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Are Your Drivers Knowledgeable of Appendix G?



February 21, 2020



The Drivers Daily Vehicle Inspection (DVIR) is part of a driver's daily responsibility to protect themselves, the motoring public and the equipment they operate. Does your driver know the difference between a "defect" and a "safety sensitive" defect?

Drivers and technicians need to understand the Federal Motor Carrier Safety Regulations contained in CFR 399 Appendix G that defines "safety sensitive" defects that would render the unit out of service during a pre or post-trip inspection.

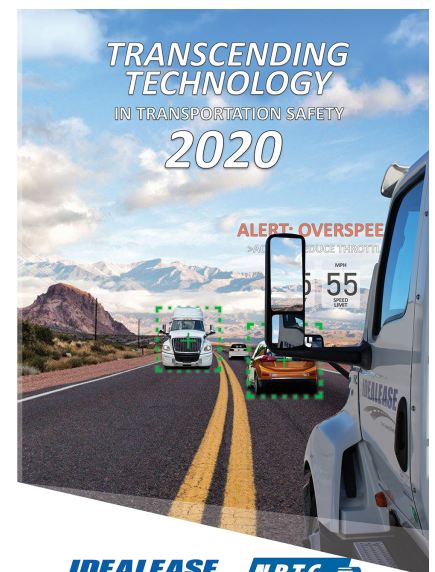
Here is the Guidance for FMCSA CFR 396.11:

Question 6: Does §396.11(c) require a motor carrier to effect repairs of all items listed on a DVIR prepared by a driver before the vehicle is subsequently driven?

Guidance: The motor carrier must effect repairs of defective or missing parts and accessories listed in Appendix G to the FMCSRs before allowing the vehicle to be driven.

The Drivers Daily Inspection Processes are a requirement of the Federal Motor Carrier Safety Regulations to ensure the vehicle is in safe operating condition.

A crucial part of each 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



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National Private Truck Council
A one day seminar in your area co-sponsored by Idealease, Inc. and NPTC

Transcending Technology in Transportation Safety

Idealease and the National Private Truck Council NPTC will again be hosting safety seminars in 2020. The one-day seminar this year will focus on new safety technologies available on trucks today, basic safety and compliance, regulation changes, load securement and CSA. The seminars will be provided to all Idealease customers, potential customers and NPTC members at no charge. The seminar provides important information applicable for both the novice and



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.

experienced transportation professionals.



Spring Dates

| | |
|-----------|----------------------|
| 3/11/2020 | San Leandro, CA |
| 4/6/2020 | Columbia, SC |
| 4/7/2020 | Atlanta, GA |
| 4/14/2020 | Cleveland, OH |
| 4/15/2020 | Youngstown, OH |
| 4/16/2020 | Tampa, FL |
| 4/21/20 | Kansas City, MO |
| 4/22/2020 | Dallas, TX |
| 4/23/20 | Memphis, TN |
| 4/30/2020 | Chattanooga, TN |
| 5/5/2020 | Wausau, WI |
| 5/6/2020 | Madison, WI |
| 5/7/2020 | Aurora, CO |
| 5/13/2020 | Portland, OR |
| 5/14/2020 | Santa Fe Springs, CA |
| 5/20/2020 | Altoona, IA |
| 5/20/2020 | Baltimore, MD |
| 5/21/2020 | Mannheim, PA |
| 7/22/2020 | Santa Rosa, CA |

Fall Dates

| | |
|------------|---------------------|
| 9/23/2020 | Brantford, ON |
| 9/23/2020 | Indianapolis, IN |
| 9/29/2020 | Fort Wayne, IN |
| 10/1/2020 | Oklahoma City, OK |
| 10/7/2020 | Eugene, OR |
| 10/13/2020 | Charlottesville, VA |
| 10/22/2020 | Birmingham, AL |
| 10/29/2020 | Phoenix, AZ |

[Click Here](#) to view a schedule of all Safety Seminars offered.

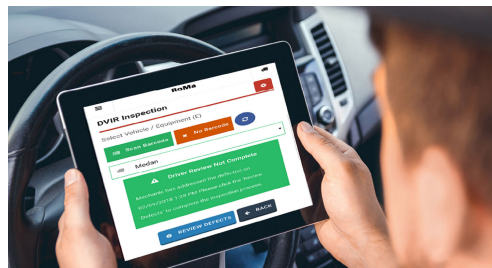


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Does the pre-trip inspection need to be documented? Although the pre-trip is not required by regulation to be documented, it is a good idea to document the inspection; I recommend that the pre-trip inspection be “flagged” on the driver’s record of duty status in the “Grid” section.

Now let’s take a look at the post trip inspection. 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



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. 95% of all driver inspections do not have defects. In 2014 the Obama administration to save trees, removed the regulation that a driver documents the post trip inspection even if there are no defects. However, most companies still require the driver to complete and sign the DVIR upon completion even with no defects.

Now if there are defects or deficiencies noted by the DVIR 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 must be corrected? NO, only those as outlined in appendix G of the FMCSR that would directly affect 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(s) have 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.

If you have not reviewed appendix G of FMCSA CFR 399 with your drivers, I would recommend that you include this information in your next driver safety meeting.

[Click here to view Appendix G.](#)



Question of the week

Will Commercial Vehicle Safety Alliance (CVSA) inspectors be checking the newly established FMCSA Drug and Alcohol Clearing House to check the status of your driver during a roadside inspection?

Answer: Yes, [click here](#) to see the bulletin that was sent by the CVSA to enforcement personnel.

Roadcheck 2020 May 5-7 will focus on Driver Requirements

Driver requirements will be the emphasis of the 2020 International Roadcheck, hosted annually by the Commercial Vehicle Safety Alliance (CVSA).

This year's Roadcheck is scheduled to take place May 5-7, a month earlier than its traditional date. Organizers said the date change may allow for more favorable weather conditions in many of the participating jurisdictions across North America.

During that 72-hour period, commercial motor vehicle (CMV) inspectors throughout the United States, Canada, and Mexico will conduct roadside inspections on drivers and CMVs.

Driver requirement inspections

During the inspection, inspectors will collect and verify the driver's documents, identify the motor carrier, check the driver's license and record of duty status, and review periodic inspection reports. If applicable, the inspector will also check the driver's medical examiner certificate, medical variance documents, and daily vehicle inspection report. Other driver-focused categories include seat belt use, sickness or fatigue, and alcohol and/or drug possession or impairment.

Driver requirements and vehicle mechanical fitness are the two primary parts of a North American Standard Level I inspection, a 37-step procedure. A third part, hazardous materials/dangerous goods, may also be part of a Level I inspection if applicable.

Driver violations reached almost 950,000 in 2019

Driver violations made up a significant number of violations in 2019, according to the Federal Motor Carrier Safety Administration (FMCSA).

Based on the most recent 2019 FMCSA data released on December 27, of more than 3.35 million inspections conducted, 944,794 resulted in driver violations, of which 195,545 were out-of-service conditions.

Prepare drivers for Roadcheck

Inspections are conducted every day of the year across North America, but drivers should realize that the risk of being stopped will increase during Roadcheck.

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SUBMIT

Safety Bulletin
September 27th, 2019

Training Requirements of the Federal Motor Carrier Safety Administration (FMCSA)

UPCOMING EVENTS
October 7th - 11th
Prevention Week is Fire

Register Now to Attend an Idealize/NPTC Safety Seminar this Fall!

DRIVING SAFETY
FOR YOUR COMPANY

Elevate Your Driver's Performance

ELEVATE: QUESTION/TIP OF THE WEEK SIGNUP

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SUBMIT



Q: My vehicle doesn't have a PTO (Power Take-Off) function. *How is it registering PTO hours in my reports?*

A: When a driver, warehouse personnel, or technician overrides the IST / Idle Shutdown Timer on a vehicle through manipulation of the cruise pad, this communicates to the ECM (Engine Control Module) that the vehicle is now in PTO mode and reports the engine hours as such.

Drivers who have learned the process described above tend to use it when they want the vehicle to stay running in order to keep the AC or heat on during stops throughout their day. This practice should be frowned upon, as it ultimately results in lower fuel economy and higher maintenance costs associated with that vehicle.



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