

DRIVERS VEHICLE INSPECTION REPORT

*Carrier: _____
 Driver Name: _____ Number: _____ *DOT #: _____
 *Date of Inspection: _____ *Time Inspected: _____ Location Inspected: _____
 *Chassis No: _____ - _____ *Container No: _____ - _____
 License #: _____ FMSCA Periodic Inspection Tag (date) _____ *IEP DOT# _____

CHASSIS CHECKLIST

| | DEFECTIVE | NO | REPAIRS |
|--|-----------|--------|---------|
| *1. King Pin Upper Coupling Device | YES [] | NO [] | [] [] |
| *2. Rail or Support Frames | YES [] | NO [] | [] [] |
| *3. Bolsters: (Check that tie down bolsters are not bent and the container can be secured properly.) | YES [] | NO [] | [] [] |
| *4. Chassis Twist Locks and Safety Latches: (Check that twist locks and safety latches, locking pins, clevises, clamps or hooks are engaged and properly secured.) | YES [] | NO [] | [] [] |
| *5. Slider Pins: (Check that slider pins or slider frame locks are engaged for all sliding chassis.) | YES [] | NO [] | [] [] |
| *6. Wheels, Rims, Lugs: (Check that wheels, rims and lugs are not cracked and/or bent and in good working order.) | YES [] | NO [] | [] [] |
| *7. Tires: (Check that the following conditions are not present, and in good working order.) | | | |
| a. Tire is flat, under inflated or has noticeable (e.g., can be heard or felt leak) | YES [] | NO [] | [] [] |
| b. Any tire with excessive wear (2/32nds or less tread depth), visually observable bump or knot Related to tread or sidewall separation.) | YES [] | NO [] | [] [] |
| c. Tire is mounted or inflated so that it comes in contact with any part of the vehicle. (This includes any tire contacting it's mate in a dual set.) | YES [] | NO [] | [] [] |
| d. Seventy-five percent or more of the tread width is loose or missing in excess of 12 inches (30 cm) in circumference. | YES [] | NO [] | [] [] |
| *8. Electrical Wiring/Lights: (Check that lighting devices are in good working order.) | YES [] | NO [] | [] [] |
| *9. Service brakes, including trailer brake connections, air line connections, hoses and couplers: (Check for audible air leaks and proper pressurization and service brake components that are readily visible to a driver without physically going under the vehicle.) | YES [] | NO [] | [] [] |
| 10. Rear Underride Guard ("ICC Bumper"): (Check that Guard is in place and not bent under frame.) | YES [] | NO [] | [] [] |
| 11. Landing Legs: (Check that Landing legs are in 90 degree position and they move up and down properly.) | YES [] | NO [] | [] [] |
| 12. Reflectors/Conspicuity Treatments: (Check for reflector lenses and precedence of conspicuity tape or bar on the 3 visual sides of the chassis.) | YES [] | NO [] | [] [] |
| 13. Sand Shoes: (Check that sand shoes or dolly wheels are attached to landing legs and secure.) | YES [] | NO [] | [] [] |
| 14. Current License Plate: (Check to see that is affixed to equipment.) | YES [] | NO [] | [] [] |
| 15. Mud Flaps: (Check that mud flaps are whole and properly secured.) | YES [] | NO [] | [] [] |
| 16. Crank Handles: (Check that handle is attached, secure and operable to move landing legs up and down.) | YES [] | NO [] | [] [] |

Explain any defects:

CONTAINER CHECKLIST

| | | | | | DEFECTIVE | NO | REPAIRS |
|--|---------|--------|---------|---|-----------|--------|---------|
| Load [] Empty [] Seal No. _____ | | | | | YES [] | NO [] | [] [] |
| Doors, shut completely, rods fully engage: | YES [] | NO [] | [] [] | Nose Posts, locate breaks, cuts: | YES [] | NO [] | [] [] |
| Door Hinges, not broken cut or torn: | YES [] | NO [] | [] [] | Rail or Support Frames: | | | |
| Door Panels, locate cuts, holes: | YES [] | NO [] | [] [] | Not cracked, broken, loose or sagging | YES [] | NO [] | [] [] |
| Driver Side Panels, locate cuts, holes: | YES [] | NO [] | [] [] | Frame member: | YES [] | NO [] | [] [] |
| Driver Side Posts, locate brake, cuts: | YES [] | NO [] | [] [] | Interior: | | | |
| Passenger Side Panels, locate cut, holes: | YES [] | NO [] | [] [] | Holes, cuts in roof, floor or side panels: | YES [] | NO [] | [] [] |
| Passenger Side Posts, locate brakes, cuts: | YES [] | NO [] | [] [] | Dunage or contamination: | YES [] | NO [] | [] [] |
| Nose Panels, locate cuts, holes: | YES [] | NO [] | [] [] | Exterior | | | |
| Display of Current Non-Expired Federal Placards or Stickers: (Check to see that it is affixed to equipment.) | YES [] | NO [] | [] [] | Hazardous cargo placards in accordance with shipping papers | YES [] | NO [] | [] [] |

Explain any defects:

*Driver Signature: _____ IEP or Agent Signature: _____

IEP Repairer Signature: _____ Date: _____ Time: _____

* = Required by FMCSRS 396.11 and 396.12



Roadability – FAQ's

updated - 4/16/09

- 1) **Q: Which entity is considered to be the Intermodal Equipment Provider (IEP)?**
A: Any person that interchanges equipment with a motor carrier pursuant to a written Interchange Agreement or that has contractual or legal responsibility for the maintenance of the equipment.
- 2) **Q: Under question number 1, how is the IEP identified?**
A: The USDOT number identifies the IEP. In the event that the FMCSA accepts the industry's GIER electronic solution to marking equipment, the Task Force also endorses this method for identifying the IEP.
- 3) **Q: Can the IEP assign a party to perform the maintenance to the equipment and not be considered the IEP?**
A: The IEP can assign an Agent (M&R Vendor or other third party) to perform the M&R for the equipment and not be considered as the IEP.
- 4) **Q: What equipment is regulated under the new Roadability Rule?**
A: Trailers, chassis and other associated devices when used in intermodal service. Containers are not included in this Rule.
- 5) **Q: Are Motor Carriers required to submit a written report (DVIR) of Roadability Component Defects at the time of In-Gate to either the Facility Operator or IEP?**
A: Motor Carriers are required to either submit a written or verbal report to the Facility Operator and or IEP. If a verbal report is given by the Motor Carrier, this information must be transferred onto the DVIR document.
- 6) **Q: Are Motor Carriers required to submit a written report of Roadability Component Defects at the time of Outgate to either the Facility Operator or IEP?**
A: No, Motor Carriers are not required to submit a written report to either the Facility Operator or IEP prior to outgate. Drivers must inspect to insure that equipment does not have any RCD's prior to outgate of equipment.
- 7) **Q: Which party is responsible to apply for the USDOT identification number?**
A: The authorized IEP as explained in questions 1 and 2 above. In most cases the owner or lessee of equipment will be the IEP and will have accountability for filing for the USDOT identification number.

- 8) Q: How are trailers and chassis to be identified with the USDOT number?**
A: While the Rule provides for four different methods of identifying the USDOT number for the equipment, the Roadability Operations Task Team recommends that all chassis and or trailers be identified with either a stencil or label affixed to the curb side of the chassis or trailer. In the event that the FMCSA accepts the industry's GIER electronic solution to marking equipment, the Task Force also endorses this method for identifying the IEP.
- 9) Q: Will there be a centralized national data base where the IEP, equipment identification, and USDOT identification can be queried and located?**
A: IANA is working with the FMCSA for the use of a new Global Intermodal Equipment Registry (GIER) for this purpose.
- 10) Q: Can an electronic signature be used in lieu of the actual Motor Carrier Driver signature?**
A: Yes, electronic signatures are acceptable to certify documentation under the Federal Rule.
- 11) Q: How often is the IEP required to file for a USDOT number?**
A: Regardless of change in equipment, each IEP is required to file every 24 months. The month of filing will be governed by the USDOT ending digit.
- 12) Q: What provisions of the Federal Regulation becomes effective on June 17, 2009 prior to the December 17, 2009 requirement for the registration of equipment?**
A: On or before December 17, 2009, the regulations require IEPs to:
1) to establish systematic inspection, repair and maintenance programs;
2) develop recordkeeping systems; and
3) to obtain an IEP USDOT number through submission of an MCS 150-C.
The regulatory requirement to mark equipment with the IEP USDOT number must be done on or before December 17, 2010.
- 13) Q: What is the difference between the DVIR and the Drivers Inspection document?**
A: The DVIR is the document prepared by the Facility Operator which records the RCD's reported by the Driver. The Drivers inspection document is prepared by the driver and used to complete the DVIR by the Facility Operator.
- 14) Q: Must an IEP do inspection, repair and maintenance work itself, or may it contract with others?**
A: An IEP may enter into agreements with others ("designated agents") to perform inspection, repair, and maintenance on its behalf. The IEP however, is responsible for the work performed by its agents and for ensuring the safety of the IME it tenders to motor carriers and drivers.