

MOTOR CARRIER SAFETY—Stopped for Inspection

**General
Requirements
396.3 / 396.7**

Every motor carrier shall systematically inspect, repair, and maintain all CMV's (power units and trailers) under its control. Vehicles shall not be operated if they are likely to cause an accident or a breakdown.

MAINTENANCE RECORDS

**Information
Required
396.3(b)**

Motor carriers must maintain the following information for every vehicle they have controlled for 30 days or more:

- Description of the vehicle: company number, make, serial number, year, and tire size.
- Routine inspections and maintenance: type and due date.
- All repairs and maintenance: description and date performed.
- For buses: records of tests conducted on pushout windows, emergency doors, and emergency marking lights.

**Retention Period
396.3(c)**

Maintenance records must be retained for one year at the location where the vehicle is stored, and maintained for six months after the carrier sells the vehicle.

DRIVER INSPECTIONS

**Pre-Trip
Inspection
392.7 / 396.13**

Each driver shall ensure that the following parts and accessories are in good working order:

- Service and parking brakes
- Steering system
- Coupling devices
- Lights and reflectors
- Tires
- Horn
- Windshield wipers
- Rearview mirrors

Note: See also 392.8, emergency equipment, and 392.9, cargo securement. See 396.15 for driveaway-towaway operations.

MOTOR CARRIER SAFETY

PART 396 – Inspection, Repair, and Maintenance

Driver Vehicle Inspection Reports 396.11 / 396.13

At the end of each driving day, the driver shall complete a *Driver Vehicle Inspection Report* that covers all items in the pre-trip inspection (above), *plus* wheels and emergency equipment. The driver shall list any safety-related defects, or those likely to cause a breakdown. Each report shall include *three* signatures by the following individuals:

- Driver – at the end of the driving day, certifying the defects found, or that no defects were discovered.
- Carrier/mechanic – before the next trip, certifying that the defects were repaired.
- Driver – before the next trip, acknowledging that the carrier/mechanic signed for the repairs.

The reports must be kept on file for at least *three months*, but need not be in the driver’s possession.

Note: *Driver vehicle inspection reports are not required for driveaway-towaway operations, or for a motor carrier operating only one CMV or CMV combination (power unit with trailers).*

PERIODIC INSPECTIONS

General Requirements 396.17 / OAR 740- 100-0010(2)(j)

Every commercial motor vehicle used in *interstate commerce*, including each unit in a combination, requires a periodic inspection every 12 months. The inspection must include all items described in the Minimum Periodic Inspection Standards (Part 393, Appendix G). Any defective parts or accessories discovered during the inspection shall be repaired promptly.

Documentation of Inspection 396.17(c) / 396.21

The original or a copy of the periodic inspection report must be retained by the motor carrier for 14 months from the report date. Documentation (report, sticker, or decal) of the most recent periodic inspection must be kept on or in the vehicle.

Inspection Options 396.17 / 396.23

The periodic inspection may be performed by one of the following entities:

- The motor carrier
- An outside repair shop
- A state or other governmental agency that is a member of the Commercial Vehicle Safety Alliance (CVSA). The vehicle must *pass* a level I (full roadside) or level V (terminal) inspection in order to qualify for this option.

MOTOR CARRIER SAFETY

PART 396 – Inspection, Repair, and Maintenance

Inspector Qualifications 396.19

If the inspector performing the annual inspection is an employee of the motor carrier or the outside repair shop, the carrier must ensure that the inspector is qualified. To be qualified, the inspector must:

- Understand the inspection criteria in Part 393, Appendix G.
- Have the mechanical knowledge and ability necessary to inspect and identify defective components.

Training or Experience: Inspectors must have gained experience or training by *one* of the following:

- Completing a State, Federal, or Canadian training program in commercial motor vehicle safety inspections; or
- Having at least one year of equivalent training, experience, or both.

Documentation of Qualifications: Motor carriers must retain evidence of an inspector's qualifications until one year after the inspector ceases to perform inspections for the carrier.

BRAKE INSPECTIONS

Brake Inspector Qualifications 396.25

Each motor carrier must ensure that any employee responsible for brake inspection, maintenance, or repairs has the mechanical knowledge and ability necessary to perform those tasks.

Training or Experience: Employees must have gained experience or training by *one* of the following:

- Completing a training program sponsored or approved by a State, Federal agency, Canadian Province, or labor union in brake servicing or inspection; or
- Having at least one year of equivalent brake-related training, experience, or both; or
- Passing the CDL air brake inspection test.

Documentation of Qualifications: Motor carriers must retain evidence of a brake inspector's qualifications until one year after the brake inspector ceases to perform inspections for the carrier. However, no evidence is required for a brake inspector who passed the CDL air brake test.

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ROADSIDE INSPECTIONS

**Inspection Report
396.9**

Driver Responsibility: A driver who receives an inspection report from an on-highway CVSA inspection must deliver the report to the motor carrier as soon as possible.

Certification of Repairs: The motor carrier is to examine the inspection report and ensure that any violations or defects noted on the report are corrected before next dispatch. The carrier must sign the report to certify that all violations have been corrected, and return the report to the indicated address within 15 days after the inspection.

Record Retention: A copy of the report must be retained by the motor carrier for 12 months from the date of inspection.

**Out-of-Service
395.13 / 396.9(c) /
OAR 740-100-0060**

A *driver* or commercial *vehicle* placed out-of-service during an on-highway CVSA inspection must have the out-of-service deficiency or defect corrected as prescribed on the inspection report, before the vehicle may again be operated on the highway.

MOTOR CARRIER SAFETY—Stopped for Inspection



When you get stopped for inspection . . .

Your truck may be stopped and inspected by ODOT/law enforcement who has been certified by the Department.

You will be asked to produce certain paperwork during the inspection which includes:

- ✓ Your driver's license
- ✓ Your medical examiner's certificate
- ✓ Your medical waiver (Skills Performance Evaluation), if applicable
- ✓ Your record of duty status (logbook)
- ✓ Your trip receipts
- ✓ Your shipping/delivery papers or manifest
- ✓ A vehicle registration for each unit
- ✓ Oregon Weight Receipt and Tax Identifier
- ✓ Current annual inspections for each unit



MOTOR CARRIER SAFETY

Green Light Transponder Information

Carrier Savings Oregon's Green Light weigh station preclearance system uses weigh-in-motion scales and transponder systems that allow safe and legal trucks to by-pass weigh stations. Motor carriers that participate in the Green Light system can save travel time and operating costs such as fuel, and wear and tear on their vehicles. Each weigh station by-pass saves about five minutes, plus the \$1.24 per minute it's estimated it costs to operate a heavy truck. While Green Light saves motor carriers time and money, it also increases weigh station capacity.

Transponder Technology Green Light uses the same technology used in weigh station preclearance systems all around the country. Vehicles with Green Light transponders can use them in any other state by enrolling with the state and agreeing to the terms and conditions of its systems.

Locations A total of 22 Oregon weigh stations have the intelligent transportation system. The locations of the sites are as follows:

Interstate 5

Woodburn Port of Entry, Southbound
Woodburn Weigh Station, Northbound
Ashland Port of Entry, Northbound
Ashland Weigh Station, Southbound
Booth Ranch Weigh Station, Southbound
Booth Ranch Weigh Station, Northbound

Interstate 82

Umatilla Port of Entry, Southbound

Interstate 84

Farewell Bend Port of Entry, Westbound
Olds Ferry Weigh Station, Eastbound
La Grande Weigh Station, Eastbound
Emigrant Hill Weigh Station, Westbound
Cascade Locks Port of Entry, Eastbound
Wyeth Weigh Station, Westbound

US Highway 97

Juniper Butte Weigh Station, Northbound
Juniper Butte Weigh Station, Southbound
Bend Weigh Station, Northbound
Klamath Falls Port of Entry, Northbound
Klamath Falls Weigh Station, Southbound

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OR Highway 58

Lowell Weigh Station, Westbound

US Highway 26

Brightwood Weigh Station, Westbound

Brightwood Weigh Station, Eastbound

US Highway 30

Rocky Point Weigh Station, Westbound

- Cost** The Oregon Department of Transportation is distributing transponders at no cost to companies with trucks that regularly stop at Green Light weigh stations.
- How to Obtain** For more information, contact the Motor Carrier Transportation Division at 503-378-6054 or download the Green Light Transponder Application form from the MCTD Web site at:

www.oregon.gov/ODOT/MCT/GREEN.shtml