

The Vehicle Inspections

Pre-Trip

On-Route

Post-Trip

Air Brake

Security

Top Fleet

Driver Assessment

Understanding the importance of a Thorough Pre-Trip Vehicle Inspection



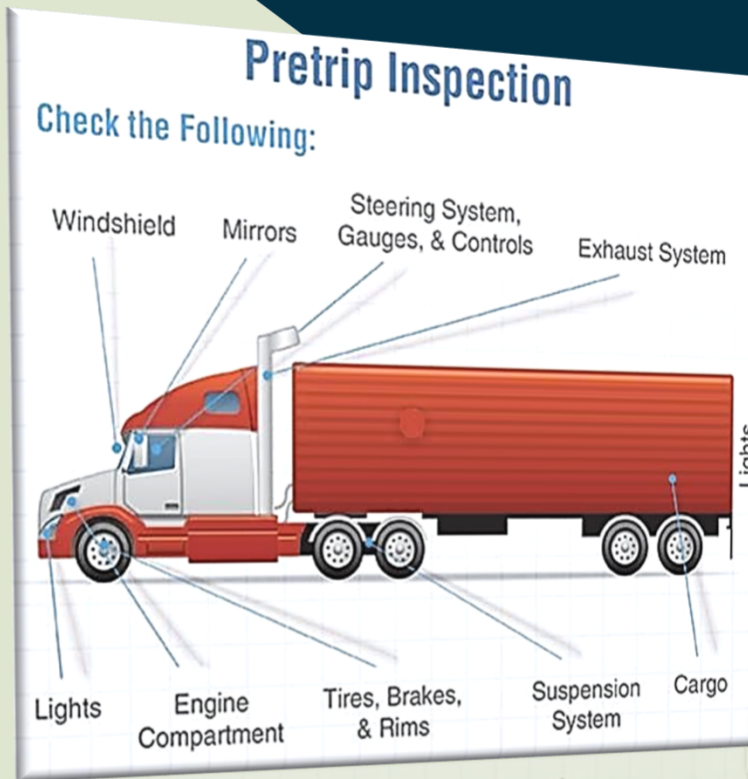
Whether you are driving a car, van, bus or tractor trailer, having confidence that your equipment is in a safe operating condition is crucial in the daily operations for any driver.

(This should be done by any person who regularly drives as part of their job).

Taking the time to thoroughly inspect vehicle components and identifying possible issues or malfunctions before departing can be much safer than dealing with such issues on the side of a busy highway.

The costs of having a mobile service truck or tow truck come to the driver's rescue can be extremely costly and avoidable.

It is the driver's responsibility to ensure their vehicle is safe to take out on the road (before departing on a trip) to help ensure their safety and the safety of those with who they share the road.



A driver should follow a regular routine when doing any vehicle inspections to help ensure there are no components left unchecked. This should include all Pre-Trip, On-Route and Post-Trip Vehicle Inspections.

Having a regular routine will also speed up inspections which can be completed within an easily manageable amount of time.

The more the driver stays on their routine, the faster and more thoroughly they may complete the task.

Both Transport Canada and the FMCSA require all commercial drivers to perform a thorough Pre-Trip Vehicle Inspection in no less than 15 minutes.

This does not mean a driver need only log 15 minutes for their pre-trip inspection.

Drivers must log the actual time it takes to perform the inspection. It must not be less than 15 minutes.

Drivers should always perform their inspections while logged On Duty. A Pre-Trip Inspection is only valid for 24 hours.

Drivers wishing to do any Personal Conveyance driving must ensure their previous Pre-Trip Vehicle Inspection is still valid. (If not) they would be required to complete a new one before driving.



P.T.V.I. (Pre-Trip Vehicle Inspection)

A PTVI should always start with the driver doing a quick walk around the vehicle checking for any obvious damages which may prevent them from departing.

(Next) Thoroughly inspect the licensing manual ensuring there are no expired permits and the registration, cab card, insurance and safety papers are present and valid.

If this is the drivers regular vehicle (or they are an owner operator), checking the manual may only need to be done once or twice per month.



(Next) begin by opening the hood and checking all under hood components.

- Check to ensure oil level is adequate.
- Ensure oil cap is tight.
- Ensure power steering oil level is adequate.
- Ensure there is adequate antifreeze coolant in reservoir.
- Ensure adequate windshield washer.
- All hoses and components are in good condition and properly connected.
- Fan belt in good condition with adequate tension.
- Fan blades are in good condition with no cracks.
- No fluid leaks visible.
- All electrical wiring in good condition and properly connected.
- All power steering components are in good condition with no leaks. No excessive play in steering arm shaft.
- Air bags and shock absorbers are in good condition with no leakage.





- Spring and spring hangers are in good condition with no cracks or damages.
- Brake components are in good condition with no damages or air leaks. Pushrod has proper travel.
- Fire wall is present and in good condition.
- Hood is in good condition.
- Hood hinges and shock in good condition with no damages.
- Wiper arms, motor and components are in good condition.
- Start engine and listen for any unusual noises.
- Listen for air leaks and watch for fluid leaks that may only appear while the engine is running.
- Close the hood and turn off the engine.
- Turn on and check your head light low beams as well as your right turn signal.
- Turn on and check your high beams , left signal, fog lights (if equipped) and marker lights.
- Check taillights as well
- (including brake, utility, and reverse lights).



Inspecting the front of the truck



- Ensure there are no fluid leaks pooling under the truck.
- Ensure the bumper is in good condition and properly secured.
- The license plate is present and in good condition and matches the one on the rear.
- Ensure the fenders and fender mirrors (if equipped) are in good condition and secured.
- Ensure the grill and hood are in good condition with no damages.
- Windshield is in good condition with no cracks.
- Inspect roof and top fairing for any damages.





Inspect the sides of the truck and trailer checking the following:

- Ensure all required decals are present and in good condition on the truck and trailer.
- Front tires are in good condition with no C.B.C (cuts,, bulges, cracks) and properly inflated. Lug nuts are properly torqued, and the valve cap is on.
- Check to ensure hub has adequate oil and there are no leaks.
- The doors are secure and close properly. The door mirrors are in good condition and secure.
- Ensure the back of the cab is in good condition. All air hoses and electrical cable is properly suspended and in good condition.
- The fuel tank is secure with no damages, cap is tight and the truck has adequate fuel.
- Ensure the fuel tank straps are in good condition and rubber gaskets are present.
- The fifth wheel is in good condition and properly connected to the trailer.



- Check truck drive tires for CBC.
- Ensure tires are properly inflated.
- Check for any debris which may be stuck between the drive tires.
- Rims in good condition and lug nuts are properly torqued.
- Check to ensure there are no axle or hub leaks.
- Leaf springs are in good condition with no cracks or damages and air bags are properly inflated with no leaks. Inspect U bolts.
- Brake components are in good condition with no damages and A.S.A. are properly adjusted.



- Inspect the frame rail for any cracks or damages and check shock absorbers for leaks.
- Inspect mud flap hangers and mud flaps are present and in good condition.
- Taillights and license plates are in good condition.



Doing a through inspection under your unit checking all brake components, suspension components and cross members for damages and identifying any issues which can be rectified before departing on your trip makes good safe professional sense.

A Motor Carrier Enforcement Officer identifying defects during a roadside or scale level one inspection could end up being much more costly and time consuming.

Ensure all slack adjusters are operating properly and the push rod travel is moving with proper travel.

Ensure there are no air leaks.



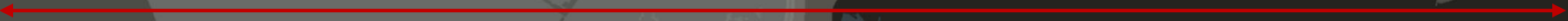


- Check the sides of the trailer for any damages or cuts which may allow moisture in.
- If the trailer is a Reefer or Heater unit; check the fuel tank much the same as you would on the tractor.
- Ensure the trailer side reflective tape is in good condition and clean.
- At the back, ensure the doors and hinges are in good condition and are closed properly.
- All reflective tape on the back is in good condition and clean.
- Tail and license plate lights are working and clean. License plate is present and matches the trailer registration.
- Under ride protection bar is in good condition.
- Mud flaps and mud flap hangers are in good condition.
- The trailer has Placard holders on all four sides.



A photograph of a truck's interior, showing the steering wheel, dashboard with multiple gauges, and the center console. The image is slightly faded and serves as a background for the text.

In-Cab Inspection

- Enter the cab and ensure the seat is adjusted to your comfort.
 - The steering wheel and mirrors are adjusted to your seating position.
 - The seatbelt is in good condition and connects properly.
 - Check the steering for excessive free play.
 - Ensure the floor peddles are not sticking or binding.
 - Start the engine and confirm that all gauges, warning lights and indicator lights are working.
 - Confirm windshield has no damages and wipers and washer are working and in good condition.
 - Ensure windshield defroster is working properly.
 - Sound both city and highway horns to ensure they are working properly.
 - Ensure communication devices (like satellite systems and E-logs) are operating properly.
 - Confirm all overhead compartments are secure and the floor is free of debris.
 - Ensure the truck has a first aid kit, reflective triangles or flares (optional).
 - Ensure the truck has extra oil, coolant, washer fluid, load securement devices, bungee cords, extra glad hand gaskets, paper towel and glass cleaner.
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Air Brake Inspection

(Pre-Trip Inspection)

Top Fleet

Driver Assessment

Helping to ensure your Drivers are safe Drivers!

Although the brake components were inspected during the pre-trip inspection, The remainder of the Air Brake Inspection may now be completed from inside the truck cab.

Fanning down the air supply in the reservoir will confirm that low air pressure warning devices are working and come on at the minimum pressure. Continuing the fan down to confirm protection valves are working and deploy at the proper air pressure.

Re-build the air to confirm the air compressor is pumping properly and the governor places the compressor into the unloading stage.

Turn off the engine and make a hard brake application and listen for any audible air leaks.

Complete the air brake test by doing multiple brake applications by moving the truck ahead and applying the trailer hand brakes. Repeat the same process using the truck brake peddle.

Doing six hard brake applications with a minimum 90 psi in the air reservoir will help to ensure the slack adjuster push rods are at the required adjustment.



On-Route Inspections

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Whenever a driver stops for a break and will be leaving their vehicle unattended for any length of time, an On-Route walk around should be performed upon return.

What defects may have occurred on my vehicle or malfunctioned since performing my P.T.V.I.?

Who may have tampered with my vehicle while I was away on my break?

It is always better to find any possible defects or tampering of the vehicle during an inspection as apposed of finding any possible issues after you have departed and are back on the road.

Some people find it amusing to cause other people grief by sabotaging their equipment. Unlocking their fifth wheel, breaking seals, steeling or vandalizing are just a few examples of what a driver might experience at a truck stop or rest area.



Post-Trip Inspections

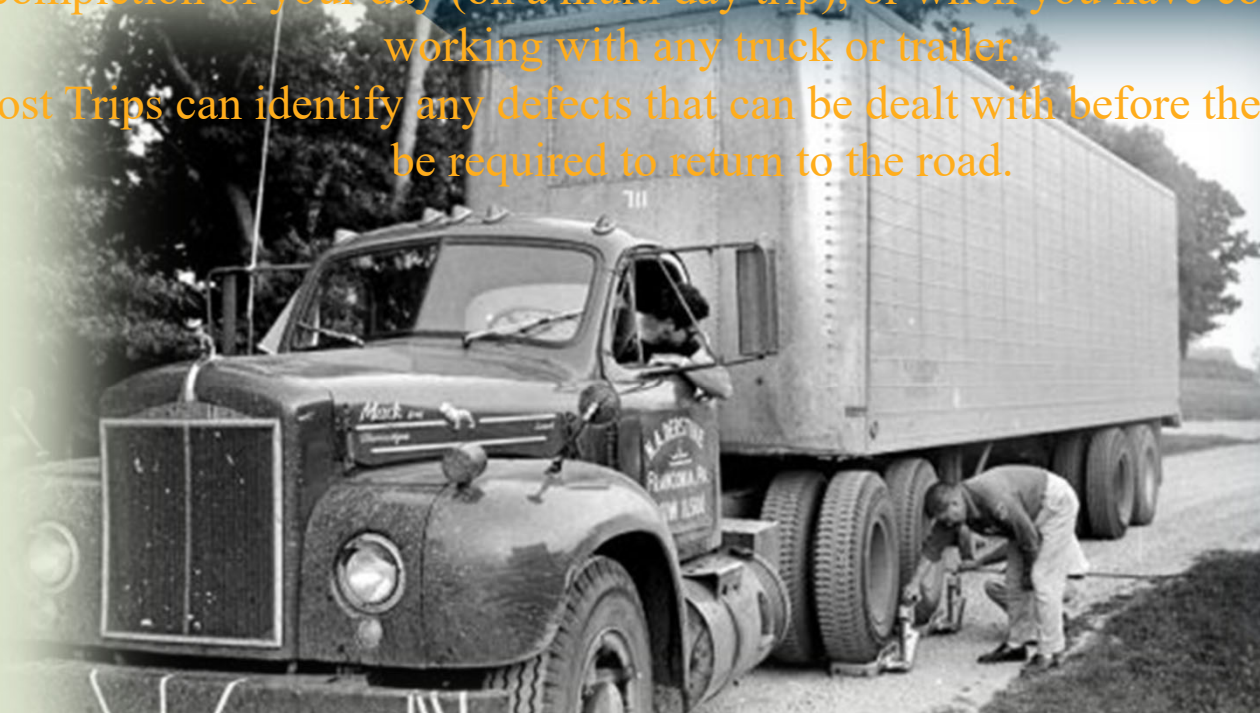
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Post Trip Inspections should be performed on completion of your trip or completion of your day (on a multi day trip), or when you have completed working with any truck or trailer.

Post Trips can identify any defects that can be dealt with before the unit will be required to return to the road.

Finding defects on a Pre-Trip Inspection which could have been identified and repaired on a Post-Trip Inspection could cause avoidable delays on departure.



Security Inspections

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Along with inspections to ensure safe equipment operation, inspections should also be performed for security reasons as well. Programs like CT-PAT (Customs Trade Partnership Against terrorism) require drivers to perform thorough vehicle inspections to possibly locate any hidden items placed on their vehicle for illegal transportation. Drivers need to always ensure that they are integrating security inspections when doing any type of vehicle inspection.

Pre-trip, On-Route and Post-Trip.



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It is the responsibility of the Professional Driver to ensure they always operate safe equipment on the road to help ensure their own safety and for the safety of those with who they share the road.

The End

