

## **TAG Best Practice:** **Logging Truck Inspections**

Log hauling incidents/crashes related to preventable mechanical issues continue to be an issue with BC's log hauling sector. Vehicle inspection and maintenance is a critical component of ensuring trucks and trailers utilized for log hauling are in good working order and safe for the intended use. In order to ensure log trucks are fit for duty both the driver/contractor and Licencee should play an active role in inspection activities. This document identifies the licencees role and activities related to addressing that objective.

- Drivers will participate with an audit whenever requested by a Licencee Supervisor and/or the Road Safety Monitor.
- Licencee will conduct Level 2 inspections of log hauling fleet annually with a qualified mechanic and/or Government Agency (CVSE, WSBC) at each scale site. (see attached inspection form)
- All deficiencies identified during the Level 2 inspection will require an action plan with timelines appropriate for the severity of the finding.



Trucking Harvesting Advisory Group

## Truck Safety and Compliance Audit Review

Driver name: \_\_\_\_\_ Location: \_\_\_\_\_ Date/Time: \_\_\_\_\_

Contractor's Name: \_\_\_\_\_ Truck #: \_\_\_\_\_

Location Loaded: \_\_\_\_\_ By: \_\_\_\_\_

Auditor: \_\_\_\_\_ File # \_\_\_\_\_ Date/Time: \_\_\_\_\_

The Load	Y	N	P	Comments:
Logs contained in stakes as per regulation, no debris			2	
load crowned?			5	
Properly secured?			2	
loaded so the stake cables are being utilized properly... + 90°			5	
Proper load security tie downs... are binders locked in place properly?			7	
Is the load weight compliant			2	
Safety	Y	N	P	Comments:
utilizing PPE?			1	
utilizing seat belt?			1	
3-point contact dismount observed?			0	
tripping system being working properly without any issue?			2	
proper safety device locking his tripping assembly in place?			2	
Are there any hazards in the cab? (loose heavy objects of hazardous materials)			2	
Did Driver attend most recent safety meeting?			0	
Does the driver understand/ follow the proper radio calling procedures?			0	
Does the driver know who their first aid attendant is?			0	
Does the driver have a copy of the ERP			0	
Does driver know how to report incidents/unsafe condition s/ near misses?			0	
Documentation	Y	N	P	Comments:
Pre-trip inspection completed and signed off?			2	
Is the log book current, correct, and updated?			2	
Current and applicable drivers license and insurance?			2	
Tools and Equipment	Y	N	P	Comments:
Is the truck equipped with 1st aid kit, fire extinguisher and firefighting equipment?			0	
Are there warning triangles in the truck?			0	
Are there wheel chocks in the truck?			0	
Does the truck have a functioning 2-way radio?			2	
Tractor & Trailer	Y	N	P	Comments:
All tires meet the regulations?			5	
All wheel nuts and rims in proper order?			5	
Headlights working, daytime running lights?			2	
Are taillights working properly?			2	
Are the brake lights, and signal lights working properly?			6	
Rear flag or rear log light working properly?			4	
Visually inspect steering/good working order?			7	
Visually inspect brakes for service ability			7	
Visually inspect frame and suspension of vehicle, good working order?			7	
Visually inspect reach, compensator, and safety chains to determine compliance			7	
Is the molly in good condition?			2	
Inspect bunk and bunk assembly, are stake cables within compliance?			5	
Is the "D" ring working properly and within specifications?			0	
Does the Cab Guard meet WCB regulations?			2	
Does Driver have any questions regarding his role and responsibilities?			0	

**Total** \_\_\_\_\_



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<i>REMARKS</i>	V.P. 1	V.P. 2	O.O.S.

**\*\*\* FOOTNOTES TO INSPECTION RESULTS CATERGORIES AND RECOMMENDED TIMEFRAMES FOR SPECIFIC ITEMS \*\*\***

V.P. 1 = Repaired within 24 hrs.  
V.P. 2 = Repaired within 7 days  
O.O.S. = Unsafe Vehicle/Parked until repairs completed

<i>REMARKS CONTINUED</i>	V.P. 1	V.P. 2	O.O.S.

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**UNSAFE INSPECTION ITEMS THAT PLACE VEHICLE PARKED**

IT IS RECOMMENDED THAT THE FOLLOWING LISTED INSPECTION ITEMS ARE REPAIRED PRIOR TO THE VEHICLES BEING OPERATED. THESE UNSAFE ITEMS NOTED PLACE THE VEHICLE IN AN **"OUT OF SERVICE CONDITION"**.
