



Motor Carrier Safety – Vehicle Inspection Procedures For Drivers

Document #7606

Vehicle Inspections

All drivers are required to make a pre-trip inspection of their vehicle before starting out on the road. At the end of the day or tour the DOT driver *must* inspect their vehicle and complete a Driver's Vehicle Inspection Report (form #20-1653). OSHA/ANSI and the vehicle manufacturer also require inspection of vehicle mounted associated equipment.

This requirement applies to all employees driving the following vehicles in *interstate* commerce:

- gross vehicle weight rating (GVWR), or gross combination weight rating (GCWR), or gross vehicle weight (GVW) or gross combination weight (GCW) of over 10,000 pounds, whichever is greater. (Note: a vehicle with a GVWR of 9,500 pounds that is loaded to 10,500 pounds GVW would be subject to the FMCSRs); **or**
- designed or used to transport more than 8 passengers for compensation; **or**
- designed or used to transport more than 15 passengers including the driver, and is not used to transport passengers for compensation; **or**
- of any size used in the transportation of hazardous materials in a quantity requiring placarding.

All drivers operating vehicles *intrastate* must follow the same regulations, indicated above. Following are the intrastate exceptions to the vehicle weight regulation of over 10,000 pounds. The regulations apply to vehicles weighing over:

Missouri	12,000 lbs.
Pennsylvania	17,000 lbs.
Arizona	18,000 lbs.
Delaware, Nevada, New Jersey, North Carolina, Ohio, Texas, Vermont, Virginia	26,000 lbs.

Inspection Procedures

Following is one possible inspection routine:

1. Approach the Vehicle

2. Start Engine and Check Inside Cab

- Check all primary and secondary controls
- Check that vision is clear
- Check emergency equipment
- Check that articles are properly stowed
- Turn engine off and leave the cab

3. Check Lights

4. Do Walk Around Inspection

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- a) Left side of cab area
- b) Front of cab area
- c) Right side of tractor area
- d) Right saddle tank area
- e) Coupling system area
- f) Right rear tractor wheels area
- g) Rear of tractor area
- h) Trailer frontal area
- i) Right side of trailer area
- j) Right rear trailer wheels area
- k) Rear of trailer area
- l) Left rear trailer wheels area
- m) Left side of trailer area
- n) Left saddle tank area

- Look for worn rubber grommets (gasket) inside the tractor and trailer gladhand (On the tractor the gladhand is located on the end of air line and on the front of the trailer. There are two on the trailer and two on the tractor).
- Listen for audible air leaks.
- Be certain trailer landing gear is completely retracted before moving the vehicle.
- Look for hanging or frayed wires, especially on the trailer.

5. Check Signal Lights

6. Check Air Brake System

- Continue with brake check if pressure maintains satisfactorily
- Now start your engine and observe how long it takes proper air pressure (105 – 115 pounds) to build back up

7. Check Vehicle Mounted Equipment (This is not a DOT requirement but is required by OSHA/ANSI.)

The total inspection should take approximately 20 minutes to complete. If you have found any defects that you feel make the vehicle you have just inspected unsafe to drive, report the problem to your supervisor for handling. DOT drivers must indicate the problem on the Driver's Vehicle Inspection Report (form 20-1653).

Additional Information

- Verizon Safety Practice, Driver's Vehicle Inspection - VZ SAF-500-203;
- InfoPoint® document, Vehicle Inspection Requirements for Management #7605;
- InfoPoint® document, Driver's Vehicle Inspection Report - #7607 and
- Federal Motor Carrier Safety Regulations (FMCSR)

Questions

Compliance Service Center Hotline	1-800-386-9639
DOT Compliance Services Centers (CSC)	
Verizon East (fBA) Sandy Porrini	1-610 431-5901
Verizon West (fGTE) Sonya Schroeder	1-972 718-2997

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