

## Commercial Motor Vehicles: Driver Vehicle Inspection Reports

### **Description:**

Federal regulations require a written driver vehicle inspection report (DVIR) to be prepared each time a commercial motor vehicle is operated, and the motor carrier to retain the DVIR for the specified period.

### **Regulatory Reference**

49 CFR § 396.11 Driver vehicle inspection report(s)  
49 CFR § 396.13 Driver inspection

### **Applies to:**

The cited regulations apply to all commercial motor vehicles, motor carriers and drivers of commercial motor vehicles.

### **General Requirements:**

- (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 and the report shall cover at least the following parts and accessories:
  - (a) Service brakes including trailer brake connections
  - (b) Parking (hand) brake
  - (c) Steering mechanism
  - (d) Lighting devices and reflectors
  - (e) Tires
  - (f) Horn
  - (g) Windshield wipers
  - (h) Rear vision mirrors
  - (i) Coupling devices
  - (j) Wheels and rims
  - (k) 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. 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.
- (4) 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. [Drivers must check the previous DVIR as part of their pre-trip inspection, as required by § 396.13.]
- (5) DVIR retention. 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 (3) months from the date the written report was prepared.
- (6) Exceptions. The rules in this section shall not apply to a private motor carrier of passengers (non-business), a drive-away/tow-away operation, or any motor carrier operating only one commercial motor vehicle.

Also refer to **Compliance Guide No. DOT 14: Pre-Trip and Post-Trip Inspection Requirements**.

### **Training Requirements:**

Managers, supervisors, drivers, fleet mechanics and vehicle inspectors should be trained on proper procedures for preparation and maintenance of driver vehicle inspection reports, and specific inspection criteria that apply.

### **Maintenance and Review**

It is important that managers and supervisors check DVIRs on a routine basis to ensure that prompt corrections are made for deficiencies or needed repairs reported on DVIRs. Checking for proper signatures, vehicle identification, dates, motor carrier name and location; certification of repairs, and driver or mechanic signatures should be an on-going control measure exercised by management. DVIRs for each commercial vehicle must be maintained in company files for 90-days as required by the regulations.

### **Additional Information and Resources**

*Propane Delivery*, Certification Area 2.0, Certified Employee Training Program, National Propane Gas Association, Lisle, IL

*Initial OSHA and DOT Training: For the Handling and Transport of Hazardous Materials*, Propane Education and Research Council, Washington, DC