

DRIVER SAFETY LETTER



NPTC
National Private Truck Council

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Roadside Inspection Primer

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As a Commercial Motor Vehicle (CMV) driver, you understand roadside inspections are part of the job. These inspections are of particular importance during the annual Commercial Vehicle Safety Alliance (CVSA) International Roadcheck. This year the Roadcheck is being held May 14-16 across North America. It's important to remember that inspections should not just happen during next month's Roadcheck event but throughout the year.

While the inspections conducted during Roadcheck scrutinize all safety and compliance aspects of equipment and drivers, this year there will be two specific areas of concentration: the use of controlled substances and alcohol among drivers and vehicle maintenance, particularly tractor protection and anti-bleed back systems.

What are the levels of North American Standard Inspections?

- Level I is a 37-step inspection procedure that involves examination of the motor carriers' and drivers' credentials, a record of duty status, the mechanical condition of the vehicle and any hazardous materials/dangerous goods that may be present.
- Level II is a driver and walk-around vehicle inspection, involving inspecting items that can be checked without physically getting under the vehicle.
- Level III is a driver-only inspection examining the driver's credentials and documents.
- Level IV special inspections are a one-time examination of a particular item.
- Level V is a vehicle-only inspection that may be performed without a driver present, at any location.
- Level VI is a specialized inspection of transuranic waste and highway route-controlled quantities of radioactive material.
- Level VII is a jurisdictionally mandated inspection.
- Level VIII is an inspection conducted electronically or wirelessly while the vehicle is in motion, without direct interaction with an inspector.

What are the out-of-service critical vehicle inspection items?

Critical vehicle inspection items associated with the following systems, devices, components, items or parts will result in the commercial motor vehicle being placed out of service: brake systems; cargo securement; coupling devices; driveline/driveshaft; driver's seat (missing); exhaust systems; frames; fuel systems; lighting devices (headlamps, tail lamps, stop lamps, turn signals and lamps/ flags on projecting loads); steering mechanisms; suspensions; tires; van and open-top trailer bodies; wheels, rims and hubs; windshield wipers.

What are the out-of-service driver conditions?

Drivers found to be in violation of operating without the proper driver credentials, in possession of drugs or alcohol, or in violation of hours-of-service rules may be placed out of service.

How can you handle inspections professionally?

1. Be aware of inspection requirements.
2. Conduct thorough pre-trip inspections to minimize the risk of violations.
3. Ensure vehicles are clean and well-maintained to avoid attracting unnecessary inspection attention.
4. Be aware that moving violations can trigger roadside inspections.

CVSA published this tip sheet to help you prepare for this year's Roadcheck: <https://www.cvsa.org/wp-content/uploads/NASI-Program-Brochure.pdf>

The NPTC Monthly Driver Safety Letter, jointly sponsored by NPTC and [Centerline Drivers](#), is a Microsoft Word document that you can print out and post as is, if appropriate, or modify any way you wish to make it a better fit for your drivers, including adding your company logo. If you are already doing an in-house letter, you may find information here that you can cut and paste into your own letter. If you are interested in specific subjects, or have any comments/feedback, contact Tom Moore, CTP, at tmoore@nptc.org or (703)838-8898.