

# Truck Drivers

## SAFETY CHECKLIST

Company	Unit/Description	Name	Date
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**Pre-trip inspection:** Are you driving to an accident today? You may be and you don't know it. Over-the-road (OTR) hauling and transportation forms a major distribution network for goods and products. With the ever-increasing vehicle traffic on our streets and highways, having safer commercial vehicles is imperative.

Random inspection of OTR vehicles may detect one or more safety violations. The discrepancies may range from minor, such as non-working lights, to more serious, such as faulty brakes.

Accidents are rarely caused by just one faulty item. Combine bad weather, driver fatigue, and vehicular problems and the potential for accidents increases dramatically. Removing just one of these conditions reduces the potential for an accident.

Minor deficiencies can cause accidents. The probability for an accident increases as the discrepancies increase.

Another important reason for proper maintenance of all OTR vehicles is to avoid breakdown. Any breakdown puts the driver in jeopardy – while setting flares, evaluating the problem and seeking assistance. These can expose you to other vehicular traffic, especially during nighttime hours.

You, the professional driver should identify discrepancies during the pre-trip, walk-around inspection. The Federal Motor Carrier Safety Regulations, enforced by state and federal Departments of Transportation (DOT), requires a pre-trip inspection of trucks engaged in interstate commerce.

We all benefit from being accident free. All commercial trucks, whether semi tractor trailer combinations or straight trucks are subject to breakdowns or accidents. Why take the chance? Do the required pre-trip inspection, before the journey. Random checks should also be made when stopped during the trip.

A checklist is attached that will help you with the pre-trip inspection. Check each applicable item and note deficiencies. If any safety item, such as air, lights, steering and brakes, does not pass, then get it fixed. Do not leave the facility until the condition is corrected.

Complete the checklist properly and maintain the completed forms. Maintain these records in a safe place, as required. They can be a beneficial confirmation that you are a responsible operator.

Always buckle up and have a safe and productive trip.

Signature \_\_\_\_\_

<b>A. INSIDE</b>	<b>OKAY</b>	c. Turn signals and 4-way flasher	
Parking break (apply)		d. Clearance lights	
Start engine:		e. Identification lights	
a. Oil pressure (light or gauge)		f. Reflectors	
b. Air pressure or vacuum (gauge)		g. Tires and wheels (lugs)	
c. Low air or vacuum warning device*		h. Rear end protection (bumper)	
Instrument panel: Warning lights or audio		i. Cargo tie-downs / doors	
Horn		Right side:	
Windshield wiper and washer		a. Fuel tank and cap	
Heater - defroster		b. Side-marker lights	
Mirrors		c. Reflectors	
Steering wheel (excess play)		d. Spare tire secured	
Apply trailer brakes in EMERGENCY		e. Tires and wheels (lugs)	
Turn on all lights and 4-way flasher		f. Cargo tie-downs or doors	
Fire extinguisher and warning devices		<b>HAZARDOUS MATERIAL TRANSPORT</b>	<b>OKAY</b>
<b>B. OUTSIDE</b>	<b>OKAY</b>	Marking or placards	
Front:		Proper shipping papers	
a. Headlights			
b. Clearance lights		<b>TRANSPORTING EXPLOSIVES CLASS A OR B</b>	<b>OKAY</b>
c. Identification lights		Laws and rules followed	
d. Turn signals and 4-way flasher		Route Plan	
e. Tires and wheels (lugs)		<b>ON COMBINATIONS</b>	<b>OKAY</b>
Left side:		Couplings (fifth wheel, tow bar, safety chains, locking devices)	
a. Fuel tank and cap		Electrical connector	
b. Side-marker lights		Hoses and couplers	
c. Reflectors			
d. Spare tire secured		<b>C. INSIDE</b>	<b>OKAY</b>
e. Tires and wheels (lugs)		Stop engine	
f. Cargo tie-downs / or doors		Release trailer emergency breaks	
Rear:		Apply service brakes (air pressure loss should not exceed single - 3 psi/min or combination - 4 psi/min)	
a. Tail lights			
b. Stop lights		Fasten seatbelt before departure	

\*NOTE

**Air pressure below 40 psi:** check on pressure build-up.

**Air pressure above 60 psi:** deplete air until warning device works.

**Vacuum below 8 in. Hg:** check on build-up.

**Vacuum above 8 in. Hg:** deplete vacuum until device works.