

Minnesota Commercial Truck and Passenger Regulations Fact Sheet

Pre-trip Inspections and Post-trip Inspection Reports

Vehicle inspection, repair, and maintenance standards are critical to the safe operation of commercial motor vehicles. They are designed to reduce accidents, injuries, and fatalities resulting from unsafe vehicles operating on the highways. We have 3 separate fact sheets on vehicle maintenance standards that cover systematic maintenance, pre-trip inspections and post-trip inspection reports, and annual inspections. This fact sheet addresses pre-trip inspections and post-trip inspection reports.

General Standards

Minnesota has adopted most of the Federal Motor Carrier Safety Regulations for Inspection, Repair, and Maintenance and Driving of Commercial Motor Vehicles found in 49 CFR, Parts 396 and 392. Minnesota Statutes, Section 169.782 (M.S. § 169.782) contains requirements for daily inspections of commercial motor vehicles. Under these regulations, before driving a motor vehicle, the driver must:

- Be satisfied the motor vehicle is in safe operating condition;
- Review the last vehicle inspection report to be sure noted defects have been corrected; and
- Sign the report only if noted defects and deficiencies were corrected.
 - Drivers subject to M.S. § 169.782 must sign the previous inspection report even if no defects or deficiencies were noted.

Drivers of vehicles required to be marked or placarded for hazardous materials (HM), must examine each tire on the motor vehicle at the beginning of each trip, and each time the vehicle is parked.

Intrastate Carriers Who Must Comply

The following carriers must comply with pre-trip inspection requirements before using a motor vehicle:

- A for-hire carrier operating any size vehicle;¹
- A private carrier operating vehicles or vehicle combinations with a gross vehicle weight (GVW) over 10,000 pounds;
- A carrier operating vehicles or vehicle combinations with a GVW over 10,000 pounds and exclusively providing exempt transportation;²
- A carrier transporting HM of a type or quantity that requires the vehicle to be placarded;
- Certain transit providers;³ and
- Solid waste transporters.⁴

Interstate Carriers Who Must Comply

The following carriers must comply with pre-trip inspection requirements:

- Carriers operating vehicles with a gross vehicle weight rating or gross combination weight rating over 10,000 pounds;
- Carriers operating vehicles designed to transport 16 or more passengers, including the driver;
- Carriers operating vehicles designed or used to transport between 9 and 15 passengers, including the driver, for direct compensation when operated beyond a 75 air-mile radius from the driver's normal work reporting location; and
- Carriers operating vehicles used to transport HM of a type or quantity that requires the vehicle to be placarded.

Post-Trip Inspection Reports

A carrier must require its drivers to report and every driver must prepare a report in writing at the completion of each day on each vehicle the driver operated. A vehicle inspection report must:

- Identify the vehicle(s);
- List defects that affect safety of operation or that might result in mechanical breakdown; and
- Be signed by the driver.

The vehicle inspection report must cover:

- Tires
- Wheels and Rims
- Parking Break
- Coupling Devices
- Windshield Wipers
- Steering Mechanism
- Horn
- Rear Vision Mirrors
- Emergency Equipment
- Lighting Devices and Reflectors
- Service Brakes including Trailer Brake Connections

A legible copy of the last inspection report must be carried in the vehicle. If a report lists defects, a carrier or its agent **must certify that the defect(s) found have been corrected** or that correction is unnecessary before the vehicle is dispatched. The carrier **must keep** the original vehicle inspection report and a certification of repairs for **3 months**.

Note: For commercial vehicles, as defined in M.S. § 169.781, the exemption found in 49 CFR 396.11(d) applies only to driveaway/towaway operations.

Intrastate Carriers Who Must Generate A Post-Trip Inspection Report

The following carriers, operating in intrastate commerce, must generate a post-trip inspection report:

- For-hire carriers operating any size vehicle;
- Private carriers operating vehicles with a GVW over 10,000 pounds;⁵
- Carriers transporting HM of a type or quantity that requires the vehicle to be placarded;
- Certain transit providers;⁶
- Solid waste transporters;⁷
- A vehicle designed to transport 16 or more passengers, including the driver;⁸ and
- Carriers providing transportation of exempt commodities⁹ if operating:
 - Vehicles or vehicle combinations with a gross vehicle weight over 26,000 pounds;
 - Vehicles designed to transport 16 or more passengers, including the driver; or
 - Vehicles used to transport HM of a type or quantity that requires the vehicle to be placarded.

Interstate Carriers Who Must Generate a Post-Trip Inspection Report

The following carriers, operating in interstate commerce, must generate a post-trip inspection report:

- Carriers operating vehicles with a gross vehicle weight rating or gross combination weight rating over 10,000 pounds;
- Carriers operating vehicles designed or used to transport more than 15 passengers, including the driver, not for compensation;
- Carriers operating vehicles designed or used to transport between 9 and 15 passengers, including the driver, for direct compensation when operated beyond a 75 air-mile radius from the driver's normal work reporting location; and
- Carriers operating vehicles transporting HM of a type or quantity that requires the vehicle to be placarded.

This Fact Sheet is intended as a resource. It is not intended to explain all the requirements of Minnesota or Federal law. The actual Statutes and Regulations are recommended as a resource, and can be purchased at the Minnesota Bookstore (phone number 651/297-3000 or 1-800-657-3757). For additional assistance contact the US DOT at 651/291-6150 or Mn/DOT's Office of Freight and Commercial Vehicle Operations.

¹ STS and Limousine operators should refer to the rules that govern their operation. They are found in Minn. Rules 8840.5950, 8840.5975, and 8880.0900.

² M.S. § 221.025

³ M.S. § 221.031, subd. 3a

⁴ M.S. § 221.031, subd. 3c

⁵ M.S. § 221.031, subd. 2a

⁶ M.S. § 221.031, subd. 3a

⁷ M.S. § 221.031, subd. 3c

⁸ Excluding school buses, Head Start buses, or buses operated by the Metropolitan Council or certain local transit commissions.

⁹ M.S. § 221.025



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