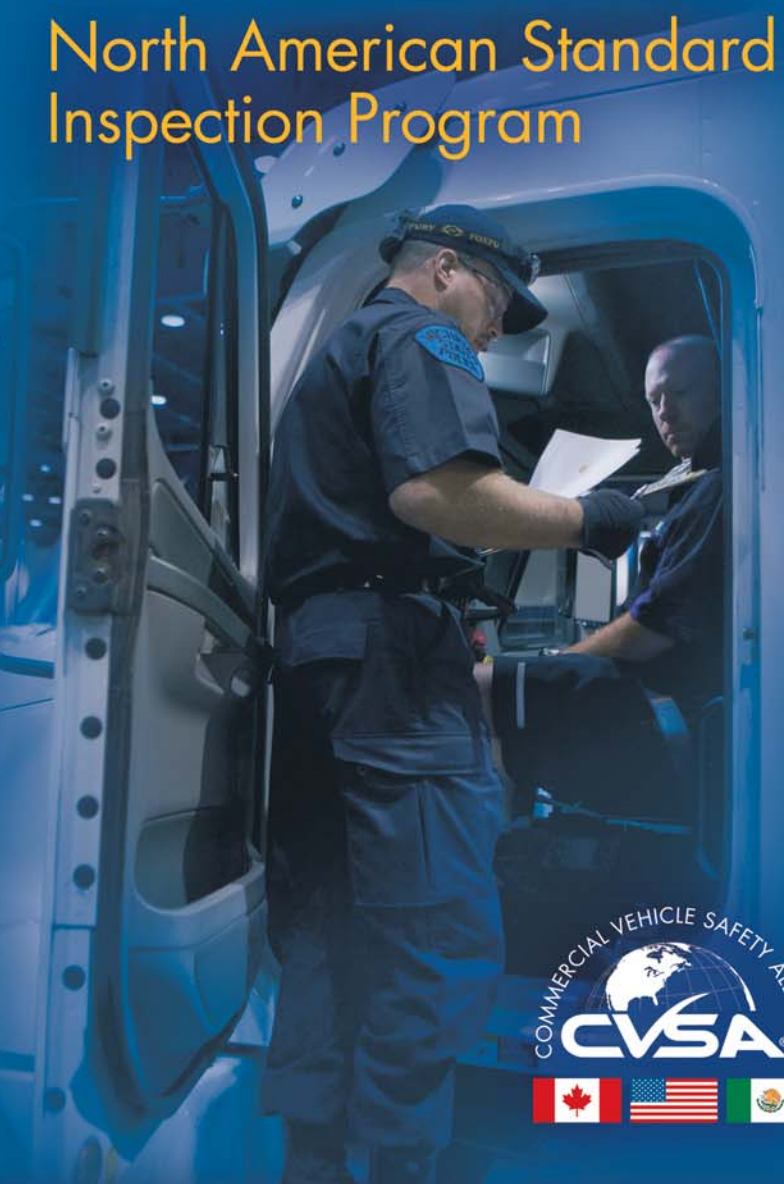


Understanding the North American Standard Inspection Program



The Commercial Vehicle Safety Alliance

The Commercial Vehicle Safety Alliance (CVSA) is an international not-for-profit organization comprised of local, state, provincial, territorial and federal motor carrier safety officials and industry representatives from the United States, Canada, and Mexico. Our mission is to promote commercial motor vehicle safety and security by providing leadership to enforcement, industry and policy makers. In addition, CVSA has several hundred associate members who are committed to helping the Alliance achieve its goals; uniformity, compatibility and reciprocity of commercial vehicle inspections, and enforcement activities throughout North America by individuals dedicated to highway safety and security.

For more information about the North American Standard Inspection Program, contact us at:

Commercial Vehicle Safety Alliance
1101 17th Street, NW, Suite 803
Washington, DC 20036
Phone: 202-775-1623
Fax: 202-775-1624
www.cvsa.org



Promoting Commercial Motor Vehicle Safety and Security

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NORTH AMERICAN STANDARD INSPECTION PROCEDURES

	LEVEL	I	II	III	IV	V	VI	VII
1	Choose the Inspection Site	●	●	●			●	●
2	Approach the Vehicle	●	●	●			●	●
3	Greet and Prepare Driver	●	●	●			●	●
4	Interview Driver	●	●	●			●	●
5	Collect the Driver's Documents	●	●	●			●	●
6	Check for the Presence of Hazardous Materials/Transportation of Dangerous Goods	●	●	●			●	●
7	Identify the Carrier	●	●	●			●	●
8	Examine Driver's License	●	●	●			●	●
9	Check Medical Examiner's Certificate and Skill Performance Evaluation (SPE) Certificate (If Applicable)	●	●	●			●	●
10	Check Record of Duty Status	●	●	●			●	●
11	Review Driver's Daily Inspection Report (If Applicable)	●	●	●			●	●
12	Review Periodic Inspection Report(s)	●	●	●			●	●
13	Prepare Driver for Vehicle Inspection	●	●				●	●
14	Inspect Front of Tractor	●	●				●	●
15	Inspect Left Front Side of Tractor	●	●				●	●
16	Inspect Left Saddle Tank Area	●	●				●	●
17	Inspect Trailer Front	●	●				●	●
18	Inspect Left Rear Tractor Area	●	●				●	●
19	Inspect Left Side of Trailer	●	●				●	●
20	Inspect Left Rear Trailer Wheels	●	●				●	●
21	Inspect Rear of Trailer	●	●				●	●
22	Inspect Double, Triple and Full Trailers	●	●				●	●
23	Inspect Right Rear Trailer Wheels	●	●				●	●
24	Inspect Right Side of Trailer	●	●				●	●
25	Inspect Right Rear Tractor Area	●	●				●	●
26	Inspect Right Saddle Tank Area	●	●				●	●
27	Inspect Right Front Side of Tractor	●	●				●	●
28	Inspect Steering Axle(s)	●					●	●
29	Inspect Axle(s) 2 and/or 3 (Under Carriage of CMV)	●					●	●
30	Inspect Axle(s) 4 and/or 5	●					●	●
31	Check Brake Adjustment	●					●	●
32	Inspect Tractor Protection System (This procedure tests both the tractor protection system and the emergency brakes.)	●					●	●
33	Inspect Required Brake System Warning Devices	●	●				●	●
34	Test Air Loss Rate	●	●				●	●
35	Check Steering Wheel Lash	●	●				●	●
36	Check Fifth Wheel Movement	●					●	●
37	Complete the Inspection	●	●	●			●	●

Go To www.cvsa.org For Complete Inspection Level Descriptions

The North American Standard Inspection Program

The North American Standard Inspection Program focuses on commercial vehicle roadside inspection efforts on vehicle and driver safety requirements most often associated with commercial motor vehicle (CMV) crashes. Designed to improve commercial motor vehicle safety, the program promotes uniformity in compliance and enforcement, while minimizing duplication efforts and unnecessary operating delays for the motor carrier industry.

Approximately four-million commercial vehicle roadside inspections are conducted by member enforcement agencies. Inspection results are used to identify motor carriers that present a high degree of risk to the motoring public.

The North American Standard Inspection Program is NOT intended or designed to be a periodic inspection program or a preventative maintenance program for carriers and drivers. However, it does provide a snapshot of CMV maintenance, and determines the effectiveness of a company or driver's CMV maintenance and safety management program. The data collected helps state, provincial, territorial, and federal governments in the U.S., Canada, and Mexico determine which transportation companies will be selected for review.

Who Conducts North American Standard Inspections?

Roadside inspections are conducted by highly-qualified, specially-trained and certified state, provincial, territorial, and federal law enforcement personnel.

What are the Levels of North American Standard Inspections?

- LEVEL I** North American Standard Inspection
- LEVEL II** Walk-Around Driver/Vehicle Inspection
- LEVEL III** Driver/Credential Inspection
- LEVEL IV** Special Inspections
- LEVEL V** Vehicle-Only Inspection
- LEVEL VI** North American Standard Inspection for Transuranic Waste and Highway Route Controlled Quantities (HRCQ) of Radioactive Material
- LEVEL VII** Jurisdictional Mandated Commercial Vehicle Inspection

Go to www.cvsa.org for complete inspection level descriptions.

How Does Enforcement Avoid Unnecessary, Duplicate Inspections?

Member enforcement agencies cooperatively minimize unnecessary, duplicate inspections by issuing a CVSA decal. The decal identifies vehicles that have recently "Passed" an inspection so inspectors can focus more attention on vehicles not yet inspected.

Vehicles displaying a valid CVSA decal (current to within three months) are generally not subject to re-inspection unless:

- A violation of the North American Standard Inspection Critical Vehicle Inspection Items is detected;
- A Level IV (Special Inspection) exercise is involved;
- A statistically-based random, inspection technique is being employed to validate an individual jurisdiction or regional out-of-service percentage; or,
- A re-inspection is conducted to maintain North American Standard Inspection quality assurance.

If re-inspection discloses violations of the North American Standard Inspection Critical Vehicle Inspection Items, any valid decal is removed unless the vehicle is repaired at the scene.

How Do You Qualify for a CVSA Decal?

A commercial motor vehicle may qualify for a CVSA decal if it "Passes Inspection," which means during a Level I or Level V inspection, no defects are found in Critical Vehicle Inspection Items listed in the *North American Standard Out-of-Service Criteria*.

The four parts of the *North American Standard Out-of-Service Criteria* result from work of special international technical committees, and is based on collision evaluation, inspection experience, statistics, technical analysis, or new technology.

Part I - Detail violations which place a driver out-of-service.

Part II - Outline the Critical Vehicle Inspection Items and provide direction to each commercial vehicle inspector in North America by identifying at what point a commercial motor vehicle can no longer be safely operated for fear of causing an accident or breakdown, due to its mechanical condition.

Part III - Provide guidance for unsafe hazardous materials transportation, including both conditions which fail to communicate a hazard and those which are themselves hazards.

Part IV - Establish criteria for placing a motor carrier out-of-service.

It is in the best interest of every motor carrier to be familiar with the *North American Standard Out-of-Service Criteria*. It is also important to know which commercial motor vehicle violations have been identified as being the most serious. This is helpful to carriers because it provides necessary focus in properly maintaining and inspecting vehicles. It also helps prevent unnecessary delays and down time in transit as a result of having a driver or vehicle placed out-of-service.

Inspections may include other parts and accessories necessary for the safe operation of commercial motor vehicles. Defects noted during a Level I or Level V inspection that are not Critical Vehicle Inspection Items, will not affect "Pass Inspection" or decal qualification.

What Are the Critical Vehicle Inspection Items?

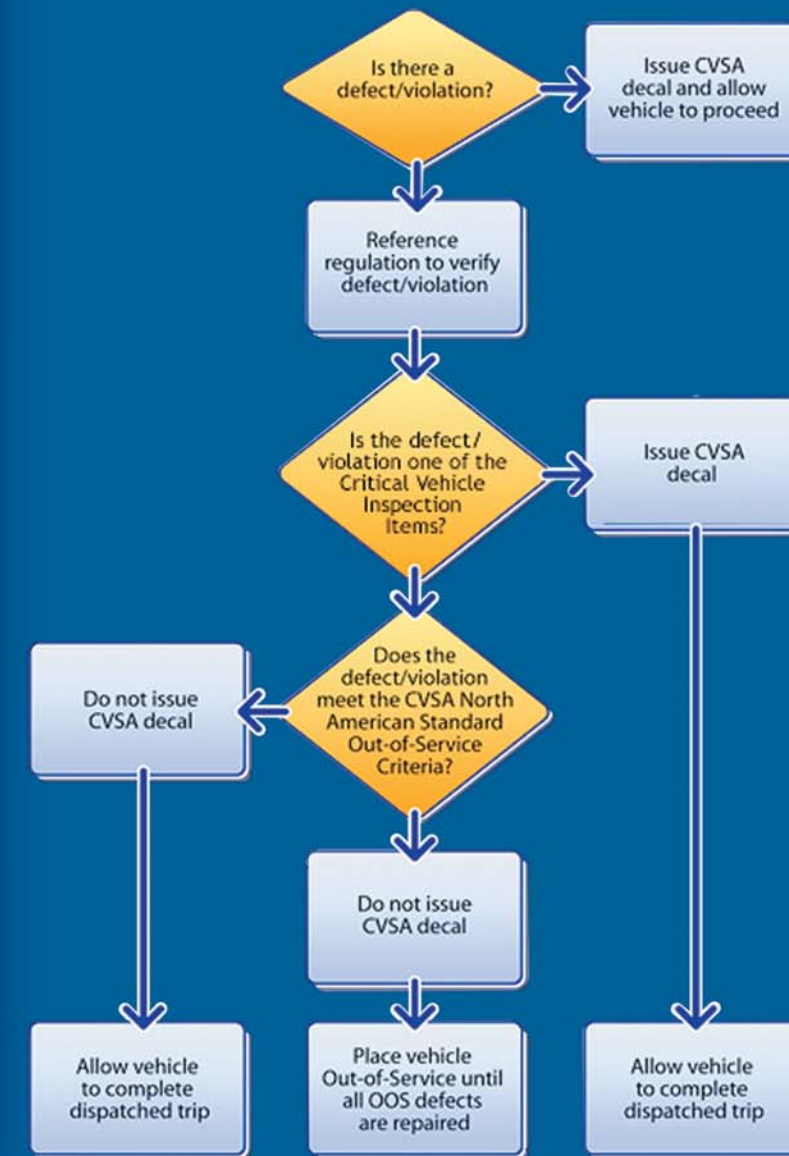
- Brake Systems
- Coupling Devices
- Exhaust Systems
- Frames
- Fuel Systems
- Lighting Devices (Headlamps, Tail Lamps, Stop Lamps, Turn Signals and Lamps/Flags on Projecting Loads)
- Securement of Cargo
- Steering Mechanisms
- Suspensions
- Tires
- Van and Open-Top Trailer Bodies
- Wheels, Rims and Hubs
- Windshield Wipers
- Emergency Exits and/or Electrical Cables and Systems in Engine and Battery Compartments (Buses)

When Does My Cargo Tank Qualify for a CVSA Decal?

When a U.S. DOT/Transport Canada specification cargo tank inspection is completed in conjunction with North American Standard Level I and/or Level V Inspection, CVSA decals shall not be issued to U.S. DOT/Transport Canada specification cargo tank vehicles found to have violations of the following:

- Retest Requirements
- Cargo Tank Authorization (Does not include specification shortages)
- Manhole Covers
- Internal Valves
- Discharge Valves
- Cargo Tank Integrity
- Supports and Anchoring
- Double Bulkhead Drains
- Ring Stiffeners
- Rear End Protection
- Emergency Flow Control
- Piping and Protection
- Overturn Protection
- Venting

North American Standard Level I or Level V Inspection Decal Qualification



INTERPRETING A CVSA DECAL

Inspection Quarters and Colors

INSPECTION PERIOD	COLOR CODE
Jan., Feb., Mar.	Green
Apr., May, Jun.	Yellow
Jul., Aug., Sept.	Orange
Oct., Nov., Dec.	White

Corner Removal

If both upper corners are removed, the decal was issued in the 1ST month of the quarter.

If the upper right corner is removed, the decal was issued in the 2ND month of the quarter.

If no corners are removed, the decal was issued in the 3RD month of the quarter.

The decals are honored during the month of issuance and the following two months.

Location of CVSA Decals

The location for affixing a CVSA decal on a power unit shall be on the lower right corner of the exterior surface of the passenger's windshield.

The location for affixing a CVSA decal on trailing units (i.e. trailers, full trailers, semi-trailers, converter dollies, etc.) shall be on the lower right corner as near the front as possible.

The location for a CVSA decal on a cargo tank semi-trailer shall be at eye-level near the right front of the cargo tank and on the lower right corner of the exterior surface of the passenger's windshield of a straight truck.

The location for a CVSA decal on passenger vehicles shall be on the glass portion (window) of the passenger door as close to inspector's eye-level as possible.

Any expired CVSA decal shall be removed before a new CVSA decal is affixed.

