

Commercial Motor Vehicles: Pre-Trip and Post-Trip Inspection Requirements

Description:

Federal regulations require pre-trip and post-trip inspections of vehicles by drivers or operators of commercial motor vehicles. A written driver vehicle inspection report is required.

Regulatory Reference

49 CFR § 393.95	Emergency equipment on all power units
49 CFR § 392.7	Equipment, inspection and use
49 CFR § 392.8	Emergency equipment, inspection and use
49 CFR § 396.7	Unsafe operations forbidden
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) Pre-Trip Inspection.

- (a) 49 CFR § 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).
- (b) 49 CFR § 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 wiper(s)
 - Rear-vision mirrors
 - Coupling devices
- (c) 49 CFR § 392.8 states that no commercial motor vehicle shall be driven unless the driver is satisfied that the emergency equipment required by § 393.95 is in place and ready for use. Emergency equipment listed in § 393.95 includes a properly charged, inspected and operable fire extinguisher; at least one spare electrical fuse

or other overload protective device, for each kind and type used; and warning devices for stopped vehicles—typically, for trucks transporting LP-gas, approved reflective triangles.

- (d) Related to pre-trip inspections, 49 CFR § 396.7 states that a motor vehicle shall not be operated in such a condition as to likely cause an accident or breakdown of the vehicle. Un-related to pre-trip inspections, the regulation continues, "*Exemption:* Any motor vehicle discovered to be in an unsafe condition while being operated on the highway may be continued in operation only to the nearest place where repairs can be made, and only if such operation is less hazardous to the public than to permit the vehicle to remain on the highway."
- (2) Post-trip inspection. 49 CFR § 396.11 requires motor carriers to require drivers to perform a post-trip inspection of each commercial 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 motor vehicle operated. (See **Compliance Guide No. DOT 11** in this reference for detailed DVIR requirements.)

Training Requirements:

Although the regulations do not specify training requirements, drivers should be trained on pre-trip and post-trip vehicle inspection requirements and DVIR requirements in connection with DOT hazmat employee function specific training.

Maintenance and Review

Managers and supervisors can promote compliance efforts by conducting spot-checks of driver vehicle inspections and routine reviews of DVIRs.

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

ITS PROFORM SERIES, for documenting DVIR and monthly inspections, Industrial Training Services, Inc., Murray, KY