAM199001771 with 396.17,392.2 fita.</td>
</tr>
<tr>
<td>396.9D2</td>
<td>396.9(d)(2)</td>
<td>2</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>393.9TS</td>
<td>393.9TS</td>
<td>2</td>
<td>Y</td>
<td>U</td>
<td>Inoperative turn signal. Trailer R/S turn signal inoperable. Stop lamp violations. Trailer r/s brake lamp inoperable.</td>
</tr>
</tbody>
</table>
“(2) Every motor carrier shall maintain the original driver vehicle inspection report, the certification of repairs, and the certification of the driver's review for three months from the date the written report was prepared.”
Driver Vehicle Inspection Reports

- DVIR – No. 1 Nationwide critical violation US DOT finds during audits
- Every day vehicle driven if defect know or found
- Corrective action for violations
- 3 months per vehicle
# Roadside Inspections Report

---

**To Receiver:**

*Vehicle Inspection Details*:

- **Unit**: TT
- **Type**: UNK
- **State**: NJ

**Vehicle Identification**:

<table>
<thead>
<tr>
<th>Unit</th>
<th>Type</th>
<th>Make</th>
<th>Year</th>
<th>State</th>
<th>License #</th>
<th>Company #</th>
<th>Vin #</th>
<th>GVIN</th>
<th>CVSA #</th>
<th>OCS #</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>TT</td>
<td>SHER</td>
<td>2005</td>
<td>NJ</td>
<td>60008</td>
<td>60008</td>
<td>T81</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>UNK</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Brake Adjustments**:

- **Axle #**: 1
  - **Right**: 1 1/4, 1 1/4, 1 1/4, 1 1/4
  - **Front**: 1 1/4
  - **Chamber**: C-30, C-30, C-30, C-30

**Violations**:

- **396.3g(1)**
  - **Section Code**: 396.3g(1)
  - **Unit**: 2
  - **QOS**: Y
  - **Citation**: U
  - **Verify**: N
  - **Crash**: Y
  - **Violations Disclosed**: Last axle...brakes require adjustment...

- **396.3c(1)**
  - **Section Code**: 396.3c(1)
  - **Unit**: 2
  - **QOS**: Y
  - **Citation**: U
  - **Verify**: N
  - **Crash**: Y
  - **Violations Disclosed**: Air hose...brake...last axle...left side chamber...

- **393.79(a)**
  - **Section Code**: 393.79(a)
  - **Unit**: 2
  - **QOS**: Y
  - **Citation**: B17911
  - **Verify**: U
  - **Crash**: Y
  - **Violations Disclosed**: Last axle...left side...inner tire...inner sidewall...

- **393.104(a)**
  - **Section Code**: 393.104(a)
  - **Unit**: 1
  - **QOS**: N
  - **Citation**: N
  - **Verify**: N
  - **Crash**: Y
  - **Violations Disclosed**: Damaged...screw...tie down...

**Report Summary**:

- **License**: 60008
- **Vin**: T81
- **Violations Disclosed**: 4

---

**Additional Notes**:

- **Pursuant to Section 4704(c) of the Vehicle Code**, I hereby declare the vehicles with defects followed by a "Y" in the "Out-Of-Service" column of this Driver Vehicle Inspection Report to be "Out-Of-Service". No person shall remove the attached "Out-Of-Service" sticker(s); or, operate said vehicle(s), until the required repairs have been satisfactorily completed and the repair certification signed.

**NOTE TO DRIVER**: This report MUST be furnished to the motor carrier whose name appears at the top of this report.

**Repair of Vehicle Out-Of-Service Defects**: I hereby certify that the vehicle out-of-service defects noted on this report have been satisfactorily repaired.

---

**CARRIERS CERTIFICATION**: The undersigned certifies that all violations on this report have been corrected and action taken to assure compliance with the Motor Carrier Safety and HM Regulations insofar as they are applicable to motor carriers and drivers. These violations must be corrected, signed by the motor carrier, and RETURNED TO THE ADDRESS SHOWN ON THIS REPORT WITHIN 10 DAYS OR BEFORE THE VEHICLE'S NEXT TRIP, WHICHEVER COMES FIRST.

---

**Prepared By**: [Name]
**Badge #:** [Number]
**Copy Received By**: [Name]
**Page:** 1 of 1

---
Pre/Post Trip Inspections

- Vehicle Maintenance & Cargo BASICS scoring

Conducting proper Pre/post trip inspections will reduce the chance of violations found during roadside inspections effecting your safety score.
Pre/Post Trip Inspections

Question?????

Joseph A. Zito
Motor Carrier Safety Compliance
jazito134@yahoo.com
856-364-0780