



## **Suggested Pre & Post-Trip Inspection Procedure:**

**Please Note:** Autumn Transport Inc. has a policy of logging 15 minutes on-duty not driving for a pre-trip inspection, and flagging your post trip inspection at the end of your day.

According to FMCSA regulations sections 396.11 (2) **Report Content.** Shall identify the vehicle and list any defect or deficiency discovered which would affect the safety of operation. If no deficiency is discovered the report shall so indicate. 396.11(3) **Corrective Action.** Prior to permitting operation its agent shall repair any deficiency or defect before the vehicle is operated again.

**Step 1** > When approaching the tractor and trailer, look at how it sits. If it is un-level, this could indicate that a tire is flat or there are suspension problems. Look for any type of fluid leaks on the ground.

**Step 2** > Checking the engine compartment includes looking for any leaks or objects that are out of place. Be sure to check:

- Engine belts (make sure they are tight and in good condition. i.e. no cracks or wears)
- Exhaust (manifold and turbo charger, check for leaks)
- Power steering fluid level
- Steering shaft (check for excess play by gently grabbing the steering shaft and rotating. Check to see if there is any free play with tire response)
- Fuel filter and lines
- Oil level
- Frame (check for loose bolts, cracks, improper welds etc)
- Engine coolant and all other fluids (this includes windshield washer fluid. It is also a good time to check the windshield wipers to ensure they are in proper working condition. Be sure to check the gauges inside the truck for each of the fluid levels.)

**Step 3** > Inspect the brakes of both the tractor and trailer.

- Listen for any air leaks that may be present (**Note:** Once you have a fully-charged air system, (typically 120 psi). Release the parking brake button. Apply pressure to the brake pedal. Check the air gauge and listen to see if any leaks are present. Once you have reached the initial pressure drop, the loss rate for a combination vehicle should be no more than 4 psi per minute. 3 psi per minute on any single vehicle.)

- Check wheel seals to ensure none of them are leaking
- Check brake hoses to ensure they are not touching or rubbing together and causing chaffing or improper wear. (If possible, it may be helpful to attach the individual line to the frame of the tractor or trailer.)
- Check shoes and drums to make sure they are intact and operational
- Make sure slack adjusters will move no more than 1", and that all are of the same adjustment.

\*\*\*The brake system is probably the most important component of a proper pre & post trip inspection. DOT will be inspecting this with careful attention. Brake failure is one of the main causes of fatal accidents caused by improper inspection of the vehicle.

**Step 4** > Includes a detailed walk around the vehicle along with inspecting the underside of both the tractor and trailer.

- Check to be sure license plate and lamps are proper and in compliance
- Headlights, turn signals and all marker lights are working properly on both the tractor and trailer
- Check to ensure ABS is working properly
- Check to make sure all suspension air bags are properly inflated and not leaking
- Check kingpins and coupling devices
- Check driver shaft and universal joints to make sure there are no metal shavings or improper wear of the components.
- Check gear boxes and make sure there are no leaks
- Ensure that tires have proper tread depth and there are no foreign objects wedged into or in between the tires.
- Check to make sure there are no cracks in the wheel rims and that lug nuts are all present and properly tightened. (Check for rust and other signs of wear on the lug nuts.)
- Make sure that all mirrors on the truck are present and properly installed
- Mud flaps should be present and in good condition.
- Check gauges inside the cab. Be sure they are working properly.
- Check fifth wheel to ensure it is locking and in proper working condition.

**Final Notes:**

- A proper pre-trip inspection should take a minimum of 15 minutes. The longer you operate the same truck and your familiarity with the truck increases; you should still spend no less than 10 minutes on a pre-trip inspection.
- Is there a lot of stuff on your dashboard or any other location that may be visible from the outside? The number one reason a truck is called in for inspection is because of “junk” that can be seen from the outside. Be sure your dashboard is clean!