Pre-Trip and Post-Trip Drivers Guide

Introduction

Driver Pre-Trip & Post-Trip Inspection Process

All Swift Drivers should understand the absolute importance of the Pre-trip & Post-Trip process. Performing a thorough and high-quality Pre-trip & Post-Trip is one of the most critical elements in our overall driver success. All drivers must become experts at the Pre-trip & Post-Trip process. This will drive our on-time deliveries, decrease downtime, and drive down operating costs.

So, how will this benefit our Drivers?

- Reducing unscheduled shop visits for the equipment between PMI's. The unit will be on the road more, where it belongs.
- Identifying small problems before they continue to grow and become bigger problems. This can lead to less overall downtime & reduces the chances of a breakdown.
- Reduces the chance of delays due to a breakdown.

With the checklist, enhanced training, and your reference guide, you the driver will be given the foundation to accomplish a very high-level Pre-trip & Post-Trip inspection as well as become more efficient. The checklist has been written with the most efficient flow, however, there may be a need to deviate from the flow for different reasons. While this is acceptable, we expect that no steps will be skipped.

All of the steps in this manual are numbered to correspond to the steps on the checklist for easy reference on the Pre-trip & Post-Trip Checklist.

Tools Required

392.9

Therefore you will want to have all of the necessary tools and your inspection document on a clipboard with you when you **Pre-Trip** the tractor, so steps will not be missed. Perform all steps as indicated.

How to use the Guide

Section and Line Number

DOT Statute Reference

Trailer Outside 4.7

393.207

Line detail inspection instructions

4.7 Sliding Suspension Pins/Handle. Inspect the slider frame assembly and verify all slider lock pins fully locked Verify slider lock handle is fully locked .

Green box indicates the item inspected is good

Red box indicates the item inspected needs to be corrected

DOT Statute Details

393.207 Suspension systems.

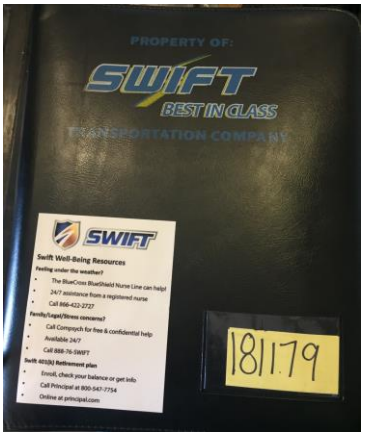
(a) Axles. No axle positioning part shall be cracked, broken, loose or missing. All axles must be in proper alignment.
(b) Adjustable axles. Adjustable axle assemblies shall not have locking pins missing or disengaged.
(c) Leaf springs. No leaf spring shall be cracked, broken, or missing nor shifted out of position.

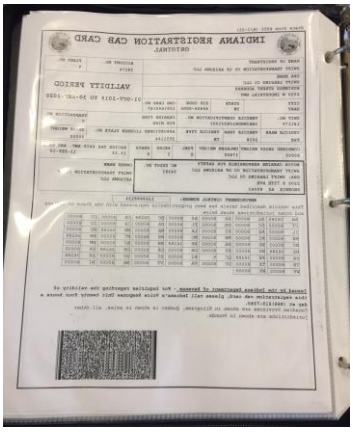
Scan for instructional video

In Cab 1.1 and 1.2

393.95 (b)

1.1 Permit book and Registration. Make sure the permit book is present and complete at the beginning of every trip. Have your driver leader check your book regularly. The permit book is vehicle specific, don't swap books with another truck.





Each state has it's own requirements for commercial motor vehicle operating authority. The permit book should have any necessary permits required for legal operation in each state.

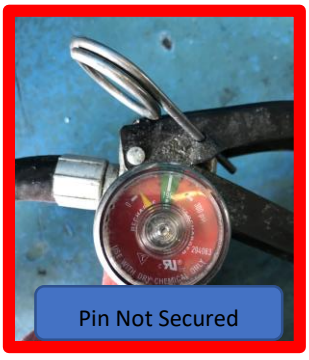
1.2 Extra Fuses. Each driver is responsible to carry extra fuses for the unit

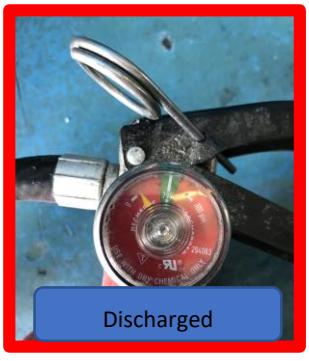
393.95(b)Emergency equipment on all power units. *Spare fuses. Power units for which fuses are needed to operate any required parts and accessories must have at least one spare fuse for each type/size of fuse needed for those parts and accessories.*

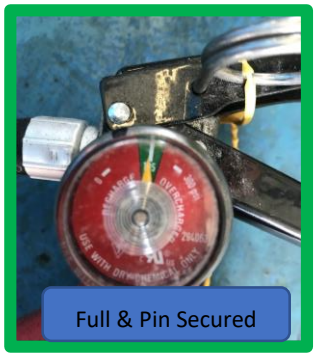
In Cab 1.3

393.95

1.3 Fire extinguisher Readiness. Verify the location of the decal on the outside of the unit on the door closest to the fire extinguisher's access. The fire extinguisher must be secure in its mounting bracket. Check the gauge to ensure proper charge. Make sure the pin is in place and secured with seal.


Pin Not Secured


Discharged


Full & Pin Secured


Missing Handle


Properly Mounted


Missing Extinguisher

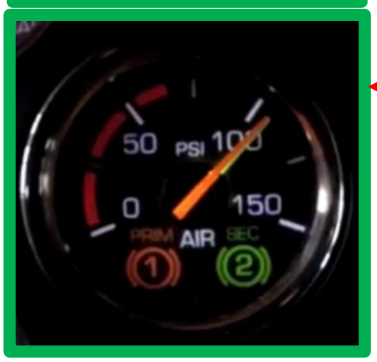
393.95 Emergency equipment on all power units. Each truck, truck tractor, and bus (except those towed in driveaway-towaway operations) must be equipped as follows:(a) Fire extinguishers—(1) Minimum ratings. (i) A power unit that is used to transport hazardous materials in a quantity that requires placarding (See §177.823 of this title) must be equipped with a fire extinguisher having an Underwriters' Laboratories rating of 10 B:C or more.(ii) A power unit that is not used to transport hazardous materials must be equipped with either:(A) A fire extinguisher having an Underwriters' Laboratories rating of 5 B:C or more; or(B) Two fire extinguishers, each of which has an Underwriters' Laboratories rating of 4 B:C or more.(2) Labeling and marking. Each fire extinguisher required by this section must be labeled or marked by the manufacturer with its Underwriters' Laboratories rating.(3) Visual Indicators. The fire extinguisher must be designed, constructed, and maintained to permit visual determination of whether it is fully charged.(4) Condition, location, and mounting. The fire extinguisher(s) must be filled and located so that it is readily accessible for use. The extinguisher(s) must be securely mounted to prevent sliding, rolling, or vertical movement relative to the motor vehicle.(5) Extinguishing agents. The fire extinguisher must use an extinguishing agent that does not need protection from freezing. Extinguishing agents must comply with the toxicity provisions of the Environmental Protection Agency's Significant New Alternatives Policy (SNAP) regulations under 40 CFR Part 82, Subpart G.

In Cab 1.4

571.121

1.4 Compressor cut in /cut out and note pressures. Verify purge valve operation– Start the engine & run the compressor to cut out (purge valve release). You should hear a sudden burst of air pressure. Allow the system to lose pressure cycling the foot brake with controlled, slow depressions that the compressor cuts in and starts building air You will notice the air pressure gauges begin to climb when compressor cut in. The pressure reading when the gauge begins to climb is the cut-in pressure. DOT requires the cut-in pressure is no less than 100 PSI

Run the air pressure up until you hear the purge valve release, this is your cut out pressure. Shown here at about 130 PSI



Use the foot brake. With short, controlled applications, run the air system down until the compressor cuts in and the pressure will start to build. This will happen somewhere between 20-25PSI from the cut-out pressure but must be no less than 100 PSI. Shown here to be at 105LBS. This test passes.

571.121 S5.1.1.1 Air compressor cut-in pressure. sic. The air compressor governor cut-in pressure for each truck shall be 100 p.s.i. or greater.

In Cab 1.5 & 1.6

393.51
393.81
393.80

1.5 Low Air Warning. Drain the tank by making service brakes applications until the low air pressure warning activates. Verify both audible and visual warnings are operating and note the pressure of activation. The *specification is 55 PSI or more. Anything below 55PSI, or if either the buzzer or light does not operate, this test fails.*

Note: *Some trucks the buzzer will not activate unless the parking brake is released*

393.51 Warning signals, air pressure, & vacuum gauges. (2) A warning signal that is audible or visible to a person in the normal driving position and provides a continuous warning to the driver whenever the air pressure in the service reservoir system is at 55 psi and below, or one-half of the compressor governor cutout pressure, whichever is less.

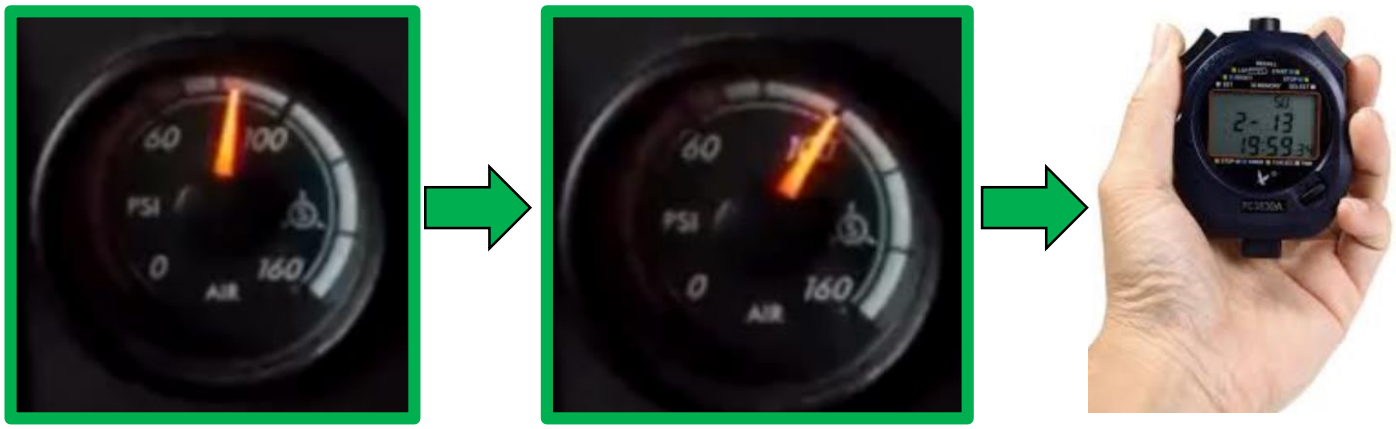
1.6 Gauge Operation. Verify all dashboard gauges operate. Oil pressure should register within a couple of seconds of starting the engine. Make sure fuel and DEF gauge operate properly, and coolant temperature will build slowly if the engine is cool

393.51 Warning signals, air pressure, & vacuum gauges. (c) Air brakes. A commercial motor vehicle (regardless of the date of manufacture) equipped with service brakes activated by compressed air (air brakes) or a commercial motor vehicle towing a vehicle with service brakes activated by compressed air (air brakes) must be equipped with a pressure gauge and a warning signal. Trucks, truck tractors, and buses manufactured on or after March 1, 1975, must, at a minimum, have a pressure gauge and a warning signal which meets the requirements of FMVSS No. 121 (S5.1.4 for the pressure gauge and S5.1.5 for the warning signal) applicable to the vehicle on the date of manufacture of the vehicle. Power units to which FMVSS No. 571.121 was not applicable on the date of manufacture of the vehicle must be equipped with—(1) A pressure gauge, visible to a person seated in the normal driving position, which indicates the air pressure (in kilopascals (kPa) or pounds per square inch (psi)) available for braking

In Cab 1.7

571.121

1.7 Air Pressure Buildup. Compressor built time from 85PSI to 100 PSI and note the time. Start the unit to build up air pressure. Run the engine at governed RPM. When the gauges reach approximately 85 PSI, use a timer or stopwatch and begin timing the pressure build-up. When the pressure reaches 100 PSI, stop timing. *This should take less than 40 seconds. If the air takes longer than 40 seconds to build, this test fails.*

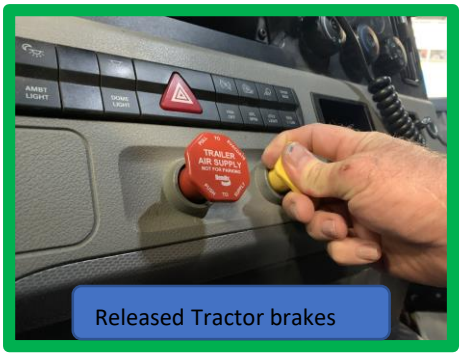


571.121 S5.1.1 *Air compressor. An air compressor of sufficient capacity to increase air pressure in the supply and service reservoirs from 85 psi to 100 psi when the engine is operating at the vehicle manufacturer's maximum recommended r.p.m. within a time, in seconds, determined by the quotient (40 SEC)*

In Cab 1.8

393.41

1.8 Parking Brake Check. With the parking brake engaged (trailer brakes released on combination vehicles), check that the parking brake will hold the vehicle by gently trying to pull forward with the parking brake on.
With the parking brake released and the trailer parking brake engaged (combination vehicles only), check that the trailer parking brake will hold the vehicle by gently trying to pull forward with the trailer parking brake on.



393.41 Parking brake system.

(b) *Air-braked power units manufactured on or after March 1, 1975, and air-braked trailers manufactured on or after January 1, 1975.* Each air-braked bus, truck, & truck tractor manufactured on and after March 1, 1975, and each air-braked trailer except an agricultural commodity trailer, converter dolly, heavy hauler trailer or pulpwood trailer, shall be equipped with a parking brake system as required by FMVSS No. 121 (S5.6) in effect at the time of manufacture. The parking brake shall be capable of holding the vehicle or combination of vehicles stationary under any condition of loading in which it is found on a public road (free of ice and snow).

In Cab 1.9

570.57

1.9 Air Leaks. Check for audible air leaks. With the engine off and air pressure at full capacity, release the parking brakes for both tractor and trailer and apply the service (foot) brake fully and listen for audible air leaks. Observe the air pressure gauges for air loss. After the pressure stabilizes from brake application, the maximum pressure loss is 3 LB per minute/for a single unit and 4 psi per minute for a combination truck and trailer. If you can hear any air leak it is considered an automatic fail and written up for further inspection**.**

Never leave the parking brakes released without the service brakes applied

Give the gauge a few seconds to stabilize. No more than 3 lbs. of pressure loss and no audible air leaks = passed test

=

570.57 Air brake system and air-over-hydraulic brake subsystem. (6) With the reservoir(s) fully charged, air pressure shall not drop more than 3 psi in 1 minute for single vehicles or more than 4 psi in 1 minute for combination vehicles, with the engine stopped and service brakes fully applied. There may be an additional 1 psi drop per minute for each additional towed vehicle.

In Cab 1.10 & 1.11

393.81

1.10 Horns. Check both city and air horns for proper operation.



393.81 Horn. Every bus, truck, truck-tractor, and every driven motor vehicle in driveaway-towaway operations shall be equipped with a horn and actuating elements which shall be in such condition as to give an adequate and reliable warning signal.

1.11 **Event recorder obstructions**. Verify that any Event Recorder camera outside-facing lenses are not obstructed or have been tampered with.

In Cab 1.12

393.60
393.78

1.12 - Windshield, wipers, washer. Check for any crack that connects to another crack. Any damaged area (i.e.: chip) less than ¾ inch in diameter, and not within 3 inches of any other damaged area is ok. Both windshield wipers must operate at all speeds, provide adequate clearing, not contact the sealing edge of the windshield during operation, and park correctly at the bottom of the windshield. Windshield washer must provide adequate spray to both sides of the windshield. No stickers or decals other than Pre-Pass/Tolls permitted.


Cracked Windshield


Less Than ¾ Inch


Wiper Blade Contacting off the Outside of the Windshield

393.60 Glazing in specified openings. (c) Windshield condition. With the exception of the conditions listed in paragraphs (c)(1), (c)(2), and (c)(3) of this section, each windshield shall be free of discoloration or damage in the area extending upward from the height of the top of the steering wheel (excluding a 51 mm (2 inch) border at the top of the windshield) and extending from a 25 mm (1 inch) border at each side of the windshield or windshield panel. Exceptions:(1) Coloring or tinting which meets the requirements of paragraph (d) of this section;(2) Any crack that is not intersected by any other cracks;(3) Any damaged area which can be covered by a disc 19 mm (3⁄4 inch) in diameter if not closer than 76 mm (3 inches) to any other similarly damaged area.

393.78 Windshield wiping and washing systems.(a) Vehicles manufactured on or after December 25, 1968. Each bus, truck, and truck-tractor manufactured on or after December 25, 1968, must have a windshield wiping system that meets the requirements of FMVSS No. 104 (S4.1) in effect on the date of manufacture. Each of these vehicles must have a windshield washing system that meets the requirements of FMVSS No. 104 (S4.2.2) in effect on the date of manufacture.

In Cab 1.13 &1.14

393.79
393.93

1.13 Defrost Operation Operate blower motor and verify defroster operation. Proper defroster operation is a DOT requirement.

49 CFR 393.79 (a)Vehicles manufactured on or after December 25, 1968. Each bus, truck, and truck-tractor manufactured on or after December 25, 1968, must have a windshield defrosting and defogging system that meets the requirements of FMVSS No. 103 in effect on the date of manufacture.

1.14 Seat Belts. Check that both front seat belts and sleeper restraint system latch correctly and retract to your body. Check that belt webbing is not cut or frayed and anchored to the floor.

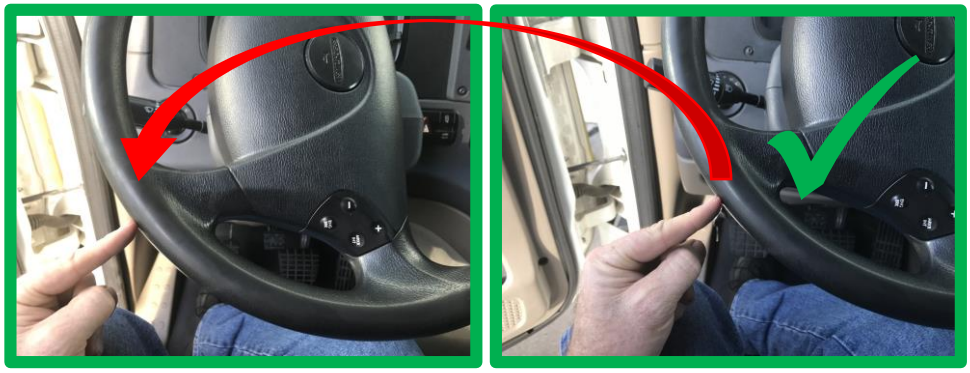
393.93 Seats, seat belt assemblies, and seat belt assembly anchorages. *(3) Trucks and truck tractors manufactured on or after January 1, 1972. Every truck and truck tractor manufactured on or after January 1, 1972, except a truck or truck tractor being transported in driveaway-towaway operation and having an incomplete vehicle seating and cab configuration, must conform to the requirements of Federal Motor Vehicle Safety Standard No. 2071 (§571.207) (relating to seating systems).*

In Cab 1.15

570.60

1.15 Steering Looseness. Check for free play in the steering wheel by turning the wheel from side to side. With the engine off, move the steering wheel from side to side and feel for looseness.

Easy way to check – Keep your finger stationary, move the wheel to feel free play. Reference the spoke to measure the free play in the steering.
The example shows about ½ inch of play.

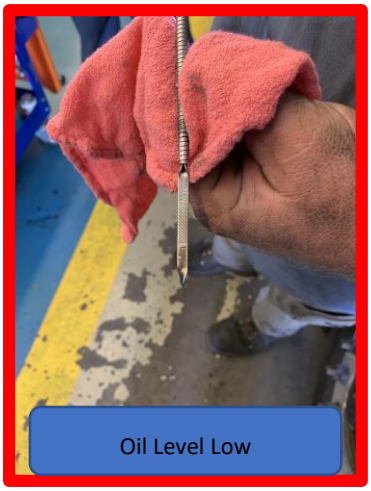


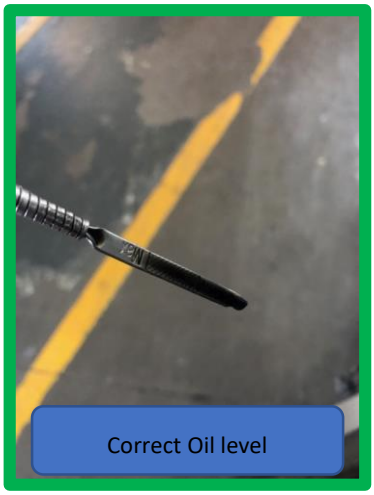
570.60 Steering system.(a) System play. Lash or free play in the steering system shall not exceed the values shown in Table 2.(1) Inspection procedure. With the engine on and the steering axle wheels in the straight ahead position, turn the steering wheel in one direction until there is a perceptible movement of the wheel. If a point on the steering wheel rim moves more than the value shown in Table 1 before perceptible return movement of the wheel under observation, there is excessive lash or free play in the steering system. Table 2. Steering Wheel Free Play Values Steering wheel diameter (inches)Lash (inches)16 or less21821/42021/222

Under Hood 2.1 & 2.2

396.5
393.7

2.1 Oil Level. With the engine off pull the oil dipstick and wipe the end with a clean cloth or rag. Replace the dipstick fully into the tube, remove again, & check the oil level on the dipstick. The oil should be between the ADD and FULL marks. If the oil is at the ADD mark, it is one gallon of oil to bring to full.


Oil Level Low


Correct Oil level

2.2.Coolant Level. With the engine cool and off, visually inspect the coolant level is between the " COLD FILL/ FULL" &" COLD MIN/ADD" in the reservoir tank. It is recommended to add coolant when the engine is cool. Don't remove the cap from a hot engine to ADD coolant personal injury may result.

396.5 Lubrication.
Every motor carrier shall ensure that each motor vehicle subject to its control is—
(a) Properly lubricated; and
(b) Free of oil and grease leaks.
396.7 Unsafe operations forbidden.(a) General. A motor vehicle shall not be operated in such a condition as to likely cause an accident or a breakdown of the vehicle.

Under Hood 2.3

393.209
396.7

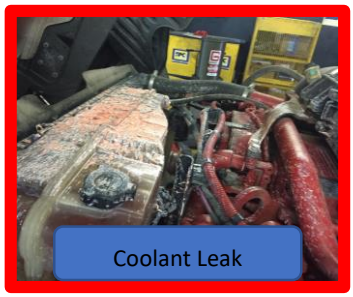
2.3 Power Steering Level.
Check the fluid reservoir oil level. With the engine off and cool, power steering fluid should be above the" COLD MIN " on the reservoir

393.209 *DOT statute as written: 40 CFR § 393.209 Steering wheel systems 2 e) Power steering systems. All components of the power system must be in operating condition. No parts shall be loose or broken. Belts shall not be frayed, cracked or slipping. The system shall not leak. The power steering system shall have sufficient fluid in the reservoir.*
396.7 *Unsafe operations forbidden.(a) General. A motor vehicle shall not be operated in such a condition as to likely cause an accident or a breakdown of the vehicle.*

Under Hood 2.4

393.209
396.7
393.83

2.4 ANY Fluid/exhaust leaks. Visually inspect the cooling system components for signs of leaks, this will sometimes look like red wax at the leak point. Look for engine oil leaks on the block and pan. Check for power steering leaks at the box, reservoir, & hoses.
Any leak that hits the ground is considered a failure and must be repaired immediately



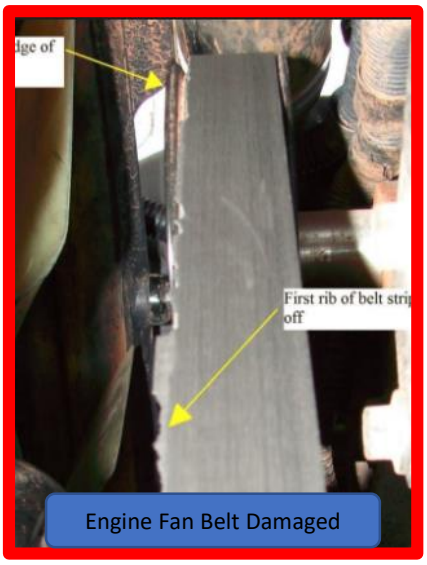
Check exhaust manifold, turbo, and flex pipe for leaks**.** Inspect all exhaust piping and connections at the engine, turbo, and flex pipe for signs of exhaust leakage. The exhaust system cannot have any leaks forward or underneath the cab.

393.209 *DOT statute as written: 40 CFR § 393.209 Steering wheel systems 2 e) Power steering systems. All components of the power system must be in operating condition. No parts shall be loose or broken. Belts shall not be frayed, cracked or slipping. The system shall not leak. The power steering system shall have sufficient fluid in the reservoir.*
396.7 *Unsafe operations forbidden.(a) General. A motor vehicle shall not be operated in such a condition as to likely cause an accident or a breakdown of the vehicle.*
393.83 *Exhaust systems. (g) No part of the exhaust system shall leak or discharge at a point forward of or directly below the driver/sleeper compartment. The exhaust outlet may discharge above the cab/sleeper roofline.*

Under Hood 2.5

396.7

2.5 Drive Belts. Inspect all belts for signs of fraying, oil or coolant on the belt, or excessive wear. Some cracking on the ribbed side of the belt is considered normal. Check A/C and alternator mount. Verify the belt(s) are riding correctly on the pulleys.



396.7 Unsafe operations forbidden.(a) General. A motor vehicle shall not be operated in such a condition as to likely cause an accident or a breakdown of the vehicle.

Under Hood 2.6

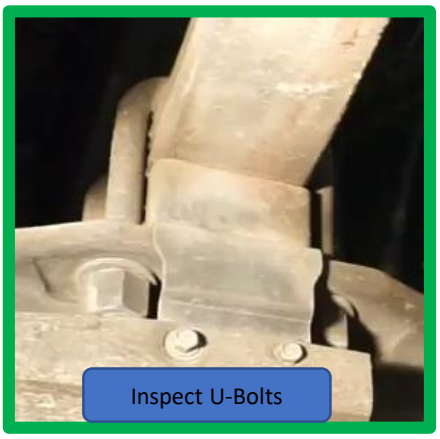
393.209
393.207

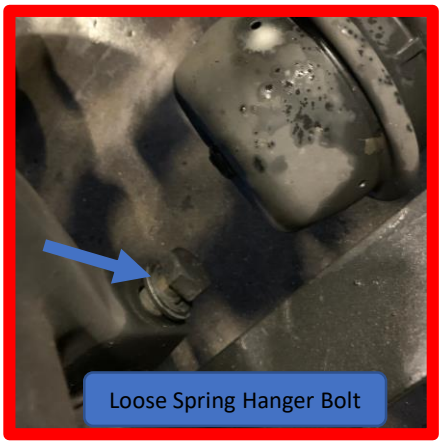
2.6 Suspension/Steering Components Check the steering gearbox fasteners for being secured to the frame. Using your hand, grab and shake the draglink and pitman arm, there should be no in and out movement (twisting is okay). Verify all castellated nuts have cotter pins installed.
Verify all suspension components don't have any missing fasteners, broken parts, or loose components (shock absorbers, spring hangers, U-bolts, etc).

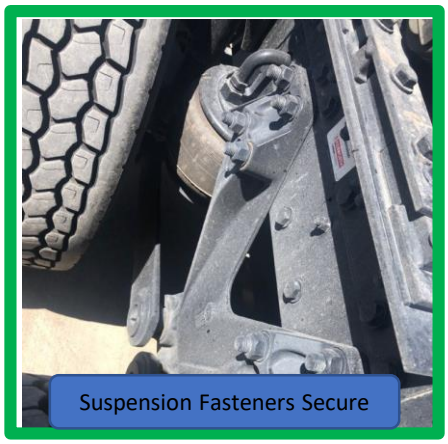

Acceptable Residue **(Grease only)**


Missing Shock Absorber Bolt


Good Drag Link


Inspect U-Bolts


Loose Spring Hanger Bolt


Suspension Fasteners Secure

393.209 Steering wheel systems. (d) Steering system. Universal joints and ball-and-socket joints shall not be worn, faulty or repaired by welding. The steering gear box shall not have loose or missing mounting bolts or cracks in the gear box or mounting brackets. The pitman arm on the steering gear output shaft shall not be loose. Steering wheels shall turn freely through the limit of travel in both directions.

393.207 Suspension systems.

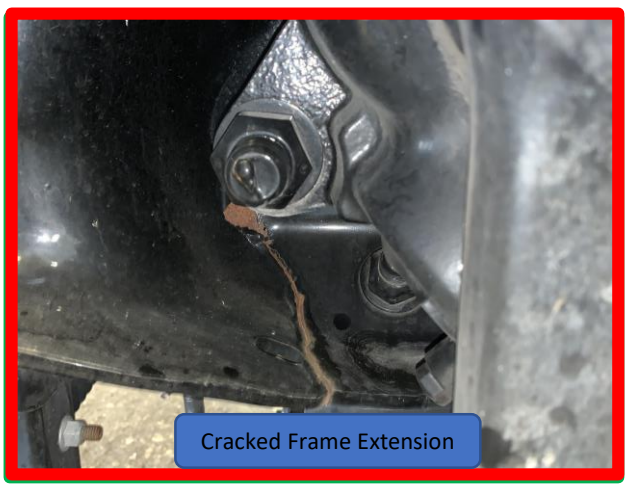
(a) Axles. No axle positioning part shall be cracked, broken, loose or missing. All axles must be in proper alignment.

(c) Leaf springs. No leaf spring shall be cracked, broken, or missing nor shifted out of position.

Under Hood 2.7

393.201

2.7 Frame and Frame Components. Inspect the frame and frame rail for cracking, sagging, & breakage.
Note; Rust can indicate loose components



Note the rust streaks

393.201 Frames.

(a) The frame or chassis of each commercial motor vehicle shall not be cracked, loose, sagging or broken.
(b) Bolts or brackets securing the cab or the body of the vehicle to the frame must not be loose, broken, or missing.
(c) The frame rail flanges between the axles shall not be bent, cut or notched, except as specified by the manufacturer

Under Hood 2.8

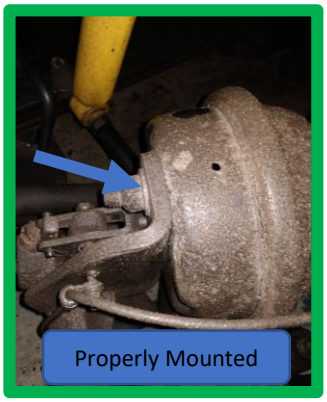
Appendix G

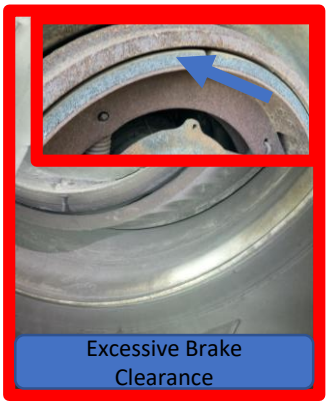
2.8 Brake Components. Check steer axle brake chambers, brake drums, brake shoes, slack adjusters, and air lines. Check that the steer axle brake chambers are not loose. Verify that the brake drums are not cracked or damaged (heat cracks are normal). Brake shoes and drums should not be contaminated with oil. Check that the clevis pins and retaining clips are in place. Verify that the supply lines are not chaffed, rubbing, have cords showing, or are damaged in any other way. DOT Out of Service for brake lining is ¼" (8/32") when measured at the center of the shoe.

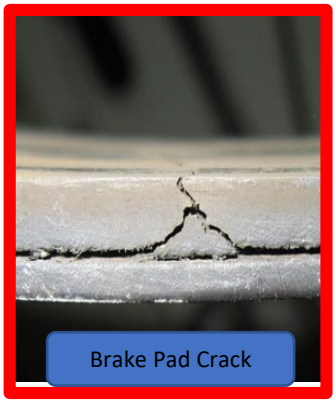

Loose ABS Speed Sensor


Chamber Damage


Loose ABS Speed Sensor


Properly Mounted


Excessive Brake Clearance


Brake Pad Crack

Brake Drum Crack

Appendix G to Subchapter B of Chapter III—Minimum Periodic Inspection Standards

A vehicle does not pass an inspection if it has one of the following defects or deficiencies:

1. Brake System.

a. Service brakes. (1) Absence of braking action on any axle required to have brakes upon application of the service brakes (such as missing brakes or brake shoe(s) failing to move upon application of a wedge, S-cam, cam, or disc brake).

(2) Missing or broken mechanical components including: shoes, lining, pads, springs, anchor pins, spiders, cam rollers, push-rods, and air chamber mounting bolts.

(3) Loose brake components including air chambers, spiders, and cam shaft support brackets.

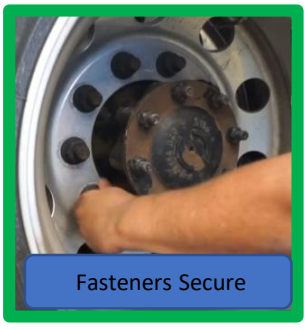
(4) Audible air leak at brake chamber (Example-ruptured diaphragm, loose chamber clamp, etc.).

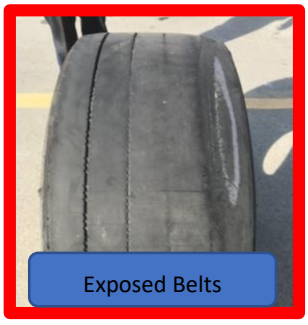
(5) Readjustment limits. (a) The maximum pushrod stroke must not be greater than the values given in the tables below and at §393.47(e). Any brake stroke exceeding the readjustment limit will be rejected.

Under Hood 2.9

393.75
393.205

2.9.Tires/ Wheel Conditions. Check the steering tire condition. Any tire with damage that exposes the cords are cause for rejection. Check for bulges in the sidewall, and impact damage or cuts. Check for metal or other foreign objects in the tread surface, and remove any foreign objects. check the tire pressure in all positions for proper inflation. any tire under 88 psi is considered flat and must be repaired immediately. Inspect the tread depth. Tires must be a minimum to pass a DOT inspection. Minimum tread depth on the steering tire is 4/32 inch, drive & trailer tires are 2/32 inch. Check overall wheel condition for any cracks, elongated holes, or loose fasteners.





393.75 Tires.

(a) No motor vehicle shall be operated on any tire that—
(1) Has body ply or belt material exposed through the tread or sidewall,
(2) Has any tread or sidewall separation,
(3) Is flat or has an audible leak, or
(4) Has a cut to the extent that the ply or belt material is exposed.

(b) Any tire on the front wheels of a bus, truck, or truck tractor shall have a tread groove pattern depth of at least $^{4}/_{32}$ of an inch when measured at any point on a major tread groove. The measurements shall not be made where tie bars, humps, or fillets are located.

393.205 Wheels.

(a) Wheels and rims shall not be cracked or broken.
(b) Stud or bolt holes on the wheels shall not be elongated (out of round).
(c) Nuts or bolts shall not be missing or loose.

Under Hood 2.10

396.5

2.10 hub oil level. Verify the oil level is between the full and low marks on the face of the cap.

396.5 Lubrication.
Every motor carrier shall ensure that each motor vehicle subject to its control is—
(a) Properly lubricated; and
(b) Free of oil and grease leaks.

Tractor Outside 3.1

393.11

3.1 All Light Operation Check all external lights and reflectors, all external lights must work, check headlamps on both beams. Fog lights, work lamps, all clearance, marker, and back up lights all must operate normally. Verify hazard lights work, operate both direction turn signals operate front and rear, and brake lamps operate with the foot pedal. *If the light is there, it must work as intended.*

Note: *some trucks will have the option to perform an automatic light check*

393.11 Lamps and reflective devices.

(a)(1) Lamps and reflex reflectors. Table 1 specifies the requirements for lamps, reflective devices and associated equipment by the type of commercial motor vehicle. The diagrams in this section illustrate the position of the lamps, reflective devices and associated equipment specified in Table 1. All commercial motor vehicles manufactured on or after December 25, 1968, must, at a minimum, meet the applicable requirements of 49 CFR 571.108 (FMVSS No. 108) in effect at the time of manufacture of the vehicle. Commercial motor vehicles manufactured before December 25, 1968, must, at a minimum, meet the requirements of subpart B of part 393 in effect at the time of manufacture. (b) Conspicuity Systems. Each trailer of 2,032 mm (80 inches) or more overall width, and with a GVWR over 4,536 kg (10,000 pounds), manufactured on or after December 1, 1993, except pole trailers and trailers designed exclusively for living or office use, shall be equipped with either retroreflective sheeting that meets the requirements of FMVSS No. 108 (S5.7.1), reflex reflectors that meet the requirements FMVSS No. 108 (S5.7.2), or a combination of retroreflective sheeting and reflex reflectors that meet the requirements of FMVSS No. 108 (S5.7.3). The conspicuity system shall be installed and located as specified in FMVSS No. 108 [S5.7.1.4 (for retroreflective sheeting), S5.7.2.2 (for reflex reflectors), S5.7.3 (for a combination of sheeting and reflectors)] and have certification and markings as required by S5.7.1.5 (for retroreflective tape) and S5.7.2.3 (for reflex reflectors).

Tractor Outside 3.2

393.80

3.2.Mirrors. Check mirrors make sure has no cracks and they are properly secured. You must be able to see out each side of the unit.

393.80 Rear-vision mirrors.

(a) Every bus, truck, and truck tractor shall be equipped with two rear-vision mirrors, one at each side, firmly attached to the outside of the motor vehicle, and so located as to reflect to the driver a view of the highway to the rear, along both sides of the vehicle. All such regulated rear-vision mirrors and their replacements shall meet, as a minimum, the requirements of FMVSS No. 111 (49 CFR 571.111) in force at the time the vehicle was manufactured.

Tractor Outside 3.3

393.95

3.3 Warning triangles. The **t**ruck must have 3 warning triangles in good, usable condition, in a storage box, securely mounted.

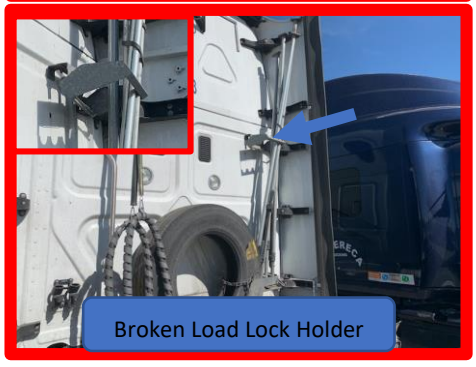
393.95 Emergency equipment on all power units.

(f) Warning devices for stopped vehicles. Except as provided in paragraph (g) of this section, one of the following options must be used:
(1) Three bidirectional emergency reflective triangles that conform to the requirements of Federal Motor Vehicle Safety Standard No. 125, §571.125 of this title

Tractor Outside 3.4

392.9

3.4 ANY loose components. Any component on the unit must be secure and cannot be at risk of falling onto the roadway. Example: loose side skirts, unsecured panels, etc.



392.9 Inspection of cargo, cargo securement devices, & systems.

(a) General. A driver may not operate a commercial motor vehicle and a motor carrier may not require or permit a driver to operate a commercial motor vehicle unless—

(2) The commercial motor vehicle's tailgate, tailboard, doors, tarpaulins, spare tire and other equipment used in its operation, and the means of fastening the commercial motor vehicle's cargo, are secured; and

Tractor Outside 3.5

399

3.5 Fuel Tank Mounting Caps. Inspect fuel system for leaks, fuel tanks must be securely mounted, there cannot be any missing fasteners or evidence tank is moving in its mounts. There can be no signs of any fuel leakage anywhere in the fuel system. Both fuel caps must be securely fastened.

Legal as long as there are no leaks present or loose straps


Incorrect Fuel Cap


Fuel Tank Properly Mounted


Fuel Cap Not leaking

PART 399—EMPLOYEE SAFETY AND HEALTH STANDARDS
Subpart L—Step, Handhold, and Deck Requirements for Commercial Motor Vehicles Fuel System.
a. A fuel system with a visible leak at any point.
b. A fuel tank filler cap missing.
c. A fuel tank not securely attached to the motor vehicle by reason of loose, broken or missing mounting bolts or brackets (some fuel tanks use springs or rubber bushings to permit movement)

Tractor Outside 3.6

393.11

3.6 Reflective Devices. The truck must have the red/white reflective tape across the length of both mud flap brackets, two red reflectors on the rearmost cross member and reflective tape on the top outer corners marking the outer edges of the cab in *white only.*

393.11 Lamps and reflective devices.

(a)(1) Lamps and reflex reflectors. Table 1 specifies the requirements for lamps, reflective devices and associated equipment by the type of commercial motor vehicle. The diagrams in this section illustrate the position of the lamps, reflective devices and associated equipment specified in Table 1. All commercial motor vehicles manufactured on or after December 25, 1968, must, at a minimum, meet the applicable requirements of 49 CFR 571.108 (FMVSS No. 108) in effect at the time of manufacture of the vehicle Commercial motor vehicles manufactured before December 25, 1968, must, at a minimum, meet the requirements of subpart B of part 393 in effect at the time of manufacture. (b) Conspicuity Systems. Each trailer of 2,032 mm (80 inches) or more overall width, and with a GVWR over 4,536 kg (10,000 pounds), manufactured on or after December 1, 1993, except pole trailers and trailers designed exclusively for living or office use, shall be equipped with either retroreflective sheeting that meets the requirements of FMVSS No. 108 (S5.7.1), reflex reflectors that meet the requirements FMVSS No. 108 (S5.7.2), or a combination of retroreflective sheeting and reflex reflectors that meet the requirements of FMVSS No. 108 (S5.7.3). The conspicuity system shall be installed and located as specified in FMVSS No. 108 [S5.7.1.4 (for retroreflective sheeting), S5.7.2.2 (for reflex reflectors), S5.7.3 (for a combination of sheeting and reflectors)] and have certification and markings as required by S5.7.1.5 (for retroreflective tape) and S5.7.2.3 (for reflex reflectors).

Tractor Outside 3.7

393.45

3.7 Trailer Supply Line/Hoses. Supply lines must be suspended and shielded to prevent rubbing or contact with any object. The tractor ends of the lines cannot rub the fuel tank, and no unprotected part of the lines may rub any part of the unit when hooked to a trailer. Lines cannot rest on the calk walk or any part of the frame. Air lines must be fully locked and light cord completely locked into the receptacle with the cap attached.

Trailer Supply Lines Not Secured

Trailer Supply Lines Rubbing The Fuel Tank

Trailer Supply Lines Improper Routing

Trailer Supply Lines Proper Routing

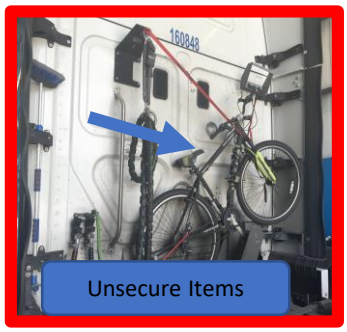
393.45 Brake tubing and hoses; hose assemblies and end fittings.

(a) General construction requirements for tubing and hoses, assemblies, and end fittings. All brake tubing and hoses, brake hose assemblies, and brake hose end fittings must meet the applicable requirements of FMVSS No. 106 (49 CFR 571.106).
(b) Brake tubing and hose installation. Brake tubing and hose must—
(1) Be long and flexible enough to accommodate without damage all normal motions of the parts to which it is attached;
(2) Be secured against chaffing, kinking, or other mechanical damage; and
(3) Be installed in a manner that prevents it from contacting the vehicle's exhaust system or any other source of high temperatures.
(c) Nonmetallic brake tubing. Coiled nonmetallic brake tubing may be used for connections between towed and towing motor vehicles or between the frame of a towed vehicle and the unsprang sub frame of an adjustable axle of the motor vehicle if—

Tractor Outside 3.8

392.9

3.8 Spare Tire Mount. Check spare tire carrier for being properly mounted, free of damage, and retaining chain secured. All company trucks are *required* to have a quality spare tire with a secure carrier.



392.9 Inspection of cargo, cargo securement devices and systems.

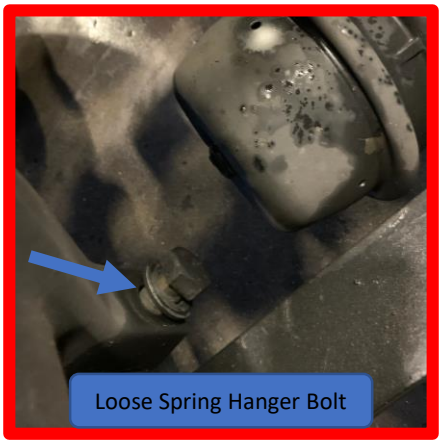
(a) General. A driver may not operate a commercial motor vehicle and a motor carrier may not require or permit a driver to operate a commercial motor vehicle unless—

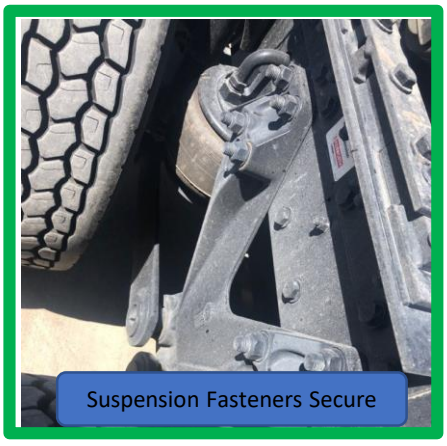
(2) The commercial motor vehicle's tailgate, tailboard, doors, tarpaulins, spare tire and other equipment used in its operation, and the means of fastening the commercial motor vehicle's cargo, are secured; and

Tractor Outside 3.9

393.207

3.9 Suspension Components. Check all rear suspension to verify all suspension components don't have any missing fasteners, broken parts, or loose components (shock absorbers, spring hangers-bolts, etc.)





393.207 Suspension systems.

(a) Axles. No axle positioning part shall be cracked, broken, loose or missing. All axles must be in proper alignment.
((f) Air suspensions. The air pressure regulator valve shall not allow air into the suspension system until at least 55 psi is in the braking system. The vehicle shall be level (not tilting to the left or right). Air leakage shall not be greater than 3 psi in a 5-minute time period when the vehicle's air pressure gauge shows normal operating pressure.

Tractor Outside 3.10

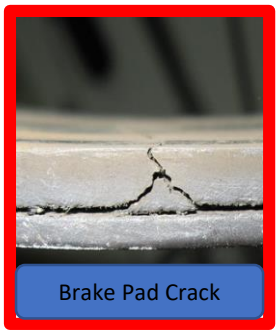
Appendix G

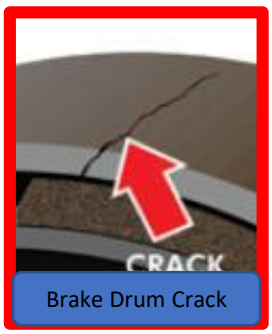
3.10 Brake Components. Check drive axle brake chambers, brake drums, brake shoes, slack adjusters, and air lines. Check that the drive axle brake chambers are not loose. Verify that the brake drums are not cracked or damaged (heat cracks are normal). Brake shoes and drums should not be contaminated with oil. Check that the clevis pins and retaining clips are in place. Verify that the supply lines are not chaffed, rubbing, have cords showing, or are damaged in any other way. DOT Out of Service for brake lining is ¼" (8/32") when measured at the center of the shoe.

With the parking brake **engaged**, if the orange over stroke band is visible, and the slack is past 90 degrees, in relation to the clevis, the brake is out of adjustment.

Note: Don't to attempt to adjust brakes- seek service immediately


Excessive Brake Clearance


Brake Pad Crack



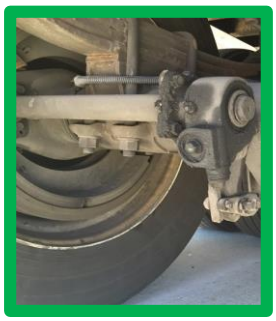
Brake Drum Crack


Wheel Seal Leaking


Hub Gasket Leaking


Wheel Seal Leaking


Push Rod Stroke Indicator



Appendix G to Subchapter B of Chapter III—Minimum Periodic Inspection Standards

A vehicle does not pass an inspection if it has one of the following defects or deficiencies:

1. Brake System.

a. Service brakes. (1) Absence of braking action on any axle required to have brakes upon application of the service brakes (such as missing brakes or brake shoe(s) failing to move upon application of a wedge, S-cam, cam, or disc brake).

(2) Missing or broken mechanical components including: shoes, lining, pads, springs, anchor pins, spiders, cam rollers, push-rods, and air chamber mounting bolts.

(3) Loose brake components including air chambers, spiders, and cam shaft support brackets.

(4) Audible air leak at brake chamber (Example-ruptured diaphragm, loose chamber clamp, etc.).

(5) Readjustment limits. (a) The maximum pushrod stroke must not be greater than the values given in the tables below and at §393.47(e). Any brake stroke exceeding the readjustment limit will be rejected.

570.57 Air brake system and air-over-hydraulic brake subsystem. (6) With the reservoir(s) fully charged, air pressure shall not drop more than 3 psi in 1 minute for single vehicles or more than 4 psi in 1 minute for combination vehicles, with the engine stopped and service brakes fully applied. There may be an additional 1 psi drop per minute for each additional towed vehicle

Tractor Outside 3.11

393.70

3.11 5th Wheel Latching. Inspect the 5th wheel for proper coupling. Verify the handle is retracted entirely to the fifth wheel skirt and visually inspect the jaw is fully locked across the Kingpin when connected to a trailer

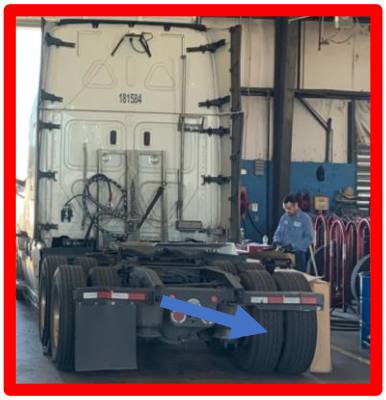
393.70 Coupling devices and towing methods, except for driveaway-towaway operations.

(2) Locking. Every fifth wheel assembly must have a locking mechanism. The locking mechanism, and any adapter used in conjunction with it, must prevent separation of the upper and lower halves of the fifth wheel assembly unless a positive manual release is activated. The release may be located so that the driver can operate it from the cab. If a motor vehicle has a fifth wheel designed and constructed to be readily separable, the fifth wheel locking devices shall apply automatically on coupling.

Tractor Outside 3.12

393.11

3.12 Mud flaps. Mud flaps should be free from damage, covering the tread of both tires, and between 6-8 inches from the ground and fully secure to the bracket.



Mud flaps are a State Regulated component. The general guidelines are that it must cover the tread width of both tires, not "sail" more than 6 inches, and be within 6 to 8 inches off the ground. This will allow the mud flaps to be legal in all states that require them.

Tractor Outside 3.13

393.75
393.205

3.13 Tires/ Wheel Conditions. Check the steering tire condition. Any tire with damage that exposes the cords are cause for rejection. Check for bulges in the sidewall, and impact damage or cuts. Check for metal or other foreign objects in the tread surface, and remove any foreign objects. Check the tire pressure in all positions for proper inflation. any tire under 88 psi is considered flat and must be repaired immediately. Inspect the tread depth. Tires must be a minimum to pass a DOT inspection. Minimum tread depth on the steering tire is 4/32 inch, drive & trailer tires are 2/32 inch. Check overall wheel condition for any cracks, elongated holes, or loose fasteners.

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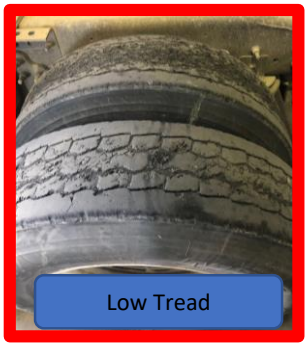
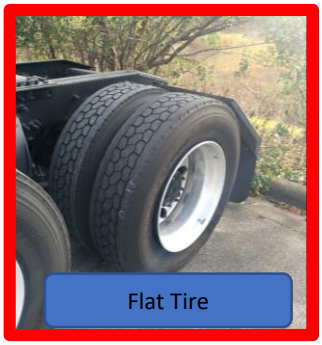
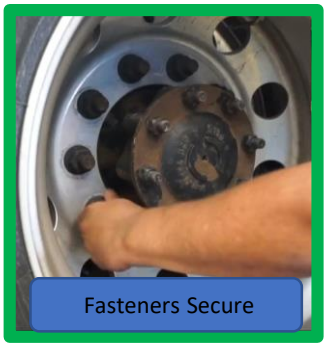
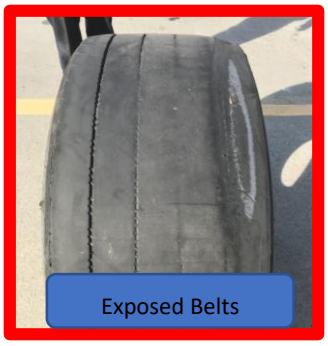








393.75 Tires.

(a) No motor vehicle shall be operated on any tire that—
(1) Has body ply or belt material exposed through the tread or sidewall,
(2) Has any tread or sidewall separation,
(3) Is flat or has an audible leak, or
(4) Has a cut to the extent that the ply or belt material is exposed.

(b) Any tire on the front wheels of a bus, truck, or truck tractor shall have a tread groove pattern depth of at least $^{4}/_{32}$ of an inch when measured at any point on a major tread groove. The measurements shall not be made where tie bars, humps, or fillets are located.

393.205 Wheels.

(a) Wheels and rims shall not be cracked or broken.
(b) Stud or bolt holes on the wheels shall not be elongated (out of round).
(c) Nuts or bolts shall not be missing or loose.

Trailer Outside 4.1 & 4.2

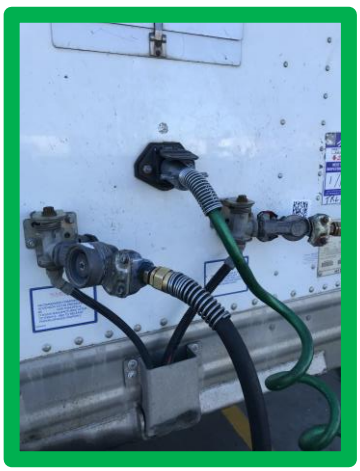
570.57
393.9

4.1 Glad Hands and 7 Way Plug. Ensure the connection point mounting plate is secure with all correct/undamaged fasteners. Inspect grommets for damage or cracks. Electrical connection must be properly secured and the lid is in place


Broken Glad Hand


Missing Receptacle Lid


Missing Grommet



570.57 Air brake system and air-over-hydraulic brake subsystem. (6) With the reservoir(s) fully charged, air pressure shall not drop more than 3 psi in 1 minute for single vehicles or more than 4 psi in 1 minute for combination vehicles, with the engine stopped and service brakes fully applied. There may be an additional 1 psi drop per minute for each additional towed vehicle.

393.9 Lamps operable, prohibition of obstructions of lamps and reflectors.

(a) All lamps required by this subpart shall be capable of being operated at all times. This paragraph shall not be construed to require that any auxiliary or additional lamp be capable of operating at all times.

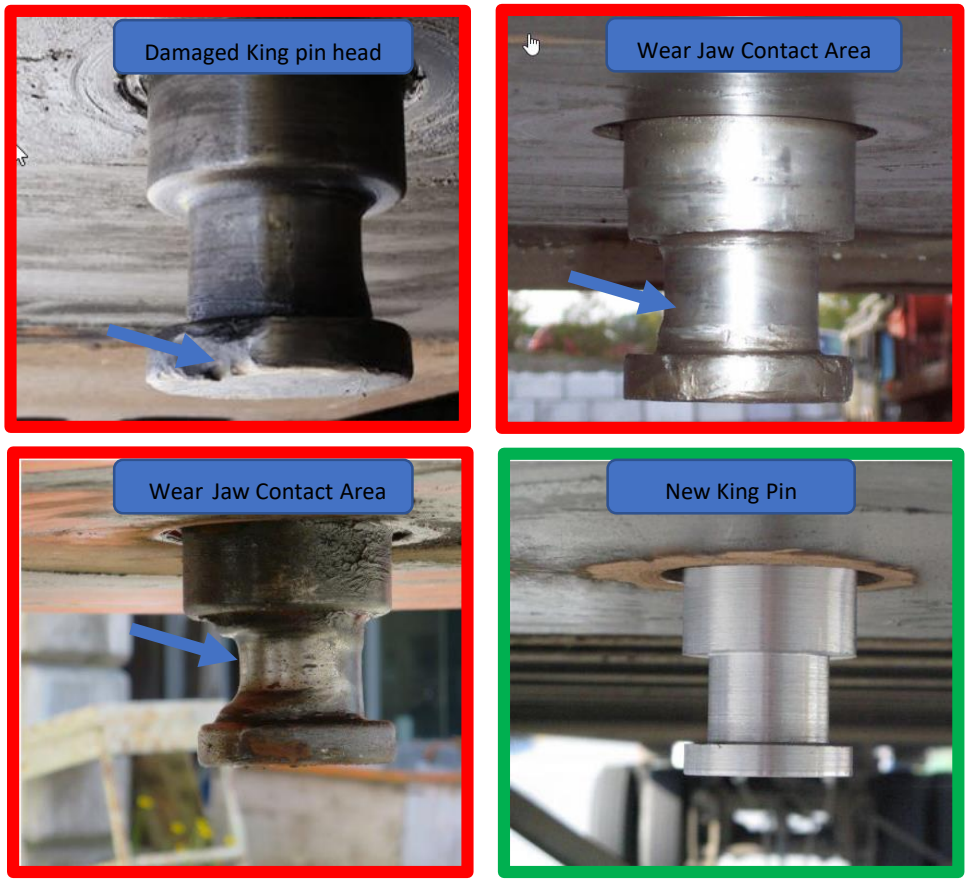
4.2 Registration. Verify the registration is present and legible.

Each state has it's own requirements for commercial motor vehicle operating authority. The unit registration is to presented upon demand in every state the unit operates in..

Trailer Outside 4.3

393.70

4.3 Kingpin. Inspect kingpin and coupler plate for damage, cracks, deep depressions and wear.



393.70 Coupling devices and towing methods, except for driveaway-towaway operations.

(ii) Upper half. The upper half of a fifth wheel must be fastened to the motor vehicle with at least the same security required for the installation of the lower half on a truck tractor or converter dolly.

Trailer Outside 4.4

4.4 Landing Gear. Inspect landing gear supports and braces for cracks, damage, and any loose parts**.** Landing gear should be fully retracted when connected to the tractor and the handle secured.

Ground clearance is a State Regulation. The general guidelines are that they must be at least 6 to 8 inches off the ground. This will allow the landing gear clearance to be legal in all states that require it.

Trailer Outside 4.5

393.201

4.5 **Side rail / Chassis Damage.** Inspect all metal structure for damage. Check for cracks breaks, and pieces missing from the metal.

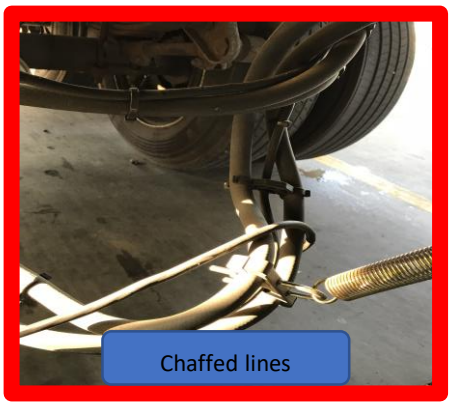
393.201 Frames.

(a) The frame or chassis of each commercial motor vehicle shall not be cracked, loose, sagging or broken.
(b) Bolts or brackets securing the cab or the body of the vehicle to the frame must not be loose, broken, or missing.
(c) The frame rail flanges between the axles shall not be bent, cut or notched, except as specified by the manufacturer.
(d) Parts and accessories shall not be welded to the frame or chassis of a commercial motor vehicle except in accordance with the vehicle manufacturer's recommendations. Any welded repair of the frame must also be in accordance with the vehicle manufacturer's recommendations.

Trailer Outside 4.6

393.45

4.6 Slider Air Lines. Verify the tandem slide air hoses cannot contact the ground. Hoses cannot rub any components or to each other



393.45 Brake tubing and hoses; hose assemblies and end fittings.

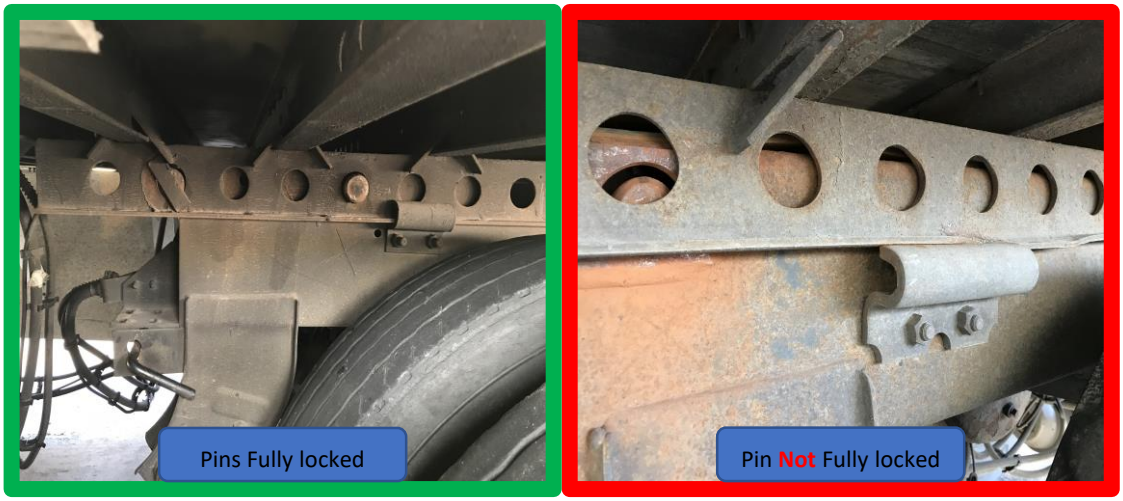
(2) Be secured against chaffing, kinking, or other mechanical damage; and

(d) Brake tubing and hose connections. All connections for air, vacuum, or hydraulic braking systems shall be installed so as to ensure an attachment free of leaks, constrictions or other conditions which would adversely affect the performance of the brake system.

Trailer Outside 4.7

393.207

4.7 Sliding Suspension Pins/Handle. Inspect the slider frame assembly and verify all slider lock pins are fully locked. Verify the slider lock handle is fully locked in place.



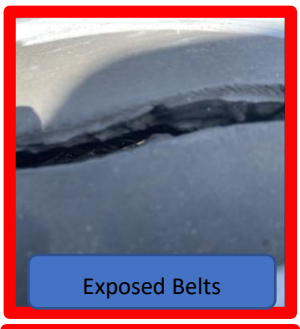
393.207 Suspension systems.

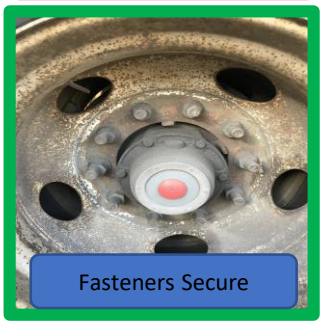
(a) Axles. No axle positioning part shall be cracked, broken, loose or missing. All axles must be in proper alignment.
(b) Adjustable axles. Adjustable axle assemblies shall not have locking pins missing or disengaged.
(c) Leaf springs. No leaf spring shall be cracked, broken, or missing nor shifted out of position.

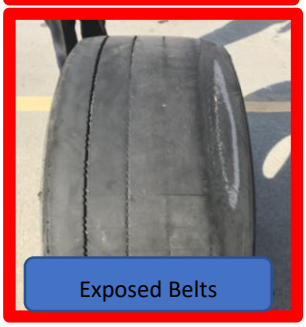
Trailer Outside 4.8

393.75
393.205

4.8 Tires/ Wheel Conditions. Check the steering tire condition. Any tire with damage that exposes the cords are cause for rejection. Check for bulges in the sidewall, and impact damage or cuts. Check for metal or other foreign objects in the tread surface, and remove any foreign objects. Check the tire pressure in all positions for proper inflation. any tire under 88 psi is considered flat and must be repaired immediately. Inspect the tread depth. Tires must be a minimum to pass a DOT inspection. Minimum tread depth on the steering tire is 4/32 inch, drive & trailer tires are 2/32 inch. Check overall wheel condition for any cracks, elongated holes, or loose fasteners.







393.75 Tires.

(a) No motor vehicle shall be operated on any tire that—
(1) Has body ply or belt material exposed through the tread or sidewall,
(2) Has any tread or sidewall separation,
(3) Is flat or has an audible leak, or
(4) Has a cut to the extent that the ply or belt material is exposed.

(b) Any tire on the front wheels of a bus, truck, or truck tractor shall have a tread groove pattern depth of at least $^{4}/_{32}$ of an inch when measured at any point on a major tread groove. The measurements shall not be made where tie bars, humps, or fillets are located.

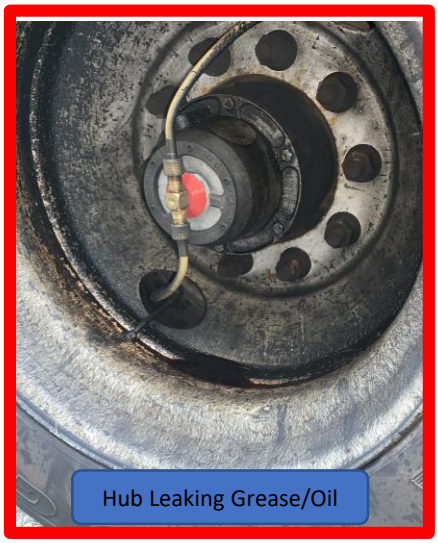
393.205 Wheels.

(a) Wheels and rims shall not be cracked or broken.
(b) Stud or bolt holes on the wheels shall not be elongated (out of round).
(c) Nuts or bolts shall not be missing or loose.

Trailer Outside 4.9

396.7
396.5

4.9 Oil/ Grease Leaks. Visually inspect the outside wheel area for signs of oil or grease leaks, from the hub. Any evidence of wet grease or oil in the inside of the wheel needs to be repaired.

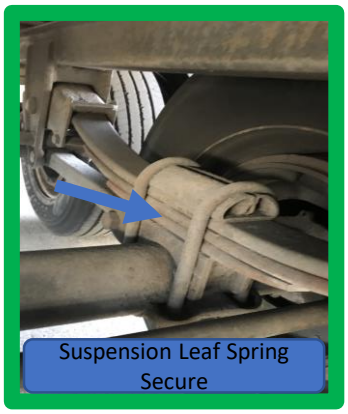


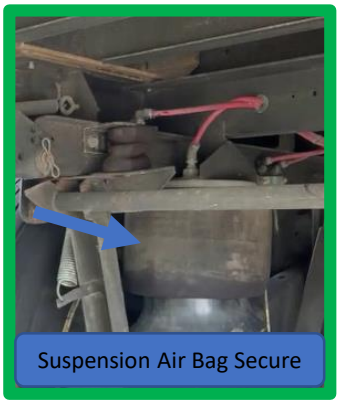
396.7 Unsafe operations forbidden.(a) General. A motor vehicle shall not be operated in such a condition as to likely cause an accident or a breakdown of the vehicle.
396.5 Lubrication. Every motor carrier shall ensure that each motor vehicle subject to its control is—
(a) Properly lubricated.
(b) Free of oil and grease leaks.
Appendix G to Subchapter B of Chapter III—Minimum Periodic Inspection Standards Saturated with oil, grease, or brake fluid

Trailer Outside 4.10

393.207

4.10 Suspension Components. Check trailer suspension to verify all suspension components don't have any missing fasteners, broken parts, or loose components (spring hangers, bolts, equalizer, U-bolts, air springs if equipped etc.)





393.207 Suspension systems.

(a) Axles. No axle positioning part shall be cracked, broken, loose or missing. All axles must be in proper alignment.
(b) Adjustable axles. Adjustable axle assemblies shall not have locking pins missing or disengaged.
(c) Leaf springs. No leaf spring shall be cracked, broken, or missing nor shifted out of position.

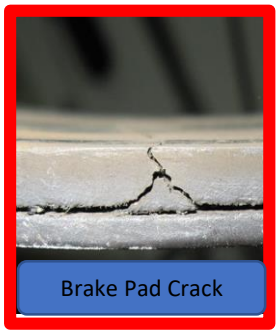
Trailer Outside 4.11

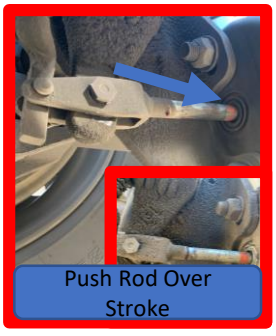
Appendix G
570.57

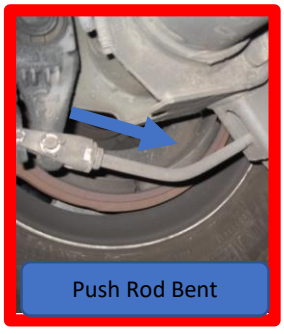
4.11 Brake Components. Check Trailer axle brake chambers, brake drums, brake shoes, slack adjusters, and air lines. Check that the drive axle brake chambers are not loose. Verify that the brake drums are not cracked or damaged (heat cracks are normal). Brake shoes and drums should not be contaminated with oil. Check that the clevis pins and retaining clips are in place. Verify that the supply lines are not chaffed, rubbing, have cords showing, or are damaged in any other way. DOT Out of Service for brake lining is ¼" (8/32") when measured at the center of the shoe.

*W*ith the parking brake **engaged**, if the orange over stroke band is visible, and the slack is past 90 degrees in relation to the clevis, the brake is out of adjustment.

Note: do not attempt to adjust brakes, seek service immediately







Appendix G to Subchapter B of Chapter III—Minimum Periodic Inspection Standards

A vehicle does not pass an inspection if it has one of the following defects or deficiencies:

1. Brake System.

a. Service brakes. (1) Absence of braking action on any axle required to have brakes upon application of the service brakes (such as missing brakes or brake shoe(s) failing to move upon application of a wedge, S-cam, cam, or disc brake).

(2) Missing or broken mechanical components including: shoes, lining, pads, springs, anchor pins, spiders, cam rollers, push-rods, and air chamber mounting bolts.

(3) Loose brake components including air chambers, spiders, and cam shaft support brackets.

(4) Audible air leak at brake chamber (Example-ruptured diaphragm, loose chamber clamp, etc.).

(5) Readjustment limits. (a) The maximum pushrod stroke must not be greater than the values given in the tables below and at §393.47(e). Any brake stroke exceeding the readjustment limit will be rejected.

570.57 Air brake system and air-over-hydraulic brake subsystem. (6) With the reservoir(s) fully charged, air pressure shall not drop more than 3 psi in 1 minute for single vehicles or more than 4 psi in 1 minute for combination vehicles, with the engine stopped and service brakes fully applied. There may be an additional 1 psi drop per minute for each additional towed vehicle

Trailer Outside 4.12

4.12 Mud Flaps. Inspect Mud Flaps for proper attachment, 6-8 inches of ground clearance, Verify both mud flaps are in place and securely fastened. Make sure the Mud flap bracket is not bent and secure. Mud flaps must cover the tread area of the tires,

Mud flaps are a State Regulated component. The general guidelines are that it must cover the tread width of both tires, not "sail" more than 6 inches, and be within 6 to 8 inches off the ground. This will allow the mud flaps to be legal in all states that require them.

Trailer Outside 4.13

393.55

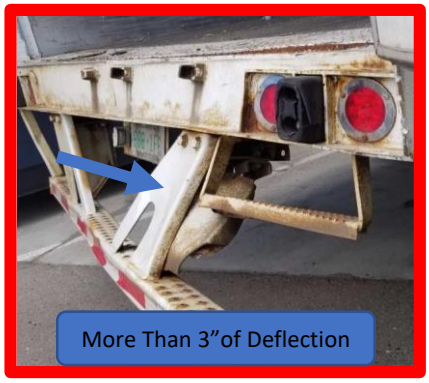
4.13 ABS Operation Power ABS system & verify the system is functioning properly.
Turn on the ignition power and verify the ABS warning light illuminates, and then turns off after 1 to 3 seconds.
If the light does not illuminate or stays illuminated, the system will need to be serviced.

393.55 Antilock brake systems. *Exterior ABS malfunction indicator lamps for trailers. Each trailer (including a trailer converter dolly) manufactured on or after March 1, 1998, and subject to the requirements of paragraph (c)(2) of this section, shall be equipped with an ABS malfunction indicator lamp which meets the requirements of FMVSS No. 121 (49 CFR 571.121, S5.2.3.3). Each air braked commercial motor vehicle other than a truck tractor, manufactured on or after March 1, 1998 (except commercial motor vehicles engaged in driveaway-towaway operations), shall be equipped with an antilock brake system that meets the requirements of FMVSS No. 121 (49 CFR 571.121, S5.1.6.1(a) for trucks and buses, S5.2.3 for semitrailers, converter dollies and full trailers*).

Trailer Outside 4.14

393.86

4.14 ICC/Bumper/ License Tag. The ICC bumper cannot have not more than 3 inches of deflection in any direction. Make sure the bumper is secure, there are no broken/cracked welds, loose or damaged fasteners. Inspect that the License Plate mount bracket is securely mounted so as the license plate is fully visible and properly lit.



393.86 Rear impact guards and rear end protection. Vehicle components and structures that may be used to satisfy the requirements of paragraph (b) of this section. Low chassis vehicles, special purpose vehicles, or wheels back vehicles constructed and maintained so that the body, chassis, or other parts of the vehicle provide the rear end protection comparable to impact guard(s) conforming to the requirements of paragraph (b)(1) of this section shall be considered to be in compliance with those requirements.

Each state has it's own requirements for commercial motor vehicle operating authority. The permit book should have any necessary permits required for legal operation in each state

Trailer Outside 4.15

393.11

4.15 All Lights/ Reflectors. Check all external lights and reflectors, all external lights must work, operate both left and right turn signals, and brake lamps operate with the foot pedal. *If the light is there, it must work as intended. ICC bumper and bottom of both doors must have reflective tape across the full length of each. The top of both doors must have corner marking in white reflective tape only.*

393.11 Lamps and reflective devices.

(a)(1) Lamps and reflex reflectors. Table 1 specifies the requirements for lamps, reflective devices and associated equipment by the type of commercial motor vehicle. The diagrams in this section illustrate the position of the lamps, reflective devices and associated equipment specified in Table 1. All commercial motor vehicles manufactured on or after December 25, 1968, must, at a minimum, meet the applicable requirements of 49 CFR 571.108 (FMVSS No. 108) in effect at the time of manufacture of the vehicle. Commercial motor vehicles manufactured before December 25, 1968, must, at a minimum, meet the requirements of subpart B of part 393 in effect at the time of manufacture. (b) Conspicuity Systems. Each trailer of 2,032 mm (80 inches) or more overall width, and with a GVWR over 4,536 kg (10,000 pounds), manufactured on or after December 1, 1993, except pole trailers and trailers designed exclusively for living or office use, shall be equipped with either retroreflective sheeting that meets the requirements of FMVSS No. 108 (S5.7.1), reflex reflectors that meet the requirements FMVSS No. 108 (S5.7.2), or a combination of retroreflective sheeting and reflex reflectors that meet the requirements of FMVSS No. 108 (S5.7.3). The conspicuity system shall be installed and located as specified in FMVSS No. 108 [S5.7.1.4 (for retroreflective sheeting), S5.7.2.2 (for reflex reflectors), S5.7.3 (for a combination of sheeting and reflectors)] and have certification and markings as required by S5.7.1.5 (for retroreflective tape) and S5.7.2.3 (for reflex reflectors).

Trailer Outside 4.16

393.106

4.16 Doors Secure. Verify the doors are secure. The doors must not have any broken hinges and the locking rods must be completely engaged on the top and bottom of both doors. If the trailer is loaded, it is required to have an enforcer lock secured to the lock plate.

393.106 What are the general requirements for securing articles of cargo?.

(b) General. Cargo must be firmly immobilized or secured on or within a vehicle by structures of adequate strength, dunnage or dunnage bags, shoring bars, tie downs or a combination of these.

Trailer Outside 4.17

392.9

4.17 ANY loose components. Any component on the unit must be secure and cannot be at risk of falling onto the roadway. Example: loose side skirts, parts, or unsecured panels etc.

392.9 Inspection of cargo, cargo securement devices and systems.

(a) General. A driver may not operate a commercial motor vehicle and a motor carrier may not require or permit a driver to operate a commercial motor vehicle unless—
(2) The commercial motor vehicle's tailgate, tailboard, doors, tarpaulins, spare tire and other equipment used in its operation, and the means of fastening the commercial motor vehicle's cargo, are secured;

Trailer Outside 4.18

393.106

4.18 Cargo Secure. The cargo being carried cannot move, shift, or be in any danger of falling to the roadway.
In a van trailer, the doors being fully secured will prevent the cargo from escaping from inside of the trailer.
Flatbed or car hauler- any cargo must be secured with either chains or nylon straps with a working load greater than the weight of the cargo being secured. This must be checked frequently during the trip to make sure they don't come loose


Strap Properly Secure


Strap Frayed


Strap Frayed

393.106 What are the general requirements for securing articles of cargo?.

(b) General. Cargo must be firmly immobilized or secured on or within a vehicle by structures of adequate strength, dunnage or dunnage bags, shoring bars, tie downs or a combination of these.