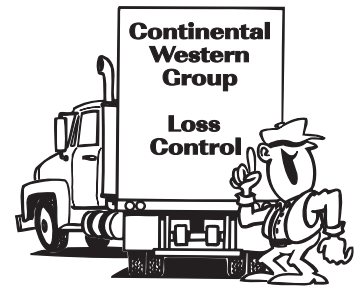


TRUCK TALK

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Pre and Post Trip Inspections

One of the seven **Behavior Analysis Safety Improvement Categories (BASICS)** of CSA 2010 is Vehicle Maintenance. Under SAFER, SafeStat, or CSA 2010, it is the driver's responsibility to make sure their vehicle is in safe operating condition before each tour of duty. As we are all aware of by now, CSA 2010 puts more emphasis on the driver, which will also reflect on the motor carrier.

No driver out there wants to (or should have to) drive an unsafe vehicle. It is incumbent upon the driver to make sure that the vehicle is in safe operating order, and to keep a written record of inspecting the equipment. This sounds like pretty basic stuff, but since it seems so easy to do, it is also easy to not do it correctly, or in some cases, not at all.

Since all safety-based roadside inspection violations are used in the CSA 2010 calculations, you do not want something like failure to properly complete a pre or post trip inspection to have an adverse effect on your score.

49CFR 396.13 requires that before driving a commercial motor vehicle, the driver shall be satisfied that the vehicle is in safe operating condition, review the last driver vehicle inspection report (DVIR) and sign the DVIR (only if defects or deficiencies were noted by the driver who prepared the DVIR), to acknowledge that the driver has reviewed it and that there is a certification that the required repairs have been performed.

49CFR 392.7 states that no commercial motor vehicle shall be driven unless the driver is satisfied that the following parts and accessories are in good working order:

- Service brakes, including trailer brake connections
- Parking (hand) brake

- Steering mechanism
- Lighting devices and reflectors
- Tires
- Horn
- Windshield wipers
- Rear-vision mirrors
- Coupling devices

49CFR 392.8 further states that no commercial motor vehicle shall be driven unless the driver is satisfied that the emergency equipment required by part 393.95 is in place and ready to use:

- Fire extinguisher, properly charged, inspected, and operable
- Spare fuses needed to operate any required part or accessory
- Warning devices for stopped vehicles (three bidirectional emergency reflective triangles that conform to the requirements of the Federal Vehicle Safety Standards)

49CFR 396.11 mandates motor carriers to require drivers to perform a post-trip inspection of each motor vehicle operated by the driver at the completion of each day's work. The driver is required to complete a written driver vehicle inspection report (DVIR) for each commercial vehicle operated.

The federal regulations regarding vehicle maintenance have been in place for many years, and there is simply no excuse for not knowing them and abiding by them. Please be aware of these requirements, and do not let something like failure to complete a pre- or post trip inspection have a negative impact on your driver or your company as the transportation industry enters the CSA 2010 era.

Remember, in the DOT's eyes, if you don't write it down, it never happened.



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