

Pre-Trip and Post-Trip Daily Requirement

This Document Covers FMSCA/DOT Only Federal Requirements ONLY –

This Document DOES NOT Address any STATE Requirements – See Separate Documents to the Extent Applicable

(R2 2019 06-11)

SUMMARY:

Daily, a Pre-Trip Inspection and a Post-Trip inspection of the tractor and trailer is required by DOT and THIS CAN ONLY BE DONE WHILE “ON DUTY”. On the QC, while “On Duty”, you enter this in the remarks section when you’re done.

QC:

1- On the QC, status = “On Duty” & in REMARKS: enter Pre Trip or Post Trip on when you’re done.

2-Use the “Vehicle Inspection” item on page 1 of the QC and follow those directions; if no failures, tap “No Defects”

TIME: There is no time limit for these inspections. If you complete the inspection in 5 to 10 minutes, that is acceptable. Remember, these inspections are for your safety and the other vehicles on the road and to keep your wheels your rolling.

CHECKLIST: For each inspection, the driver must inspect the tractor and trailer (for details of inspection, see CHECKLISTS below beginning with “Pre Trip Inspection CHECKLIST” and pages 2 and 3. NOTE: this document is posted on web site as of 2019 05-11) A SEPARATE TRAILER INSPECTION REPORT IS NO LONGER REQUIRED.

NO EQUIPMENT FAILURES: If there are no problems, QC VIR will allow you to make the comment No Failures then enter into the QC the remark “Pre trip” or “Post trip”, and you’re done.

YES EQUIPMENT FAILURES: If driver discovers a problem during an inspection, call dispatch immediately; send QC with Failures.

Inspecting a Vehicle is “On-Duty” Time on QC

Part 395.2

On-duty time means all time from the time a driver begins to work or is required to be in readiness to work until the time the driver is relieved from work and all responsibility for performing work. *On-duty time* shall include:

(1) All time at a plant, terminal, facility, or other property of a motor carrier or shipper, or on any public property, waiting to be dispatched, unless the driver has been relieved from duty by the motor carrier;

(2) All time **inspecting, servicing, or conditioning any commercial motor vehicle at any time;**

Pre-trip Inspection CHECKLIST

NOTE: The pre-tip inspection requirement is required Part 392.7. The post trip (DVIR) is required by Part 396.11

§392.7 Equipment, inspection and use.

(a) No commercial motor vehicle shall be driven unless the driver is satisfied that the following parts and accessories are in good working order, nor shall any driver fail to use or make use of such parts and accessories when and as needed:

- Service brakes, including trailer brake connections
- Parking (hand) brake.
- Steering mechanism.
- Lighting devices and reflectors.
- Tires.

- Horn.
- Windshield wiper or wipers.
- Rear-vision mirror or mirrors.
- Coupling devices.
- Wheels and rims.
- Emergency equipment.

Post-Trip Inspection CHECKLIST

§396.11 Driver vehicle inspection report(s). “DVIR” is a term used only for Post Trip Inspection

(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.

Trailers: Always make sure tires are correctly inflated (90% of blown tires due to underinflation & possible charge back) IF TRAILER FAILS INSPECTION, CALL DISPATCH IMMEDIATELY

FAQ: The post trip also must include a trailer inspection (see FAQ 2 Part 396)

FAQ: The post trip DVIR does not require a list of specific parts and accessories be listed in the DVIR post trip report (see FAQ 11 Part 396) (note that any deficiencies must be listed – see next paragraph)

(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 (by entering “remarks” into QUALCOMM Unit meets this objective)

REPAIR SHOP TELEPHONE NUMBERS – CALL DISPATCH FIRST

Tractor Repair:

- CALL SUMMIT DISPATCH FIRST BEFORE CALLING REPAIR SHOP
- Palmer 260-796-8484 (Fort Wayne) 1-800-759-2979 (After hours)
- Penske 260-482-8634 (Fort Wayne) 1-800-526-0798 (After hours)

Trailer Repair Procedures:

- CALL SUMMIT DISPATCH FIRST BEFORE CALLING REPAIR SHOP
- Ryder 260-482-8481 (Fort Wayne) 1-888-715-7272 (nationwide)
- Star 317-733-4550 (Normal Hours) 1-800-318-2280 (After hours)

TRAILER INSPECTION REQUIREMENTS

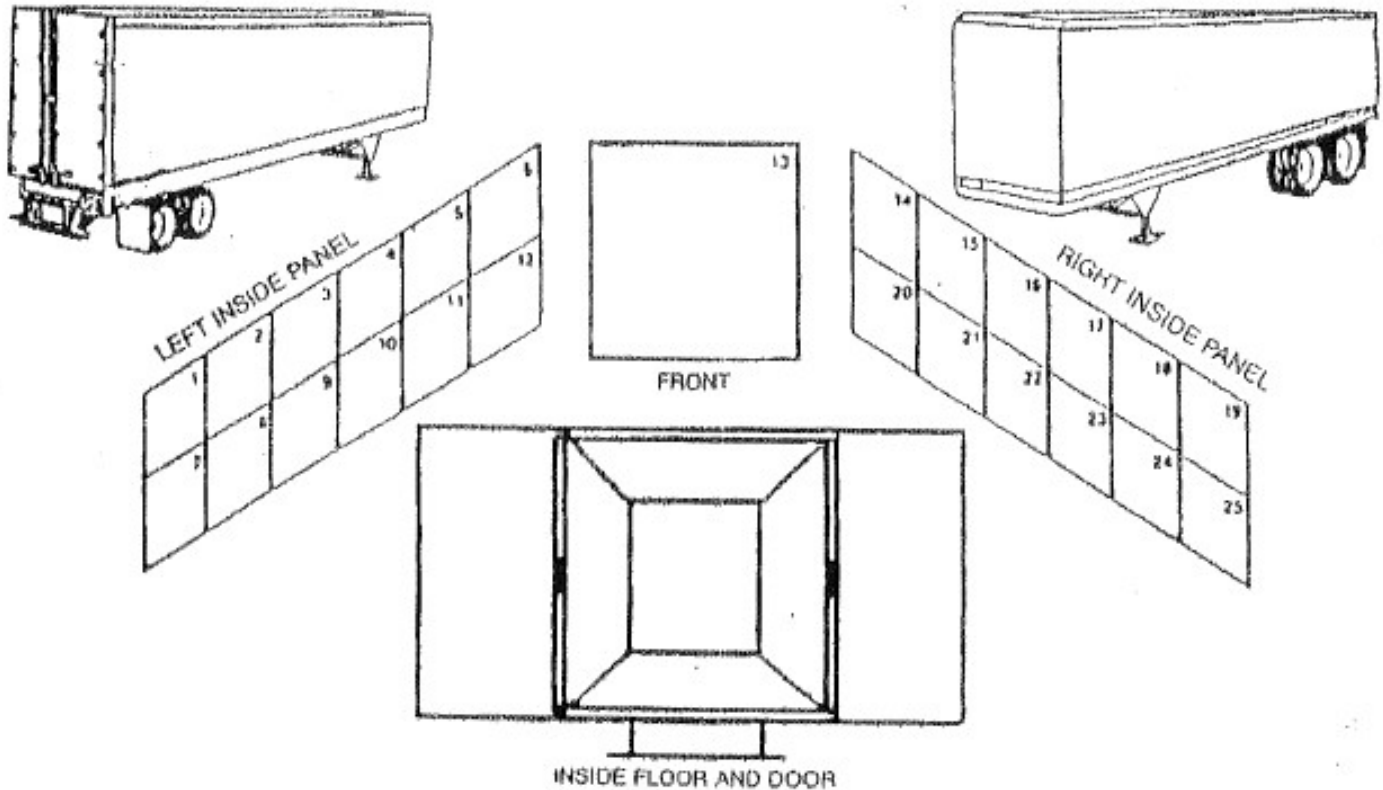
PHYSICAL INSPECTION REPORT

UNIT # _____ DATE: _____ DRIVER: _____

LOCATION WHERE TRLR WAS PICKED UP: _____

HUB ODOMETER : _____

****NOTE DAMAGE WITH "X" AND DESCRIBE BELOW



Are all lights working properly? YES ___ NO ___ (describe below)

Please check all tires for irregular wear and proper psi (Approx 92 psi, depending on season/temperature)

	OK ?	NO		OK?	NO	DOES THE TRAILER HAVE A CURRENT DOT INSPECTION STICKER ON THE OUTSIDE? YES ___ NO ___
LFI	___	___	RFI	___	___	IS THERE A COPY OF A CURRENT DOT TRAILER INSPECTION IN THE PERMIT BOX? YES ___ NO ___
LFO	___	___	RFO	___	___	
LRI	___	___	RRR	___	___	
LRO	___	___	RRO	___	___	

Describe damage to trailer or any problems with tires _____

**ALL Damage must be reported to dispatch immediately..

***Please complete this form and return to dispatch asap.**