

FREE LOGISTICS & WAREHOUSING POST-TRIP VEHICLE INSPECTION TEMPLATE

Post-Trip Vehicle Inspection Checklist

Use this 60-point checklist at end of duty to identify new vehicle defects, inspect tires, brakes, lighting, leaks, trailer and coupling condition, cargo-area damage, document DVIR or fleet defects where applicable, hand off maintenance actions, and record next-duty readiness.

Fleet / site

Inspection date

Vehicle / trailer ID

Driver / inspector

Internal Logistics & Warehousing template. Apply manufacturer instructions, the fleet maintenance and roadworthiness programme, commercial-motor-vehicle DVIR requirements where applicable, carrier defect-reporting procedures, local transport rules, and qualified technician judgment.

1. Vehicle identity, completed duty, mileage, driver details, trip events, known defects, and post-trip scope

- 1
- Confirm fleet or site, vehicle registration or unit number, VIN or chassis identifier where used, vehicle type, inspection date, and post-trip inspection type are recorded.
- CRITICAL
- POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
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Execution tip: Close the duty period against the exact vehicle and trailer used. Capture mileage, route, incidents, warning events, known defects, and anything reported during the day before the...

- 2
- Record end-of-duty odometer or mileage, engine hours where applicable, route or duty completed, driver or inspector, fleet owner, and maintenance owner.
-
- POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
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Execution tip: Close the duty period against the exact vehicle and trailer used. Capture mileage, route, incidents, warning events, known defects, and anything reported during the day before the...

- 3
- Confirm whether the post-trip review covers the power unit only, trailer only, vehicle-and-trailer combination, or another fleet configuration used during the duty period.
- CRITICAL
- POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
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Execution tip: Close the duty period against the exact vehicle and trailer used. Capture mileage, route, incidents, warning events, known defects, and anything reported during the day before the...

- 4
- Review any defects, warning lights, unusual noises, impacts, tire events, brake concerns, coupling issues, cargo shifts, roadside findings, breakdowns, or driver concerns experienced during the day.
- CRITICAL
- POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
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Execution tip: Close the duty period against the exact vehicle and trailer used. Capture mileage, route, incidents, warning events, known defects, and anything reported during the day before the...

- 5
- Check whether any defect reported earlier in the duty period was corrected before the end of the shift and confirm the repair or disposition evidence is available where required.
- CRITICAL
- POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
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Execution tip: Close the duty period against the exact vehicle and trailer used. Capture mileage, route, incidents, warning events, known defects, and anything reported during the day before the...

- 6
- Record the final post-trip vehicle status used by the fleet, such as ready for next duty, maintenance required, restricted use, or out of service.
- CRITICAL
- POST-TRIP

FINAL STATUS | Enter

FLEET OWNER | Enter

MAINTENANCE OWNER | Enter

NEXT-DUTY RELEASE | Enter

Execution tip: Close the duty period against the exact vehicle and trailer used. Capture mileage, route, incidents, warning events, known defects, and anything reported during the day before the...

2. Exterior walkaround, body, chassis, doors, mirrors, glass, new damage, loose components, and security condition

7

Walk around the full vehicle and inspect body panels, frame or chassis areas, bumpers, guards, mudguards, steps, handles, mirrors, camera housings, and exterior mounts for new damage or looseness.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: Use the end-of-day walkaround to catch fresh damage before the next driver takes the unit. Compare with known condition where practical so new defects are not lost between...

8

Inspect cab doors, cargo doors, tailgates, liftgates, shutters, compartment doors, hinges, latches, locks, and seals for damage or insecure closure after the day's operation.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: Use the end-of-day walkaround to catch fresh damage before the next driver takes the unit. Compare with known condition where practical so new defects are not lost between...

9

Check windshield, side glass, mirrors, lenses, reflective surfaces, and external visibility equipment for chips, cracks, impact damage, dirt, or obstruction developed during the trip.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: Use the end-of-day walkaround to catch fresh damage before the next driver takes the unit. Compare with known condition where practical so new defects are not lost between...

10

Look for fresh scrapes, dents, dock or trailer contact, branch or overhead strikes, vandalism, attempted forced entry, or other new body or security damage.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: Use the end-of-day walkaround to catch fresh damage before the next driver takes the unit. Compare with known condition where practical so new defects are not lost between...

11

Verify the vehicle is parked in the approved area, doors and compartments are secured, keys are controlled, and any required immobilization or security measures are applied.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
----------------	-------------------	-------	----------	-----------------

Execution tip: Use the end-of-day walkaround to catch fresh damage before the next driver takes the unit. Compare with known condition where practical so new defects are not lost between...

12

Escalate new structural damage, unsecured body components, failed doors or locks, seriously damaged glass, security compromise, or other conditions that could affect the next safe operation.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
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Execution tip: Use the end-of-day walkaround to catch fresh damage before the next driver takes the unit. Compare with known condition where practical so new defects are not lost between...

3. Tires, wheels, rims, hubs, fasteners, steering, suspension, axle condition, and end-of-duty wear clues

13

Inspect all tires for new cuts, bulges, punctures, exposed cords, sidewall damage, embedded objects, severe wear, flatness, underinflation clues, or other visible defects.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: Post-trip checks can reveal tire heat, new cuts, wheel or hub leakage, curb impacts, and suspension damage that were not obvious before the route began.

14

Check tread condition and identify any rapid or unusual wear pattern that developed or became apparent during the day's operation.

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
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Execution tip: Post-trip checks can reveal tire heat, new cuts, wheel or hub leakage, curb impacts, and suspension damage that were not obvious before the route began.

15

Inspect wheels and rims for cracks, bends, impact marks, corrosion, elongated holes, missing pieces, or other new structural concerns.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: Post-trip checks can reveal tire heat, new cuts, wheel or hub leakage, curb impacts, and suspension damage that were not obvious before the route began.

16

Check wheel nuts, studs, indicators, hub areas, seals, and visible fasteners for looseness clues, movement, lubricant leakage, heat discoloration, or missing hardware.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: Post-trip checks can reveal tire heat, new cuts, wheel or hub leakage, curb impacts, and suspension damage that were not obvious before the route began.

17

Inspect visible steering linkage, springs, air bags, shackles, suspension arms, axles, mudguards, and wheel-area components for new damage or leakage.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: Post-trip checks can reveal tire heat, new cuts, wheel or hub leakage, curb impacts, and suspension damage that were not obvious before the route began.

18

Escalate severe tire damage, exposed cords, cracked rims, loose or missing wheel fasteners, steering defects, hub concerns, or major suspension damage before the vehicle is reassigned.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
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Execution tip: Post-trip checks can reveal tire heat, new cuts, wheel or hub leakage, curb impacts, and suspension damage that were not obvious before the route began.

4. Brakes, air or hydraulic condition, parking brake, visible lines, heat clues, warning indicators, and braking concerns

19

Record any pulling, delayed response, vibration, abnormal pedal travel, reduced braking effect, warning-light event, or other brake concern experienced during the day.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
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Execution tip: Any braking concern experienced during the route should be handed to maintenance with enough detail to reproduce and verify the condition before the next duty period.

20

Inspect visible brake hoses, lines, chambers, air lines, glad hands, hydraulic connections, and trailer brake connections for leakage, abrasion, damage, or loose fittings.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: Any braking concern experienced during the route should be handed to maintenance with enough detail to reproduce and verify the condition before the next duty period.

21

Check wheel and brake areas for unusual heat, odor, smoke evidence, discoloration, fluid leakage, or other signs of abnormal brake operation.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: Any braking concern experienced during the route should be handed to maintenance with enough detail to reproduce and verify the condition before the next duty period.

22

Verify the parking brake applies correctly when the vehicle is secured at the end of duty and note any abnormal control, travel, or holding concern.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
----------------	-------------------	-------	----------	-----------------

Execution tip: Any braking concern experienced during the route should be handed to maintenance with enough detail to reproduce and verify the condition before the next duty period.

23

Review active or intermittent ABS, brake, low-air, hydraulic, trailer-brake, or other brake-related warning indicators observed at shutdown.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
----------------	-------------------	-------	----------	-----------------

Execution tip: Any braking concern experienced during the route should be handed to maintenance with enough detail to reproduce and verify the condition before the next duty period.

24

Escalate reduced braking, major air or hydraulic leaks, overheated brake clues, damaged lines, failed parking brake, or unresolved brake warnings before next dispatch.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
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Execution tip: Any braking concern experienced during the route should be handed to maintenance with enough detail to reproduce and verify the condition before the next duty period.

5. Lights, reflectors, horn, wipers, mirrors, warning devices, dashboard indicators, and visibility-related defects

25

Check headlights, tail lights, brake lights, turn signals, hazard lamps, reverse lamps, markers, clearance lamps, and trailer lighting for failures or damage noted during the day.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: End-of-day lighting checks can catch bulbs, lenses, connectors, wipers, or warning devices that failed during the route and would otherwise be discovered by the next driver.

26

Inspect lamp lenses, housings, mounts, wiring, trailer connectors, reflective tape, reflectors, license lighting, and conspicuity markings for new damage or contamination.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: End-of-day lighting checks can catch bulbs, lenses, connectors, wipers, or warning devices that failed during the route and would otherwise be discovered by the next driver.

27

Test or record any fault with horn, wipers, washers, demisting or defogging, mirrors, camera systems, or other visibility-related equipment experienced during duty.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
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Execution tip: End-of-day lighting checks can catch bulbs, lenses, connectors, wipers, or warning devices that failed during the route and would otherwise be discovered by the next driver.

28

Review dashboard warning indicators, gauges, diagnostic messages, or intermittent faults that appeared during the trip even if they are no longer active at shutdown.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
----------------	-------------------	-------	----------	-----------------

Execution tip: End-of-day lighting checks can catch bulbs, lenses, connectors, wipers, or warning devices that failed during the route and would otherwise be discovered by the next driver.

29

Check mirrors, windows, windshield, and camera lenses for damage, contamination, looseness, or alignment changes requiring correction before the next shift.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: End-of-day lighting checks can catch bulbs, lenses, connectors, wipers, or warning devices that failed during the route and would otherwise be discovered by the next driver.

30

Escalate failed brake lights, critical headlamp or turn-signal faults, failed wipers, horn defects, visibility impairment, or unresolved warning indicators affecting safe next use.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
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Execution tip: End-of-day lighting checks can catch bulbs, lenses, connectors, wipers, or warning devices that failed during the route and would otherwise be discovered by the next driver.

6. Engine compartment, fluid leaks, belts, hoses, battery, cooling, exhaust, fuel or charge status, and mechanical clues

31

Inspect beneath the vehicle and accessible engine areas for fresh fuel, oil, coolant, hydraulic, brake, transmission, differential, or other leakage after shutdown.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: Look for what changed during the trip: fresh leaks, low levels, overheating clues, belt or hose damage, battery or charging faults, and unusual exhaust evidence.

32

Check driver-observable fluid levels, warning indications, coolant condition, washer fluid, and other fleet-approved end-of-duty checks where applicable.

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
----------------	-------------------	-------	----------	-----------------

Execution tip: Look for what changed during the trip: fresh leaks, low levels, overheating clues, belt or hose damage, battery or charging faults, and unusual exhaust evidence.

33

Inspect visible belts, hoses, clamps, reservoirs, cooling connections, wiring, battery mounts, terminals, and protective covers for new damage, looseness, or overheating clues.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: Look for what changed during the trip: fresh leaks, low levels, overheating clues, belt or hose damage, battery or charging faults, and unusual exhaust evidence.

34

Record fuel or battery-charge status where the fleet requires end-of-duty readiness, refueling, charging, or handover information for the next operation.

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
----------------	-------------------	-------	----------	-----------------

Execution tip: Look for what changed during the trip: fresh leaks, low levels, overheating clues, belt or hose damage, battery or charging faults, and unusual exhaust evidence.

35

Inspect visible exhaust components, heat shields, after-treatment housings, mounts, and exhaust routing for damage, leakage clues, loose parts, or excessive soot.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: Look for what changed during the trip: fresh leaks, low levels, overheating clues, belt or hose damage, battery or charging faults, and unusual exhaust evidence.

36

Escalate fuel leaks, major fluid loss, overheating evidence, damaged critical belts or hoses, battery or charging faults, exhaust leakage, or other defects threatening the next safe operation.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
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Execution tip: Look for what changed during the trip: fresh leaks, low levels, overheating clues, belt or hose damage, battery or charging faults, and unusual exhaust evidence.

7. Coupling devices, fifth wheel, hitch, trailer connection, air and electrical lines, landing gear, and trailer condition

37

Inspect fifth wheel, kingpin connection, drawbar, pintle hook, tow hitch, coupling jaws, locking handle, safety pin, and other applicable coupling components for new damage or abnormal condition.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
----------------	-------------------	-------	----------	-----------------

Execution tip: A coupling or trailer defect discovered after the route should be controlled before the combination is parked for reuse, dropped for another tractor, or handed to another driver.

38

Check trailer air lines, glad hands, brake hoses, electrical lines, connectors, safety chains or cables where applicable, and line routing for abrasion, damage, leakage, or looseness.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: A coupling or trailer defect discovered after the route should be controlled before the combination is parked for reuse, dropped for another tractor, or handed to another driver.

39

Inspect trailer landing gear, support legs, crank handle, frame, floor, doors, hinges, locks, roof, walls, lights, and visible structural components for damage identified after use.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: A coupling or trailer defect discovered after the route should be controlled before the combination is parked for reuse, dropped for another tractor, or handed to another driver.

40

Confirm dropped or uncoupled trailers are left stable, supported, secured, and positioned according to the yard or fleet procedure.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
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Execution tip: A coupling or trailer defect discovered after the route should be controlled before the combination is parked for reuse, dropped for another tractor, or handed to another driver.

41

Check trailer doors, curtains, tailgates, liftgates, seals, and locks for damage, tampering, or insecure closure before handover or parking.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: A coupling or trailer defect discovered after the route should be controlled before the combination is parked for reuse, dropped for another tractor, or handed to another driver.

42

Escalate damaged coupling components, air or electrical-line defects, unstable dropped trailers, failed landing gear, trailer structural damage, or insecure doors before reassignment.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
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Execution tip: A coupling or trailer defect discovered after the route should be controlled before the combination is parked for reuse, dropped for another tractor, or handed to another driver.

8. Cargo area, load shift, securement, damaged goods, liftgate, tools, emergency equipment, and post-delivery condition

43

Inspect trailer or cargo-body floor, walls, roof, bulkhead, doors, internal rails, curtains, liftgate, ramps, and cargo compartment for new damage or contamination.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: Even after delivery, inspect the cargo area and equipment left on the vehicle. Loose tools, damaged securement, broken floors, or missing emergency items can become the next...

44

Where cargo remains on the vehicle, check for load shift, loose items, damaged pallets, broken packaging, failed securement, or other conditions requiring correction before further movement.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: Even after delivery, inspect the cargo area and equipment left on the vehicle. Loose tools, damaged securement, broken floors, or missing emergency items can become the next...

45

Inspect straps, chains, binders, bars, nets, locks, anchor points, dunnage, blocking, bracing, and other securement equipment for damage after use.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: Even after delivery, inspect the cargo area and equipment left on the vehicle. Loose tools, damaged securement, broken floors, or missing emergency items can become the next...

46

Check tools, wheel chocks, loading aids, PPE, spill kit, first-aid items, and other fleet equipment are accounted for and securely stored where required.

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action

Execution tip: Even after delivery, inspect the cargo area and equipment left on the vehicle. Loose tools, damaged securement, broken floors, or missing emergency items can become the next...

47

Confirm required emergency equipment such as fire extinguisher and warning devices remains present, serviceable, and correctly stowed where applicable.

CRITICAL

POST-TRIP

Ready

Maintenance

Out of service

LIVE PHOTO | Add

Execution tip: Even after delivery, inspect the cargo area and equipment left on the vehicle. Loose tools, damaged securement, broken floors, or missing emergency items can become the next...

48

Escalate cargo-area structural damage, unstable remaining cargo, failed securement equipment, missing required emergency equipment, or damaged liftgate or ramp systems before next use.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action

Execution tip: Even after delivery, inspect the cargo area and equipment left on the vehicle. Loose tools, damaged securement, broken floors, or missing emergency items can become the next...

9. DVIR or defect reporting, maintenance handoff, work orders, next-driver communication, and repair control

49

Record every defect or deficiency discovered by or reported to the driver during the duty period that could affect safe operation or result in mechanical breakdown under the applicable reporting process.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
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Execution tip: FMCSA §396.11 focuses on reporting defects or deficiencies discovered by or reported to the driver during the day. It does not itself require a separate physical post-trip inspection...

50

For FMCSA-regulated property-carrying CMVs, prepare a DVIR at the completion of the day's work when a reportable defect or deficiency was discovered by or reported to the driver.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
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Execution tip: FMCSA §396.11 focuses on reporting defects or deficiencies discovered by or reported to the driver during the day. It does not itself require a separate physical post-trip inspection...

51

Confirm a no-defect DVIR is not treated as a universal federal requirement; follow the current applicable carrier, jurisdictional, passenger-carrier, or company rule.

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
----------------	-------------------	-------	----------	-----------------

Execution tip: FMCSA §396.11 focuses on reporting defects or deficiencies discovered by or reported to the driver during the day. It does not itself require a separate physical post-trip inspection...

52

Create or update the maintenance work order, defect ticket, fleet system entry, roadside follow-up, or other approved repair record for each issue requiring action.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
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Execution tip: FMCSA §396.11 focuses on reporting defects or deficiencies discovered by or reported to the driver during the day. It does not itself require a separate physical post-trip inspection...

53

Ensure the next driver, dispatcher, fleet supervisor, or shift receives clear information on open defects, restrictions, trailer condition, repair status, and any vehicle hold.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
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Execution tip: FMCSA §396.11 focuses on reporting defects or deficiencies discovered by or reported to the driver during the day. It does not itself require a separate physical post-trip inspection...

54

Escalate missing defect reports, incomplete maintenance handoff, unclear serviceability, repeated unresolved defects, or vehicles available for dispatch despite an unaddressed safety issue.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
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Execution tip: FMCSA §396.11 focuses on reporting defects or deficiencies discovered by or reported to the driver during the day. It does not itself require a separate physical post-trip inspection...

10. Repair certification, out-of-service control, reinspection, recurring defect trends, next-duty readiness, and final sign-off

55

Classify findings by exterior or body, tires or wheels, brakes, lights or visibility, engine or fluids, coupling, trailer, cargo area, emergency equipment, documentation, or other approved category.

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
----------------	-------------------	-------	----------	-----------------

Execution tip: The post-trip close-out is complete only when open safety defects are controlled and the next-use status is clear. Repair documentation should match the condition found in the field.

56

Prioritize findings by potential loss of control, breakdown risk, brake or steering effect, tire or wheel failure, visibility, coupling, cargo, fire risk, recurrence, and urgency.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
----------------	-------------------	-------	----------	-----------------

Execution tip: The post-trip close-out is complete only when open safety defects are controlled and the next-use status is clear. Repair documentation should match the condition found in the field.

57

Hold, restrict, or remove the vehicle or trailer from service when a defect creates an unacceptable safety or roadworthiness risk under the fleet's approved criteria or controlling requirements.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
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Execution tip: The post-trip close-out is complete only when open safety defects are controlled and the next-use status is clear. Repair documentation should match the condition found in the field.

58

Verify required repairs are completed or formally dispositioned as permitted, with repair certification or maintenance evidence recorded before the vehicle is returned to operation.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
----------------	-------------------	-------	----------	-----------------

Execution tip: The post-trip close-out is complete only when open safety defects are controlled and the next-use status is clear. Repair documentation should match the condition found in the field.

59

Review repeated end-of-duty defects, roadside failures, tire events, warning faults, leaks, coupling issues, or breakdowns for preventive-maintenance or root-cause follow-up.

CRITICAL

POST-TRIP

Post-trip item	Status / severity	Owner	Evidence	Repair / action
----------------	-------------------	-------	----------	-----------------

Execution tip: The post-trip close-out is complete only when open safety defects are controlled and the next-use status is clear. Repair documentation should match the condition found in the field.

60

Record final post-trip status, open critical defects, operating restrictions, work-order reference, repair status, next inspection or service date, driver or inspector, fleet owner, maintenance owner, and next-duty release status.

CRITICAL

POST-TRIP

FINAL STATUS | Enter

FLEET OWNER | Enter

MAINTENANCE OWNER | Enter

NEXT-DUTY RELEASE | Enter

Execution tip: The post-trip close-out is complete only when open safety defects are controlled and the next-use status is clear. Repair documentation should match the condition found in the field.