

# DOING A CIRCLE CHECK ON YOUR TRUCK

## Introduction

A circle check is a visual, and sometimes physical, inspection of a piece of equipment (e.g., truck, trailer, forklift, etc.). It involves walking all the way around the equipment to ensure there are no safety concerns.

Completing a circle check on any piece of equipment before using it is an important step in ensuring your safety, and the safety of others. This thorough check should become an automatic part of your safety habits every time you are going to use a vehicle or piece of large equipment for the first time each day.

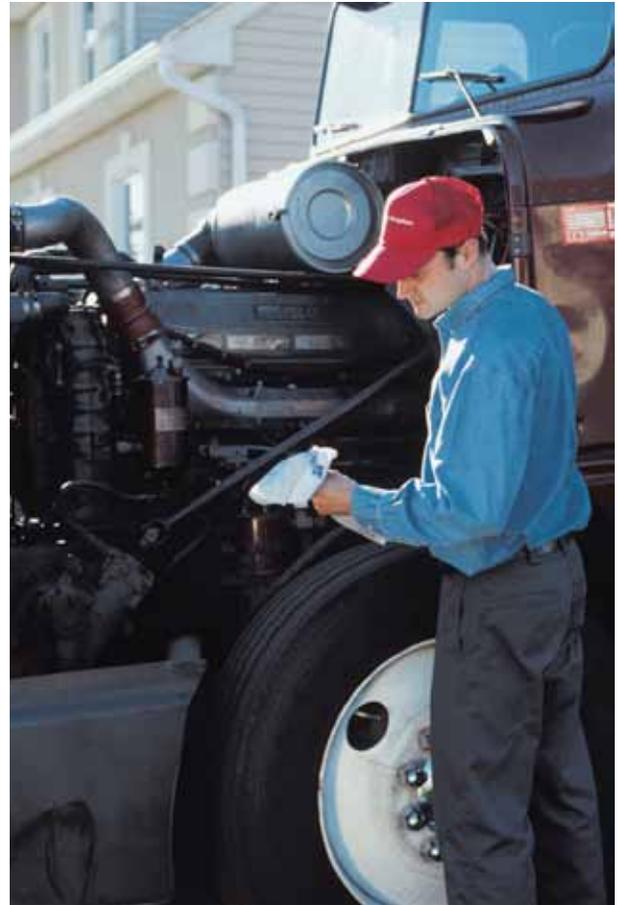
It is important to record and report any problems to your supervisor immediately and not use the vehicle/equipment until the issue has been resolved.

## What Can Happen

- Fatalities
- Falls
- Crushing injuries
- Nitrous oxide poisoning
- Carbon monoxide poisoning
- Collisions
- Muscles strains
- Broken bones
- Electrical shock

## What You Can Do

- Review the manual for your vehicle to determine what needs to be checked
- Develop a specific circle checklist for each vehicle
- Do a circle check on all the vehicles that you use
- Tag out and immobilize any vehicle that needs repair
- Report all vehicle problems to your supervisor
- **Do not** operate a vehicle until you are sure it is safe to do so



## Doing the Circle Check

Start at the front (driver's side) and walk towards the back, checking all the following items. If there are any checks in the grey area (a 'no' answer), indicate in the details section what the problem is and inform your supervisor immediately before using the vehicle.

Area		Yes	No	Details
Outside of the Vehicle	Are the windshield wipers in good condition?			
	Are all windows clean, clear, crack-free, and unobstructed?			
	Are mirrors secured to the vehicle and crack-free?			
Trailer	Are all the hoses/electrical components connected properly?			
	Are the stop, turn, and clearance lights working?			
	Is the license plate clean and legible?			
	Are the tailgate/ rear doors in good working condition?			
	Is the pintle hook in good condition (e.g. no cracks or loose)?			
	Is the suspension and frame in good condition?			
	Are all the tarps and lashings secured properly?			
	Is the landing gear in good working condition (e.g., not bent, no cracks in the welding, and the lowering handle properly stored)?			
	The 5th wheel is not cracked, missing parts, is properly greased, and locking arm in proper position?			
	The exhaust system in good repair (e.g., little or no rust at welded connections, no dents or other road damage, brackets missing, loose connections, etc.)?			
Is the fuel tank(s) free from leaks, dents, cracks, etc?				
Wheels and Tires	Are the wheel lugs and nuts tight?			
	Is the tire pressure correct for the tire and weather?			
	Is the tread wear within the acceptable level?			
	Are the tires free of punctures?			

continued...

## Doing the Circle Check ...continued

Area		Yes	No	Details
Under the Hood	Are all the fluid levels at the appropriate level?			
	Is the wiring in good condition (e.g., no exposed wires, cracks, kinks, etc.)?			
	Are all the belts and hoses in good condition? No fluid leaking from the hoses?			
Inside the Vehicle	Does the parking brake hold against light acceleration?			
	Do the brakes hold and stop the vehicle smoothly?			
	Does the clutch and gearshift shift smoothly?			
	Does the steering wheel moves smoothly?			
	Headlights, warning lights, horn, turn signal all work?			
	Do the lights/gauges on the dash control panel work?			
	There are no strange noises from any moving parts?			

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