Pre-trip inspection

Pre-journey checks prescribed in SANS 10231 include the following preliminary, pre-loading and post loading checks:

Preliminary checks

Before driving to the loading site, the driver shall ensure that

a) a valid dangerous goods operator card is displayed, as required by National Road traffic Act (Section 47, Regulation 265, 266, 343(D))

b) the vehicle is, in his opinion, roadworthy
c) the vehicle is free of any product likely to contaminate the load or create a safety hazard, and
d) the vehicle is fit for use, by inspecting the vehicle using the following checklist - at the start of a journey, and after every overnight stop.
**Typical daily inspection schedule**

1. When you approach the vehicle, look for water, oil, fuel and other leaks and for bodywork damage at the front of the vehicle. Look for any other obvious faults.

2. Check the conditions at the front of the vehicle:
   - windscreen,
   - windscreen wiper arms and blades,
   - rear-view mirrors,
   - right-hand and left-hand front white reflectors,
   - headlamps,
   - park lamp, indicator lenses and number plate,
   - licence and operator card present on the windscreen.

3. Enter the cab. While you sit,
   - check all the other gauges and warning lights for correct operation,
   - depress the service brake a couple of times until the warning buzzer sounds,
   - stop the engine; keep the service brake pedal depressed and check for leaks of the air system,
   - check the operation of the clutch pedal and the hooter; check the steering wheel for free play,
   - check the tachograph for damage, and insert the correct chart,
   - check that the spare fan belts and the warning triangle(s) are stowed in the cab,
   - switch on all the lights and leave the cab,
   - check the parking brake; has it been applied and does it work?
   - make sure that the tank is properly filled,
   - make sure that the gravity meter is secure,
   - start the engine; check the reading of the oil pressure gauge. Is there any unusual engine noise?
   - check the reading of the air pressure gauge; check the build-up time of the air pressure:
     - max. 12 min in the case of a drawing vehicle; and
     - max. 8 min in the case of other vehicles.

4. Walk around inspection:
   - check the security of the fuel filler cap,
   - check the oil and water levels (on some vehicles this is done from the inside),
   - check the right-hand and left-hand rear tyres and the wheel nuts (applies to rigid vehicles, tractors and semi-trailers): check the mudguards for damage,
   - make sure that the two wheel chocks are properly stowed on the rigid chassis of the semi-trailer frame,
   - make sure that all the lights are operative, and that the reflectors and the chevron are not damaged; check the rear bumper for damage, and make sure that the registration plate light is operative,
   - check the stowage of the gravity hose and check for obvious damage (fraying, etc.),
   - check the security of the fuel filler cap and make sure that the tank is properly filled,
   - make sure that the gravity meter is secure,
   - check the right-hand and left-hand front tyres and the wheel nuts; check that the fifth wheel is properly locked (applies to articulated vehicles only),
   - make sure that the pump meter on the right-hand side of the vehicle is secure. Inspect the pump hose and the nozzle stowed on the tank top on rigid units; check for damage,
   - make sure that all the manhole lids are correctly closed and locked; check for obvious damage,
   - check the condition of the air reservoirs and operate the drain valves,
   - make sure that the yellow side reflectors (if applicable) are fitted and are undamaged,
   - make sure that the control box for the pneumatic system is secure,
   - check the locks of the manifold valves, especially for leaks,
   - make sure that the fire extinguisher is correctly fitted, and check it for obvious damage. Is the inspection date overdue?
   - make sure that all the front lights are operative,
   - make sure that the right-hand and left-hand front and rear indicators are working (get assistance, if possible, to look at the rear indicators),
   - enter the cab and switch off all the lights,
   - make sure that the brake lights are operative (get assistance to depress the service brake pedal and check if the lights are operative), and
   - fill in the logbook and the faults book.
Pre-loading checks

At the loading site, before loading is commenced, the driver shall ensure that
a) the site appears suitable for the operation,
b) the vehicle is positioned as directed for loading, and
c) permission has been given for loading to commence.

Post loading checks

At the loading site, on completion of loading, the driver shall ensure that
a) the correct transport emergency card(s), Dangerous Goods Declaration(s), and information regarding the agreed route (if applicable), are stored in the designated space,
b) only emergency information documents for the current load and licences and permits as required by national legislation are stored in the designated space, and all extraneous documentation is removed,
c) the necessary safety equipment in accordance with the transport emergency card(s) is on board,
d) he understands the information and instructions on the transport emergency card(s),
e) the orange warning diamond and placards are in place, and
f) the vehicle is not overloaded or underloaded as to present a safety risk, and the load is properly secured.

Cargo securement shall be in accordance with SANS 10187 to minimize the risk of spillage in the event of the vehicle overturning or any other incident iv.

From Unit Standard: Personal Protective equipment, suitable to the class of substance, is worn during loading and off-loading.
Safety equipment and procedures suitable to the class of substance, is used during loading and off-loading.

Load compatibility

Where more than one item of dangerous goods (mixed load) is transported per vehicle/combination of vehicles, the load shall conform to the requirements shown in the load compatibility chart and special provisions according to hazard class (see Part II – Mixed or Multi-load Identification).

Compatibility charts?
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