



Idealease Safety Bulletin

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DVIR

The Drivers Daily Inspection is part of a driver's daily responsibility to protect themselves, the motoring public and the equipment they operate.

The Drivers Daily Inspection Processes are a requirement of the Federal Motor Carrier Safety Regulations to insure the vehicle is in safe operating condition. A crucial part of each and every driver's daily operation is to inspect the commercial vehicle they are operating. Over the years there has been confusion regarding pre and post trip inspections.

Let's start with the pre-trip inspection. FMCSA regulations CFR 396.13 state that before driving a motor vehicle, the driver shall:

- (a) Be satisfied that the vehicle is in safe operating condition;
- (b) Review the last driver vehicle inspection report; and
- (c) Sign the report, only if the driver who prepared the report, to acknowledge that the driver has reviewed it and that there is a certification that the required repairs have been performed, noted defects or deficiencies. The signature requirement does not apply to listed defects on a towed unit, which is no longer part of the vehicle combination.

Question: Does the pre-trip inspection need to be documented?

Answer: Although the pre-trip is not required by regulation to be documented, it is a good idea to document the inspection. I recommend that the pre-trip inspection be "flagged" on the driver's record of duty status in the "Grid" section.



As far as the post-trip inspection goes, the FMCSA CFR 396.11 requires that every driver report, and prepare a report in writing at the completion of each day's work on each vehicle operated and that report (DVIR) shall cover 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.

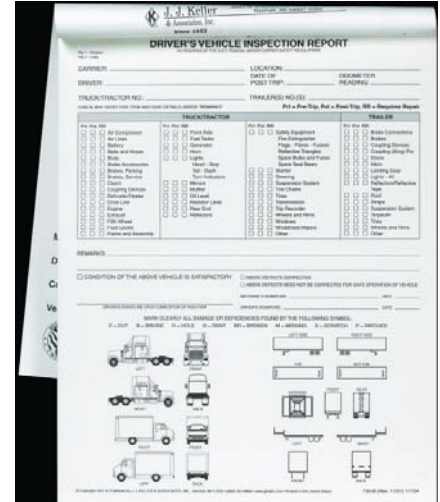
Don't Forget to Set Your Clocks Ahead on Sunday!

Daylight Saving Time 2012 begins this Sunday March 11 at 2:00AM. And while we're remembering to set our clocks forward one hour. Also, remember to change the batteries in smoke alarms and carbon monoxide detectors as well.

The report shall identify the vehicle and list any defect or deficiency in the vehicle that would affect the safe operation of the vehicle or cause a mechanical breakdown. If there are no defects or deficiencies the driver shall so indicate on the DVIR. In all instances the driver is required to sign the DVIR upon completion.

Now if there are defects or deficiencies noted by the driver the motor carrier is required to correct or cause to have corrected the defects or deficiencies of the CMV prior to allowing or permitting the operation of the vehicle. Does this mean all defects and deficiencies have to be corrected? NO, only those as outlined in appendix G of the FMCSR that would directly effect the safe operation of the CMV.

Technicians, drivers and service managers should all become familiar with appendix G to determine which defect/deficiencies must be corrected immediately and which can be held off until the next PM or later date. Once the defect /deficiency has been corrected the original DVIR is required to be “certified” as corrected or that the correction was unnecessary. The DVIR is then to be signed by the repairing technician. The “certification” is required to be on all copies of the DVIR. The driver is to retain the previous days DVIR on the CMV and the motor carrier is required to maintain all DVIRs for ninety days.



Registration is now open on line for the 2012 Idealease/NPTC Safety Seminars.

Upcoming seminars to be held in March:

- March 13- Madison, WI
- March 14- Youngstown, OH
- March 15- Cleveland, OH
- March 20- Ventura, CA
- March 21- Los Angeles, CA
- March 22- Santa Fe Springs, CA
- March 27- Atlanta, GA
- March 28- Chattanooga, TN
- March 29- Nashville, TN

NEW FOR 2012 SEMINARS!!!!

This year during the seminar you will receive Drug and Alcohol Supervisor Training. This training meets the requirements of FMCSA CFR 382.603 that requires all supervisors of commercial motor vehicle drivers to have the training for reasonable suspicion drug and alcohol testing.

To view the full schedule of all seminars in 2012 and to register for a seminar click on:

www.Idealease.com/safety