



WHAT EVERY CARRIER NEEDS TO KNOW ABOUT DVIR RULES

According to §396.11, the FMCSR places the responsibility on the motor carrier to require its drivers to prepare and submit DVIRs. The following is a summary of key points from this rule.

CONTENT

The DVIR must: **1) identify the vehicle, 2) list any defect or deficiency** discovered by or reported to the driver which would affect the safe of operation of the vehicle or result in its mechanical breakdown, **3) indicate if no defect or deficiency is discovered** by or reported to the driver, and **4) driver's signature**. (In the case of team drivers, only one driver must sign the DVIR, provided both drivers agree to the defects or deficiencies identified.)

DEFECTS

The DVIR must include all defects on the following parts and accessories that were discovered by or reported to the driver during that day:

- service brakes including trailer brake connections
- parking brake
- steering mechanism
- lighting devices and reflectors
- tires
- horn
- windshield wipers
- rear vision mirrors
- coupling devices
- wheels and rims
- emergency equipment

CERTIFICATION

- The DVIR must be certified that defects or deficiencies have been corrected or that correction was unnecessary, followed immediately by the signature of the person making the certification. The certification must appear on all copies of the DVIR.
- The individual certifying a DVIR is not required to be a mechanic or have experience repairing or maintaining CMVs.
- When a vehicle is repaired by the driver or a commercial repair facility, the driver or the commercial repair facility must certify that the repairs have been made.
- Certification must be made for trailers, but need only appear on the carrier's copy of the report if the trailer is separated from the tractor.

FORMAT

Motor carriers can use any DVIR format, including the back of the driver's daily log, as long as the report contains the required information and signature,

RETENTION REQUIREMENTS

- The motor carrier is responsible for retaining the original copy of each DVIR and the certification of repairs for at least three months from the date the report was prepared.
- The record retention requirement refers only to the original copy retained by the motor carrier and applies to all DVIRs, even those on which no defects have been noted.
- If the motor carrier uses the back of the daily log as a DVIR, the retention requirements for both DVIRs (§396.11) and records of duty status (§395.8) must be met.
- DVIRs may be kept at either the motor carrier's principal place of business or the location where the vehicle is housed or maintained.

TIMING

- The driver must complete a DVIR at the end of each work day (24 hour period, not calendar day) and turn in the reports upon returning to the driver's home terminal.
- The motor carrier is responsible for repairing and certifying repairs that are likely to affect the safe operation of the vehicle whether or not the driver has submitted the DVIR.
- A multi-day DVIR is acceptable, provided all information and certifications required by §396.11 and §396.13 are contained on the report.

VEHICLES

- The driver must prepare a separate DVIR for each power unit and trailer operated during a 24-hour period.
- One tractor semi-trailer/full-trailer combination is considered one motor vehicle. However, a carrier operating a single truck tractor and multiple semitrailers, which are not capable of being operated as one combination unit, would be required to prepare DVIRs.
- One DVIR may be used for any combination, provided the defects or deficiencies, if any, are identified for each vehicle and the driver signs the report.
- The DVIR carried on a power unit during operation may cover a trailer pulled on a preceding trip.

LEASED VEHICLES

- The carrier is responsible for complying with §396 regardless of whether the vehicles are owned or leased. A leasing company has no responsibility to comply with §396.11 unless it is the carrier.
- The motor carrier controlling the vehicle during the lease must be given the original of the DVIR and is responsible for obtaining and retaining records related to the repairs.

EXCEPTION

In instances where the DVIR has not been prepared or cannot be located, a driver can prepare a DVIR based on a pre-trip inspection and a short drive of a motor vehicle

Disclaimer: The information provided here is not intended to take the place of published federal regulations. [Click here](#) to view the rules and regulations of the Federal Motor Carrier Safety Administration on the Department of Transportation's website.