

Who is CVSA?



The Commercial Vehicle Safety Alliance (CVSA) is a nonprofit organization comprised of local, state, provincial, territorial and federal commercial motor vehicle safety officials and industry representatives. The Alliance aims to prevent commercial motor vehicle crashes, injuries and fatalities and believes that collaboration between government and industry improves road safety and saves lives. Our mission is to improve commercial motor vehicle safety and enforcement by providing guidance, education and advocacy for enforcement and industry across North America.



About CVSA



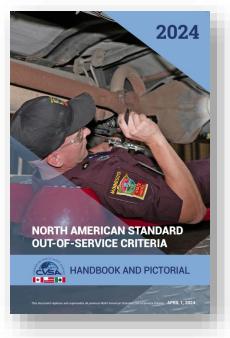
- Roadside CMV Inspector Certification
- North American Standard (NAS) Inspection Procedures
- NAS Training Program
- CVSA Decal Program
- NAS Out-of-Service Criteria
- NAS Inspection Levels
- CVSA Enhanced Inspection Program
- Outreach and Education
- Policy Development















Automated CMV Working Group



Goal:

- Explore how to incorporate self driving trucks into the North American Standard (NAS) Inspection Program
- How to ensure vehicle compliance with the Federal Motor Carrier Safety Regulations (FMCSR)
- Sept. 2018 Sept. 2019
 - Evaluated inspection procedures to determine automation possibilities
 - Explored eight options for vehicle inspections
 - Option 7 selected and approved for SAE Level 4 and 5



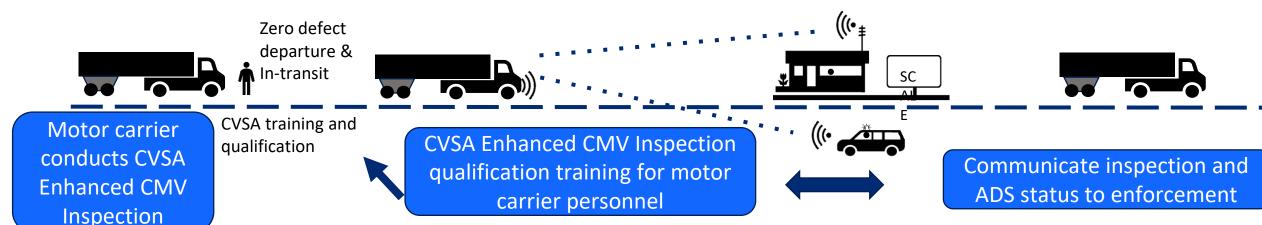
Enhanced CMV Inspection Program



- No-defect, point-of-origin inspection program for Level 4 and 5 equipped commercial motor vehicles.
 - Subject to an enhanced CMV inspection by certified inspector prior to beginning trip, periodically once trip begins
 - Vehicle must communicate data set wirelessly to enforcement
 - Bypass inspection stations and minimize enroute stops imminent hazard

CVSA Enhanced CMV Inspection (for motor carrier operations)

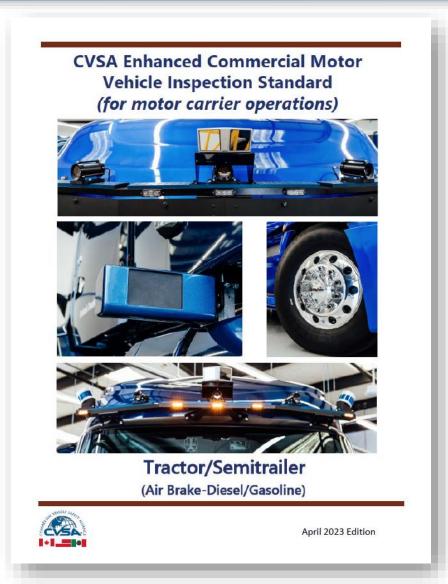
- Stops for inspections limited unless imminent hazards observed



CVSA Enhanced CMV Inspection Program CVSA



CVSA Enhanced Commercial Motor Vehicle Inspection Standard (for motor carrier operations)





Inspection Standard

- Vehicle Requirements
 - 10 sections
- Cargo Securement
 - One section

CVSA ENHANCED COMMERCIAL MOTOR VEHICLE INSPECTION STANDARD

(for motor carrier operations) Tractor/Semitrailer (Air Brake-Diesel/Gasoline)

Table of Contents

Categorization of Fluid (Liquid) Leaks		n Guidance
1 — Power Train 1) Accelerator Pedal		
1) Accelerator Pedal. 6 2) Exhaust System 6 3) Drive Shaft and Differential 7 4) Gasoline or Diesel Fuel System 7 2 — Suspension 7 1) Suspension and Frame Attachments 8 2) Axle Attaching and Tracking Components 8 3) Axle & Axle Assembly 8 4) Spring & Spring Attachment 8 5) Air Suspension 9 6) Shock Absorber 9 3 — Brakes (AIR) 10 2) Air Supply System 10 3) Air System Leakage on a Trailer 10 4) Air Tank 11 5) Brake Pedal/Actuator 11 6) Treadle Valve 11 7) Brake Valves and Controls 11 8) Towing Vehicle (Tractor) Protection System 11 9) Parking Brake and Emergency Application on Truck 11 10) Parking Brake and Emergency Application on Truck 11 11) Air System Components 12 12) Brake Chamber 12	Defective	Conditions of Hose, Tubing and Lines used on Commercial Motor Vehicles5
2) Exhaust System 6 3) Drive Shaft and Differential	1 — Power	Train
3 Drive Shaft and Differential	1)	Accelerator Pedal6
4) Gasoline or Diesel Fuel System	2)	
2 — Suspension 1) Suspension and Frame Attachments 8 2) Axle Attaching and Tracking Components 8 3) Axle & Axle Assembly 8 4) Spring & Spring Attachment 8 5) Air Suspension 9 6) Shock Absorber 9 3 — Brakes (AIR) 10 1) Air Compressor 10 2) Air Supply System 10 3) Air System Leakage on a Trailer 10 4) Air Tank 11 5) Brake Pedal/Actuator 11 6) Treadle Valve 11 7) Brake Valves and Controls 11 8 10 9 Parking Brake and Emergency Application on Truck 11 10) Parking Brake and Emergency Application on Trailer 12 11) Air System Components 12 12) Brake Chamber 12	3)	Drive Shaft and Differential
1) Suspension and Frame Attachments 8 2) Axle Attaching and Tracking Components 8 3) Axle & Axle Assembly 8 4) Spring & Spring Attachment 8 5) Air Suspension 9 6) Shock Absorber 9 3 — Brakes (AIR) 10 2) Air Supply System 10 3) Air System Leakage on a Trailer 10 4) Air Tank 11 5) Brake Pedal/Actuator 11 6) Treadle Valve 11 7) Brake Valves and Controls 11 8) Towing Vehicle (Tractor) Protection System 11 9) Parking Brake and Emergency Application on Truck 11 10) Parking Brake and Emergency Application on Trailer 12 11) Air System Components 12 12) Brake Chamber 12	4)	
2) Axle Attaching and Tracking Components. 8 3) Axle & Axle Assembly 8 4) Spring & Spring Attachment 8 5) Air Suspension 9 6) Shock Absorber 9 3 — Brakes (AIR) 10 2) Air Supply System 10 3) Air System Leakage on a Trailer 10 4) Air Tank 11 5) Brake Pedal/Actuator 11 6) Treadle Valve 11 7) Brake Valves and Controls 11 8) Towing Vehicle (Tractor) Protection System 11 9) Parking Brake and Emergency Application on Truck 11 10) Parking Brake and Emergency Application on Trailer 12 11) Air System Components 12 12) Brake Chamber 12	2 — Susper	
3) Axle & Axle Assembly 8 4) Spring & Spring Attachment 8 5) Air Suspension 9 6) Shock Absorber 9 3 — Brakes (AIR) 10 1) Air Compressor 10 2) Air Supply System 10 3) Air System Leakage on a Trailer 10 4) Air Tank 11 5) Brake Pedal/Actuator 11 6) Treadle Valve 11 7) Brake Valves and Controls 11 8) Towing Vehicle (Tractor) Protection System 11 9) Parking Brake and Emergency Application on Truck 11 10) Parking Brake and Emergency Application on Trailer 12 11) Air System Components 12 12) Brake Chamber 12	1)	
4) Spring & Spring Attachment 8 5) Air Suspension 9 6) Shock Absorber 9 3 — Brakes (AIR) 10 1) Air Compressor 10 2) Air Supply System 10 3) Air System Leakage on a Trailer 10 4) Air Tank 11 5) Brake Pedal/Actuator 11 6) Treadle Valve 11 7) Brake Valves and Controls 11 8) Towing Vehicle (Tractor) Protection System 11 9) Parking Brake and Emergency Application on Truck 11 10) Parking Brake and Emergency Application on Trailer 12 11) Air System Components 12 12) Brake Chamber 12	2)	
5) Air Suspension 9 6) Shock Absorber 9 3 — Brakes (AIR) 10 1) Air Compressor 10 2) Air Supply System 10 3) Air System Leakage on a Trailer 10 4) Air Tank 11 5) Brake Pedal/Actuator 11 6) Treadle Valve 11 7) Brake Valves and Controls 11 8) Towing Vehicle (Tractor) Protection System 11 9) Parking Brake and Emergency Application on Truck 11 10) Parking Brake and Emergency Application on Trailer 12 11) Air System Components 12 12) Brake Chamber 12	3)	
6) Shock Absorber	4)	
3 — Brakes (AIR) 10 1) Air Compressor 10 2) Air Supply System 10 3) Air System Leakage on a Trailer 10 4) Air Tank 11 5) Brake Pedal/Actuator 11 6) Treadle Valve 11 7) Brake Valves and Controls 11 8) Towing Vehicle (Tractor) Protection System 11 9) Parking Brake and Emergency Application on Truck 11 10) Parking Brake and Emergency Application on Trailer 12 11) Air System Components 12 12) Brake Chamber 12	5)	
1) Air Compressor 10 2) Air Supply System 10 3) Air System Leakage on a Trailer 10 4) Air Tank 11 5) Brake Pedal/Actuator 11 6) Treadle Valve 11 7) Brake Valves and Controls 11 8) Towing Vehicle (Tractor) Protection System 11 9) Parking Brake and Emergency Application on Truck 11 10) Parking Brake and Emergency Application on Trailer 12 11) Air System Components 12 12) Brake Chamber 12		* * * * * * * * * * * * * * * * * * * *
2) Air Supply System 10 3) Air System Leakage on a Trailer 10 4) Air Tank 11 5) Brake Pedal/Actuator 11 6) Treadle Valve 11 7) Brake Valves and Controls 11 8) Towing Vehicle (Tractor) Protection System 11 9) Parking Brake and Emergency Application on Truck 11 10) Parking Brake and Emergency Application on Trailer 12 11) Air System Components 12 12) Brake Chamber 12	3 — Brakes	(AIR)
3) Air System Leakage on a Trailer. 10 4) Air Tank. 11 5) Brake Pedal/Actuator 11 6) Treadle Valve. 11 7) Brake Valves and Controls. 11 8) Towing Vehicle (Tractor) Protection System. 11 9) Parking Brake and Emergency Application on Truck. 11 10) Parking Brake and Emergency Application on Trailer. 12 11) Air System Components. 12 12) Brake Chamber. 12	1)	Air Compressor
4) Air Tank 11 5) Brake Pedal/Actuator 11 6) Treadle Valve 11 7) Brake Valves and Controls 11 8) Towing Vehicle (Tractor) Protection System 11 9) Parking Brake and Emergency Application on Truck 11 10) Parking Brake and Emergency Application on Trailer 12 11) Air System Components 12 12) Brake Chamber 12	2)	
5) Brake Pedal/Actuator 11 6) Treadle Valve 11 7) Brake Valves and Controls 11 8) Towing Vehicle (Tractor) Protection System 11 9) Parking Brake and Emergency Application on Truck 11 10) Parking Brake and Emergency Application on Trailer 12 11) Air System Components 12 12) Brake Chamber 12	3)	
6) Treadle Valve 11 7) Brake Valves and Controls 11 8) Towing Vehicle (Tractor) Protection System 11 9) Parking Brake and Emergency Application on Truck 11 10) Parking Brake and Emergency Application on Trailer 12 11) Air System Components 12 12) Brake Chamber 12	4)	Air Tank
7) Brake Valves and Controls 11 8) Towing Vehicle (Tractor) Protection System 11 9) Parking Brake and Emergency Application on Truck 11 10) Parking Brake and Emergency Application on Trailer 12 11) Air System Components 12 12) Brake Chamber 12	5)	
8) Towing Vehicle (Tractor) Protection System 11 9) Parking Brake and Emergency Application on Truck 11 10) Parking Brake and Emergency Application on Trailer 12 11) Air System Components 12 12) Brake Chamber 12	6)	
9) Parking Brake and Emergency Application on Truck 11 10) Parking Brake and Emergency Application on Trailer 12 11) Air System Components 12 12) Brake Chamber 12	- /	
10) Parking Brake and Emergency Application on Trailer 12 11) Air System Components 12 12) Brake Chamber 12	-,	
11) Air System Components		
12) Brake Chamber		
13) Drum Brake System Components		
	13)	Drum Brake System Components



Inspection Checklist



Enhanced CMV Inspection Report -Tractor/Semitrailer (Air Brakes)

Refer to the Enhanced Commercial Motor Vehicle Inspection Standard for Defect Criteria

Inspection Date/Time:	Location:	Odometer Reading:
Plate/Unit Number(s):	Dispatch/In-Transit	Name/Signature:
\$X.S	(Circle applicable inspection)	(Printed name and signature of inspector)

I - Inspection Component (Mark "X", if Defective) / E - Enhanced CMV Inspection Standard Reference

Inspection Step	1	E
2 – Front of Tractor	Х	E
Periodic Inspection Decal/Document		Valid for 3 months
Headlamp		6.1.a/b
Turn Signal		6.1.a/e
Hazard Warning Lamp		6.1.a/f
Clearance Lamp		6.1.a/h
Identification Lamp		6.1.a/i
Bumper		8.10.a-b
ADS System		5.10.a
3 – Left Front Side of Tractor		E
Hood or Engine Enclosure		8.1.a-d
Front fender		8.3.d
Cab and Passenger Vehicle Body		8.3.a-c
Frame, Rails and Mounts		8.5.a-b
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Inspection Step	1	E
7 – Left Side of Trailer	Х	
Left Side Marker Lamp		6.1a/g
Retro-Reflective Marking		6.3.a-d
Cargo Body		8.4.a-i
Frame, Rails and Mounts		8.5.a-b
Landing Gear on Trailer		8.20.a-c
Sliding Axle Assembly		8.21.a-c
Aerodynamic Device		8.22.a
8 – Left Rear of Trailer	11	E
Tires - Tread Depth		9.1.b
Tires - Tread/Sidewall Condition		9.2.a-d
Tires - Sidewall Markings		9.3.a-b
Tires - Inflation		9.4.a-c
• Wheels - Hub		9.5.a-e
WI I D:		0.0



Enhanced CMV Inspection Report -Tractor/Semitrailer (Air Brakes)

Refer to the Enhanced Commercial Motor Vehicle Inspection Standard for Defect Criteri

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Page of Trailer		\rightarrow		
Fires - Inflation 9.3.a b Fires - Inflation 9.4.a c				
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Theels - Hub				
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Theels - Fasteners 9.9.a-b	Vheels - Spoke			
Left Saddle Tank Area				
12.a-b	Vheels - Fasteners			
1.4.a-e Reflex Reflector Reflex Ref	Left Saddle Tank Area	- 1		
1.4.a-e Reflex Reflector Reflex Ref	xhaust System		1.2.a-h	 Projecting Load Lamp, if equ
T.2.a d T.2.			1.4.a-e	Reflex Reflector
Cargo Door Car	attery	\neg	7.2.a-d	 Retro-Reflective Marking
	rame, Rails and Mounts		8.5.a-b	
If year (Gladhands/Fittings/Leaks) 3.11.a-c				
Frame, Rails and Mounts				
Tailer Cord				
If Suppended Cab 8.2 a d Tires - Tread/Sidewall Conditionable Boby Elements (bulkhead) 8.6 a 8.7 a Tires - Tread/Sidewall Conditionable Boby Elements (bulkhead) 8.6 a Tires - Inflation Tires - Inflationable Tires - Tread/Sidewall Conditionable Tires - Tires - Inflationable Tires - Tires - Tires - Inflationable Tires - Inflationable Tires - Tires - Inflationable Tires - Inflationable Tires - Inflat				
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Left Rear Tractor Area 1		-		
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selfex Reflector 6.2.a.c terro Reflective Marking 6.3.a.d sear Window 8.13.a neder/Mudflap 8.19.a terro Reflective Marking 1.5.a.d ries Tread/Sidewall Condition 9.1.b ries Sidewall Markings 9.2.a.d ries Sidewall Markings 9.3.a.b ries Inflation 9.4.a.c Nheels - Hub 9.5.a.e Theels - Rim 9.6.a Nheels - Spoke 9.7.a.c Nheels - Disc 9.8.a Treat Tread Depth -Tires - Tread/Sidewall Condition				
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ender/Mudflap 8.19.a - Landing Gear on Trailer rier Tread Depth 9.1 b - Siding Aule Assembly riers - Tread/Sidewall Condition 9.2 a.d - Aerodynamic Device res - Inflation 9.4 a.c - Retro-Reflective Marking rheet - Hub 9.5 a.e - Retro-Reflective Marking rheet - Sim 9.6 a - Frame, Rails and Mounts rheet - Spoke 9.7 a.c - Fender/Mudflap rheet - Sizeners 9.9 a.b - Tires - Tread/Sidewall Condition utomated Coupling Device 10.2 a - Tires - Tread/Sidewall Condition				
19.1 b 1.5 1	lear Window			
res - Tread/Sidewall Condition 9.2.a-d - Aerodynamic Device	ender/Mudflap			
12.8 13.4 b 12.8 13.4 b 13.4				
12 Right Rear Tractor Are;	ires - Tread/Sidewall Condition		9.2.a-d	 Aerodynamic Device
ries - Inflation	ires - Sidewall Markings		9.3.a-b	
//heels - Hub 9.5.a.e. - Air Suspended Cab //heels - Slim 9.6.a. - Frame, Rails and Mounts //heels - Spoke 9.7.a.c. - Fender/Mudflap //heels - Disc 9.8.a. - Tires - Tiread/Sidewall Condi- //heels - Fasteners 9.9.a.b. - Tires - Tiread/Sidewall Condi- // ucomated Coupling Device 10.2.a. - Tires - Tiread/Sidewall Markings				
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/heels - Spoke 9.7.a.c -Fender/Mudflap /heels - Disc 9.8.a -Tire Tread/Sidewall Condi- /heels - Fasteners 9.9.a.b -Tires - Tread/Sidewall Condi- // usomated Coupling Device 10.2.a -Tires - Tidewall Markings				
Wheels - Disc 9.8.a - Tire Tread Depth Wheels - Fasteners 9.9.a-b - Tires - Tread/Sidewall Condit utomated Coupling Device 10.2.a - Tires - Sidewall Markings				
Wheels - Fasteners 9.9.a-b • Tires - Tread/Sidewall Condi utomated Coupling Device 10.2.a • Tires - Sidewall Markings	Wheels - Disc		98.4	Tire Tread Denth
utomated Coupling Device 10.2.a • Tires - Sidewall Markings				
	ifth Wheel Coupler		10.2.a 10.3.a-f	Tires - Sidewall Markings Tires - Inflation

Inspection Step		E
7 - Left Side of Trailer	X	
Left Side Marker Lamp		6.1a/g
Retro-Reflective Marking		6.3.a-d
Cargo Body		8.4.a-i
Frame, Rails and Mounts		8.5.a-b
Landing Gear on Trailer		8.20.a-c
Sliding Axle Assembly		8.21.a-c
Aerodynamic Device		8.22.a
8 - Left Rear of Trailer		E
Tires - Tread Depth		9.1.b
Tires - Tread/Sidewall Condition		9.2.a-d
Tires - Sidewall Markings		9.3.a-b
Tires - Inflation		9.4.a-c
· Wheels - Hub		9.5.a-e
· Wheels - Rim		9.6.a
· Wheels - Spoke		9.7.a-c
Wheels - Disc		9.8.a
Wheels - Fasteners		9.9.a-b
9 - Rear of Trailer	1	E
- ABS Malfunction Lamp		3.19.a
· Tail Lamp		6.1.a/c
Stop (Brake Lamp)		6.1.a/d
Turn Signals		6.1.a/e
Hazard Warning Lamp		6.1.a/f
Clearance Lamp		6.1.a/h
Identification Lamp		6.1.a/i
- License Plate Lamp		6.1.a/k
Projecting Load Lamp, if equipped		6.1.1
Reflex Reflector		6.2.a-c
Retro-Reflective Marking		6.3.a-d
· Cargo Door		8.7.a-b
Aerodynamic Device	\rightarrow	8.22.a
Rear Impact Guard		8.23.a-b
10 - Right Rear of Trailer	- 1	E
Frame, Rails and Mounts		8.5.a-b
Tire Tread Depth Time Tread Side well Condition		9.1.b 9.2.a-d
Tires - Tread/Sidewall Condition Tires - Sidewall Markings		9.2.a-d 9.3.a-b
• Tires - Inflation		9.4.a-c
Wheels - Hub Wheels - Rim		9.5.a-e 9.6.a
• Wheels - Spoke		9.7.a-c
• Wheels - Disc		9.8.a.
• Wheels - Fasteners		9.9.a-b
11 - Right Side of Trailer		5.5.a-D
Right Side Marker Lamp		6.1.a/g
Retro-Reflective Marking		6.3.a-d
Cargo Body		8.4.a-i
Frame, Rails and Mounts		8.5.a-b
Landing Gear on Trailer		8.20.a-c
Sliding Axle Assembly		8.21.a-c
Aerodynamic Device		8.22.a
12 - Right Rear Tractor Area		6.22.8 E
Retro-Reflective Marking		6.3.a-d
Retro-Reflective Marking Air Suspended Cab		8.2.a-d
Frame, Rails and Mounts	\rightarrow	8.5.a-b
• Fender/Mudflap		8.19.a
Tire Tread Depth		9.1.b
Tires - Tread/Sidewall Condition		9.2.a-d
Tires - Tread/Sidewall Condition Tires - Sidewall Markings		9.3.a-b
Tires - Sidewall Markings Tires - Inflation		9.4.a-c
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December Edition



Inspection Procedure

Enhanced Commercial Motor Vehicle Inspection Procedure (for motor carrier operations)

Revised: Feb. 15, 2023

STEP 1 PREPARE THE VEHICLE FOR INSPECTION

Ensure the CVSA Enhanced Periodic Inspection decals on each vehicle are valid.

Check the license plate, DOT number and carrier name on the truck.

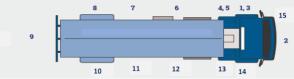
Place chock blocks ahead and behind the drive axle.

Prepare the vehicle as follows:

- Place the vehicle transmission out of gear and release all brakes.
- Confirm that the air system pressure is at the maximum pressure before continuing with the inspection. Note the air pressure.
- Engine must be off; key must be in the "on" position to inspect the proper operation of the lamps (i.e., tail, stop, ABS lamp, etc.).
- Observe the dash panel area when the key is turned on for the function test of the ABS malfunction lamp(s) (when applicable).
- The trailer ABS malfunction lamp(s) may also be checked during this step.

NOTE: Refer to Inspection Bulletin 2013-02 — Antilock Brake System Inspections.

Inspection Procedure Enhanced CMV Inspection (for motor carrier operations)



1 Prepare the Vehicle for Inspection

- · Check the periodic inspection(s) for validity.
- Check the license plate, DOT number and carrier name.
- Place the chock blocks, put the vehicle transmission in neutral, release all the brakes, ensure the air pressure is at maximum, turn engine off and ensure the key is in the "on" position.

2 Inspect Front of Tractor (and the rear for lighting)

- Check headlamps (low and high beam), ID, clearance, turn signals. and any other required lamps for improper color, operation, mounting and visibility.
- . Ensure the ABS lamp on the trailer is marked and not activated.
- · Inspect the bumper for security.
- Inspect ADS sensors (camera, lidar, radar)

3 Inspect Left Front Side of Tractor

- Inspect the hood and latch.
- . Check front wheel, rim, hub and tire
- · Inspect visible portions of the frame.
- Inspection the door for operation
- · Check the side windows and rearview mirror

4 Inspect Left Saddle Tank Area

- Check fuel tank area
- Check exhaust system, if applicable.
- Inspect the battery for security and leaks, if visible . Inspect visible portions of the frame and mounts.

5 Inspect Trailer Front/Rear of Tractor

- · Check air and electrical lines.
- . Inspect the cab air suspension, shocks and reefer, if applicable.
- · Inspect the cab reflective markings
- Inspect the headache rack or bulkhead of trailer.
- Inspect the fenders for security

6 Inspect Left Rear Tractor Area

- · Check wheels, rims, hubs and tires
- · Check the lower, upper and slider components of the fifth wheel
- Check all required lamps and reflective tape.
- Inspect the rear window, if applicable
- · Check the condition of the mudflaps/fenders.
- · Inspect the reefer, if applicable.

7 Inspect Left Side of Trailer

- Inspect the landing gear
- · Check frame and body (upper/lower rails/crossmembers of trailer).
- Check the condition of the aerodynamic device, if applicable
- · Check the reflective tape along the side of the trailer.

8 Inspect Left Rear Trailer Wheels

- · Check wheels, rims, hubs and tires.
- Check the frame and visible suspension components.
- Ensure the sliding subframe is secured and the pins, guides and handle are in place.
- Inspect the condition of the mudflaps.

9 Inspect Rear of Trailer

- Inspect the reflective markings.
- Inspect the rear impact guard, if applicable
- · Inspect the aerodynamic device, if applicable.
- Check the condition of the cargo doors and the security of the cargo.
- · Check the tail lamps, license plate lamp and lamp on projected load.

10 Inspect Right Rear Trailer Wheels

Check as in step 8.

11 Inspect Right Side of Trailer

- Check as in step 7.
- · Check the spare tire security, if applicable.

12 Inspect Right Rear Tractor Area

Check as in step 6.

13 Inspect Right Saddle Tank Area

Check as in step 4.

14 Inspect Right Front Side of Trailer

Check as in step 3.

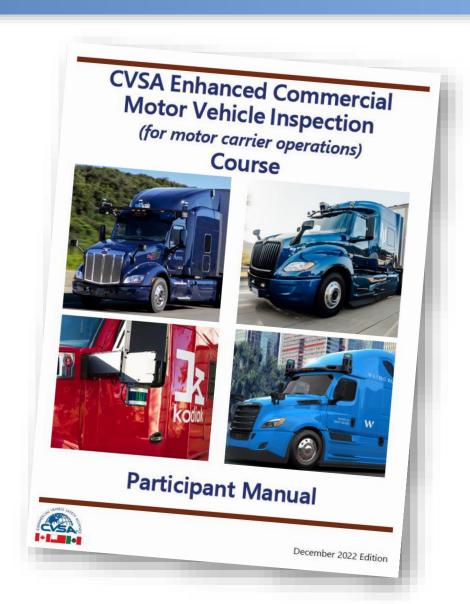
15 Inspect Steering Axle (activate hazard lamps)

- Inspect hazard lamps.
- Pull the bood of the tractor to get a better view of components.
- · Check steering system (power steering fluid), front suspension and front brake components.
- · Scribe the brakes, if necessary and determine chamber size.
- . Check the front axle, frame and crossmembers.
- Inspect visible inside sidewall tire condition

www.cvsa.org

Participant Manual

- 40-hour course classroom and practical learning
- Exam includes written and practical components
- 85% required to pass





Course Presentation

CVSA Enhanced Commercial Vehicle Inspection Course



This course is intended to train individuals employed by a motor carrier to be certified to conduct the CVSA Enhanced Commercial Motor Vehicle Inspection on vehicles prior to dispatch and for intransit inspections:

Final Written Exam: 85% Practical Inspection: 85%









CVSA Operational Policy 18

- Certification and Maintenance Requirements:
 - Inspectors
 - Instructors



Operational Policy

Operational Policy 18 Non-Enforcement Inspector and Instructor Certification

Created: March XX, 2023

The Commercial Vehicle Safety Alliance (CVSA) is the official body responsible for the development and distribution of non-enforcement certification training. Additionally, it is the responsibility of the Alliance to ensure that inspectors performing inspections are certified under a training program approved by the Alliance. Used in this section, "approved" means a training package developed by or for the Alliance. Additionally, it is the responsibility of the Alliance to ensure that instructors teaching these training

The entity requiring training must contact CVSA for scheduling of courses and examination re-tests.

CVSA NON-ENFORCEMENT INSPECTOR INSPECTION COURSES MINIMUM CERTIFICATION REQUIREMENTS

Definitions

Certified Inspector – Means a civilian who maintains a Certificate of Proficiency authorizing them to

Challenge – Means to take a written examination to demonstrate proficiency when an inspector has allowed their certification to lapse by not maintaining the certification for that discipline as provided in this Operational Policy. An inspector can challenge the examination for each specific discipline one time and must achieve a score of 85% or higher. An unsuccessful challenge of an examination for an inspector will require the inspector to complete the applicable approved CVSA inspection course(s) and pass the written exam and the practical test with a combined score of 85% or higher.

CVSA Enhanced Commercial Motor Vehicle Inspection Certification Course – A course developed, and provided by CVSA, to certify non-enforcement personnel in conducting dispatch and in-transit inspections according to the vehicle requirements contained in the CVSA Enhanced Commercial Motor Vehicle

Re-Test — Means to take a written examination to demonstrate proficiency when an inspector has not successfully passed the written examination and practical test with a combined score of 85% or higher, in combination with completing the applicable CVSA-approved inspection course. The inspector may retake the written examination one time to achieve the combined score of 85% or higher on the written examination and practical test. After the written re-test, not achieving a successful combined score of 85% between the retest and the original practical test, would require completing the CVSA-approved

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Operational Policy

CVSA Periodic CMV Inspection Standard



CVSA Periodic Commercial Motor Vehicle Inspection Standard

CVSA Periodic Commercial Motor Vehicle Inspection Standard













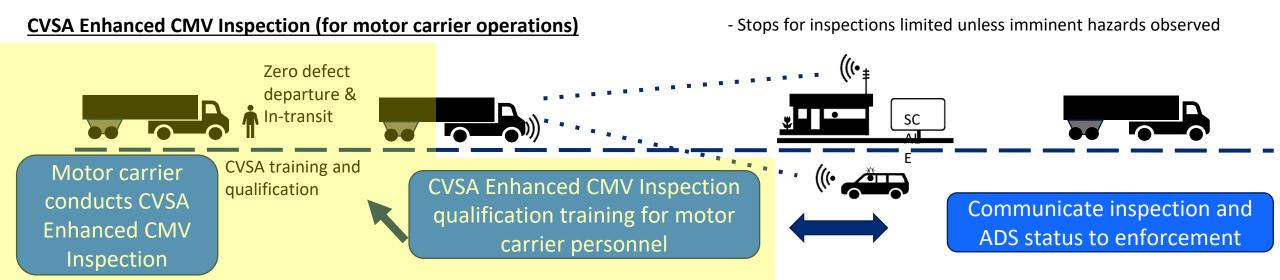


December 2022 Edition

Enhanced CMV Inspection Program



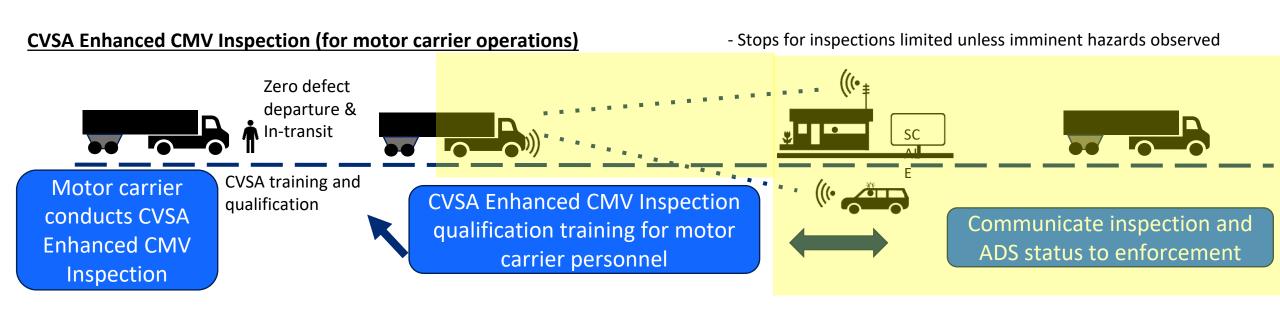
- Sept. 2019 Sept. 2022
 - Developed the CVSA Enhanced Inspection Standard, course, checklist and procedure
 - Approved by EIM and Board of Directors in Rapid City, SD
 - 49 certified inspectors (May 2024)



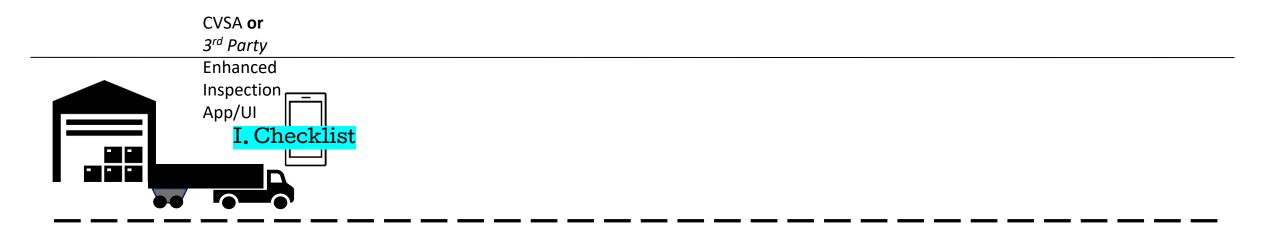
Enhanced CMV Inspection Program



- Aug. 2023 present
 - Develop CVSA database for enhanced inspections and inspector certification
 - Develop user interface to conduct enhanced inspections
 - Develop API's between checklist, database, enforcement and administration
 - Address parking lot issues from ADS Working Group



Enhanced Inspection Conducted & Recorded	Law Enforcement Verification of Enhanced Inspection & ADS Health	Inspector Management: Certification, Maintenance, etc	
Responsive Browser UI	APIs to/from Cloud	Browser UI	
Reporting	Reporting	Reporting	



Motor Carrier	Jurisdiction Roadside/Preclearance Site	CVSA & External Users
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Enhanced Inspection Conducted & Recorded	Law Enforcement Verification of Enhanced Inspection & ADS Health	Inspector Management: Certification, Maintenance, etc
Responsive Browser UI	APIs to/from Cloud	Browser UI
Reporting	Reporting	
API to push da & receive lat		

CVSA or 3rd Party

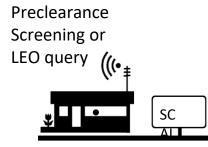




Motor Carrier	Jurisdiction Roadside/Preclearance Site	CVS
		,

Enhanced Inspection Conducted & Recorded	Law Enforcement Verification of Enhanced Inspection & ADS Health	Inspector Management: Certification, Maintenance, etc
Responsive Browser UI	APIs to/from Cloud	Browser UI
Reporting	Reporting	Reporting
API to push	III. CVSA Inspection API Database data to database atest checklist API Roadside API	
Inspection	Preclearance Screening or	





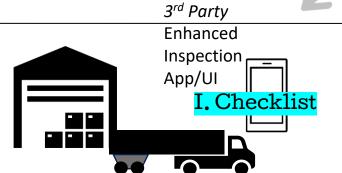


Motor Carrier	Jurisdiction Roadside/Preclearance Site	CVSA & External Users
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Enhanced Inspection Conducted & Recorded	Law Enforcement Verification of Enhanced Inspection & ADS Health	Inspector Management: Certification, Maintenance, etc
Responsive Browser UI	APIs to/from Cloud	Browser UI
Reporting	Reporting	Reporting



& receive latest checklist



CVSA or

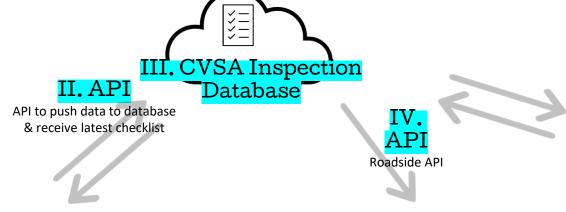


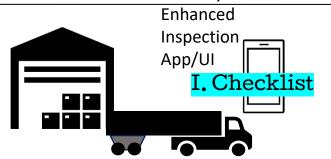
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Motor Carrier Jurisdiction Roadside/Preclearance Site

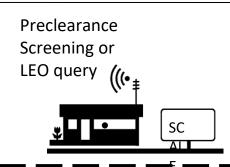
CVSA & External Users

Enhanced Inspection Conducted & Recorded	Law Enforcement Verification of Enhanced Inspection & ADS Health	Inspector Management: Certification, Maintenance, etc
Responsive Browser UI	APIs to/from Cloud	Browser UI
Reporting	Reporting	Reporting





CVSA **or** 3rd Party







Motor Carrier Jurisdiction Roadside/Preclearance Site CVSA & External Users

Hazardous Materials Discussion



- Discussion topics
 - What types of hazardous materials should be considered
 - Non-bulk, non-placarded loads
 - Training and where that fits into enhanced program
 - Depends on level and length of training needed
 - Terminal inspections by enforcement
 - Shipping paper and emergency response location
 - Regulation change or special permit
 - On the vehicle or part of a database
 - PHMSA
 - Collecting information for ANPRM
 - CVSA
 - HM Committee ad hoc to look at training and regulatory needs



ADS Vehicle Weight



- Weight regulated by jurisdictions
- Evaluating options
 - Weigh before launch
 - On board weigh systems
 - Other solutions?
- Upload weights as part of inspection and pass with data message set
- Weigh trucks as part of oversight terminal inspections
- WIM verification, when available





First Responder Interaction



- Standardized approach for all automated CMVs
 - Developing a training structure for first responder interaction plans
 - Uniformity of interactions
 - Training for MCSAP and non-MCSAP enforcement



