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

Updated: December 14, 2022

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.

- It will be necessary to turn the key "off" and "on" to inspect the operation of the ABS malfunction lamp on the trailer (if applicable).

STEP 2 INSPECT FRONT OF TRACTOR

HEADLAMPS AND HIGH BEAMS

Activate the headlamps and check the headlamps check for proper color, operation, mounting, and visibility and then activate the high beams and inspect them as well.

TURN SIGNALS, CLEARANCE AND IDENTIFICATION LAMPS

Leave the running lamps on and activate the left turn signal. Inspect the turn signal at the front of the tractor, along with the clearance and identification lamps, for proper color, operation, mounting and visibility.

Then go to the rear of the tractor and trailer and inspect the same lamps for the same conditions. Go back up to the tractor and activate the right turn signal and inspect for the same conditions at the front of the tractor and the rear of the tractor and trailer.

NOTE: IT MAY BE POSSIBLE TO INSPECT ALL LAMPS SIMULTANEOUSLY IF THERE IS A PERSON TO ASSIST WITH THE ACTIVATION OR IF THERE ARE MIRRORS STRATEGICALLY PLACED TO SEE THE FUNCTION OF THE VARIOUS LAMPS.

BUMPER

Inspect the bumper for security.

AUTONOMOUS VEHICLE EQUIPMENT, IF APPLICABLE

Inspect the ADS camera, lidar and radar for security. Ensure the lenses are free of debris (clean them if necessary). Look for any cracks or loose bolts in the mounting hardware.

STEP 3 INSPECT LEFT FRONT SIDE OF TRACTOR

HOOD AND LATCH

Check the hood for damage, and make sure the hood is latched and that the latch is functioning as intended.

DOOR, MIRRORS AND SIDE WINDOWS

Check the driver's door for proper operation, security and a functioning handle.

Ensure mirrors are not damaged, missing, loose or cracked, and that the reflective surface is not degraded.

Inspect the side windows to ensure they are not broken and also that they open as intended.

FRONT WHEEL, RIM AND HUB

Check for cracks, unseated locking rings, broken or missing lugs, studs or clamps.

Check for bent or cracked rims.

Check for loose or damaged lug nuts and elongated stud holes.

Check spoke wheels for cracks across spokes and in the web area or slippage in the clamp areas.

Check the hub for lubricant leaks or missing caps or plugs.

FRONT TIRE

Check tire and valve stem for leaks. Check for missing valve stem caps.

Check for proper inflation, cuts and bulges.

Check for regrooved or retreaded tires on the steering axle.

Check tread wear and measure major tread groove depth.

Inspect sidewall for defects and improper repairs.

Check for exposed fabric or cord.

Check for tire contact with any part of the vehicle.

Check for markings on the tire that would exclude its use on a steering axle.

NOTE: Refer to Inspection Bulletin 2019-03 — Evolving Commercial Vehicle Tire Design Tread Depth Measurement Inspection.

STEP 4 INSPECT LEFT SADDLE TANK AREA

FUEL TANK(S)

Check for loose mounting, leaks or other damage.

Check for loose or missing cap(s).

Check ground below tank(s) for signs of leaking fuel.

EXHAUST SYSTEM

Check for unsecured mounting, leaks (under the cab), exhaust contacted by fuel or air lines or electrical wire.

Check for excessive carbon deposits around seams and clamps.

NOTE: Refer to Inspection Bulletin 2010-02 — Inspection of Vehicles Equipped with 2007 or Later EPA Certified Engines.

BATTERY

Check for unsecured mounting, corrosion, leaks or missing hold-down brackets.

FRAME AND MOUNTS

Check cracks in the frame or loose bolts or welds attaching the crossmembers to the frame.

STEP 5 INSPECT TRAILER FRONT

AIR AND ELECTRICAL LINES

Check that lines between tractor and trailer are not chafing against any part of the vehicle.

Check that lines have sufficient slack to allow the vehicle to turn.

Inspect line connections for proper seating.

Check that lines are not crimped or improperly spliced/repaired.

Listen for audible air leaks.

CAB SUSPENSION

If the cab is air-suspension, ensure the air bags are inflated and not leaking, and that the brackets are not cracked. Check the shocks for damage or looseness, if applicable.

REFLECTIVE MARKINGS

Inspect the rear of the tractor for the chevrons on the back of the cab.

HEADACHE RACK AND BULKHEAD OF TRAILER, IF APPLICABLE

Inspect the headache rack and bulkhead of the trailer for damage and security.

FENDERS

Inspect the fenders for damage and security to the vehicle.

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STEP 6 INSPECT LEFT REAR TRACTOR AREA

WHEELS, RIMS, HUBS AND TIRES

Inspect as described in Step 3.

CAUTION: NEVER PLACE YOURSELF BETWEEN TIRES OF TANDEM AXLES.
Check inside tire of duals for inflation and general condition.

Without placing yourself between the tires on tandem axles, check for debris between the tires.

Check for tires touching one another or any part of the vehicle.

NOTE: Refer to Inspection Bulletin 2019-03 — Evolving Commercial Vehicle Tire Design Tread Depth Measurement Inspection.

LOWER FIFTH WHEEL

Check for unsecured mounting to the frame or any missing or damaged parts.

Check for any visible space between the upper and lower fifth wheel plates.

Verify that the locking jaws are around the shank and not the head of the kingpin.

Verify that the release lever is properly seated, and that the safety latch is engaged.

UPPER FIFTH WHEEL

Check for any damage to the weight-bearing plate (and its supports), such as cracks or loose/missing bolts on the trailer.

SLIDING FIFTH WHEEL

Check for proper engagement of locking mechanism (teeth fully engaged on rail). Check for worn or missing parts, and ensure the position does not allow the tractor frame rails to contact the landing gear during turns.

Check for damaged or missing fore and aft stops.

LAMPS AND REFLECTORS

Check the tail lamps, license plate lamp and reflectors, and reflective tape requirements on the rear of the tractor and mud flaps.

REAR WINDOW

Check that the rear window of the tractor, if applicable, is not broken or missing.

MUD FLAPS AND FENDERS

Inspect the mud flaps for tears, insecurity, large holes, etc., and ensure the fender is secure.

REFRIGERATION UNIT

If the trailer is equipped with a refrigeration unit, ensure it is secure and not leaking.

STEP 7 INSPECT LEFT SIDE OF TRAILER

FRAME AND BODY

Check for corrosion fatigue; crossmember(s) cracked, loose or missing; cracks in frame; and missing or defective body parts.

LANDING GEAR

Ensure that the landing gear is not loose, the pad is not loose, and the handle can be stowed.

CONDITION OF HOSES

Check suspension of air hoses of vehicle with sliding tandems.

VAN AND OPEN-TOP TRAILER BODIES

Upper rail: Check roof bows and side posts for buckling, cracks and ineffective fasteners.

Lower rail: Check for breaks accompanied by sagging floor, rail or crossmembers; or broken with loose or missing fasteners at side post adjacent to the crack.

Floor crossmembers: Check for breaks, detached from and sagging below the lower rail; broken floor with protruding freight.

AERODYNAMIC DEVICE

Inspect the aerodynamic device, if applicable, for security or sharp edges.

LAMPS AND REFLECTIVE TAPE

Check the side marker lamps, if not already inspected, and ensure the reflective tape is on at least 50% of the length of the trailer.

STEP 8 INSPECT LEFT REAR TRAILER WHEELS

WHEELS, RIMS, HUBS AND TIRES

Inspect as described in steps 3 and 6.

SLIDING TANDEM

Check for misalignment and position. Look for damaged, worn or missing parts (e.g., elongated holes, cracked rails and missing slider guards). Check locking mechanism: Teeth of locking mechanism must fully mesh with those of rail secured to frame. Make sure the handle is in the locked position and secured.

Inspect the attachment welds between the trailer and the subframe, and the rail, for cracks.

STEP 9 INSPECT REAR OF TRAILER

TAIL AND LAMPS/LICENSE PLATE LAMP/FLAGS ON PROJECTING LOADS

Check for proper color and operation. The hazard lamps and brake lamps will be inspected later. At this point all other lamps should have been checked.

ABS MALFUNCTION LAMP

Confirm that the ABS lamp is marked as required.

CARGO DOORS AND SECURITY

Verify that rear doors are securely closed.

Ensure there is no visible cargo falling from the vehicle.

REAR IMPACT GUARD

Check for damaged or missing rear impact guards and for compliance with regulatory requirements for the appropriate year of trailer manufacture, if applicable.

AERODYNAMIC DEVICE

Inspect the aerodynamic device, if applicable, for security or sharp edges.

STEP 10 INSPECT RIGHT REAR TRAILER WHEELS

WHEELS, RIMS, HUBS AND TIRES

Inspect as described in Step 8.

SLIDING TANDEM

Inspect as described in Step 8.

STEP 11 INSPECT RIGHT SIDE OF TRAILER

FRAME, BODY AND LANDING GEAR

Inspect as described in Step 7.

VAN AND OPEN-TOP TRAILER BODIES

Inspect as described in Step 7.

AERODYNAMIC DEVICE

Inspect as described in Step 7.

SPARE TIRE(S)

Check for unsecured mounting.

STEP 12 INSPECT RIGHT REAR TRACTOR AREA

WHEELS, RIMS, HUBS AND TIRES

Inspect as described in Step 6.

UPPER, LOWER, SLIDING FIFTH WHEELS

Inspect as described in Step 6.

MUD FLAPS AND FENDERS

Inspect as described in Step 6.

STEP 13 INSPECT RIGHT SADDLE TANK AREA

FUEL TANK(S)

Inspect as described in Step 4.

EXHAUST SYSTEM

Inspect as described in Step 4.

FRAME AND MOUNTS

Inspect as described in Step 4.

STEP 14 INSPECT RIGHT FRONT SIDE OF TRACTOR

HOOD AND LATCH

Inspect as described in Step 3.

DOOR, MIRRORS AND SIDE WINDOWS

Inspect as described in Step 3.

WHEELS, RIMS, HUBS AND TIRES

Inspect as described in Step 3.

STEP 15 INSPECT STEERING AXLE(S)

PREPARE THE VEHICLE TO INSPECT THE UNDERCARRIAGE

Proceed to the driver's door, ensure the air system pressure is still above 100 psi (it may be necessary to start and stop the engine to build up air pressure). Turn on the hazard lamps before going under the vehicle.

NOTE: Refer to Inspection Bulletin 2015-02 — Safety Procedure for Lift Axle Inspection.

NOTE: Refer to Inspection Bulletin 2015-03 — Safety Inspection Procedures for Vehicles Equipped with Air Suspension.

HAZARD LAMPS

Inspect the hazard lamps for proper color and operation on the front of the tractor before going under the front axle.

STEERING SYSTEM (BOTH SIDES)

Open the hood and rock the steering shaft back and forth and check key components. (If possible, have an assistant rock the steering to get a better view of the steering components.)

Check for loose, worn, bent, damaged or missing parts.

Check the steering gear box for looseness ,and for missing or loose bolts.

Check for any movement of the pitman arm on the steering gear box output shaft.

Check for loose stud bolts, loose nuts and any welded repairs to any steering components.

Check the power steering fluid level.

NOTE: Refer to Inspection Bulletin 2010-03 — Rack and Pinion Steering System Inspection.

FRONT SUSPENSION (BOTH SIDES)

Check for indications of misaligned, shifted, cracked or missing springs, loosened shackles, missing bolts, spring hangers unsecured at frame, and cracked or loose U-bolts.

Check any unsecured axle positioning parts and look for signs of axle misalignment.

FRONT AXLE

Check for cracks, welds and obvious misalignment.

FRAME AND FRAME ASSEMBLY

Check for cracks, bends, sagging, loose fasteners or any defect that may lead to the collapse of the frame. Check for corrosion, fatigue, crossmembers cracked or missing, cracks in frame, and missing or defective body parts.

BRAKES (BOTH SIDES)

Be alert for audible air leaks around brake components and lines.

Drum (Cam-Type) Brakes

Check for missing or broken brake shoe, lining, return spring (shoe or chamber), anchor pin, spider, cam roller, camshaft, pushrod, yoke, clevis pin, clevis pin retainer (e.g., cotter pin), brake adjuster, parking brake power spring or air chamber mounting bolt.

Check for camshaft flip-over.

With the brakes released, mark the air chamber pushrods at a point where the pushrods exit the air chambers or use an alternate method. Determine air chamber type and size (i.e., long stroke versus regular stroke). All pushrods will be measured later.

Check that the brake adjusters are the same length (from center of camshaft to center of clevis pin).

Check for mismatched air chamber sizes across each axle.

Check air reservoir integrity and mounting.

NOTE: Refer to Inspection Bulletin 2006-01 — Camshaft Bushings.

NOTE: Refer to Inspection Bulletin 2014-02 — Identification of Long Stroke Brake Chambers.

Air Disc Brakes (Exposed Pushrods)

Check for missing or broken caliper, brake pad, pad retaining component, pushrod, yoke, clevis pin, clevis pin retainer (e.g., cotter pin), brake adjuster, parking brake power spring, chamber return spring or air chamber mounting bolt.

Check for defective rotor conditions, including cracks completely through to the center vent from either side or completely through a solid rotor; metal-to-metal contact on the friction surface; and severe rusting (light rusting on the friction surface is normal).

With the brakes released, mark the air chamber pushrods at a point where the pushrods exit the air chambers, or use an alternative method. All pushrods will be measured later.

Check for mismatched air chamber sizes across each axle.

Check air reservoir integrity and mounting.

Air Disc Brakes (Direct Coupled — Air Chamber to Caliper)

Check for missing or broken caliper, brake pad, pad retaining component, pushrod, yoke, clevis pin, clevis pin retainer (e.g., cotter pin), brake adjuster, parking brake power spring, chamber return spring or air chamber mounting bolt.

Check for defective rotor conditions, including cracks completely through to the center vent from either side or completely through a solid rotor; metal-to-metal contact on the friction surface; and severe rusting (light rusting on the friction surface is normal).

NOTE: Refer to Inspection Bulletin 2018-04 — Air Disc Brake Inspection.

Check for mismatched air chamber sizes across each axle.

NOTE: A mismatch on an air disc brake exists only when there is a measurable difference in air chamber clamp sizes.

Check air reservoir integrity and mounting.

STEP 16 INSPECT AXLE(S) 2 AND/OR 3

DRIVELINE/DRIVESHAFT

Inspect the universal joint for looseness.

Check the end fittings for missing or loose hardware, and the yoke for cracks.

Ensure that all universal joint caps are in place.

Attempt to move the slip joint yoke shaft by hand. Check to see if there is any movement.

Try to rotate the universal joint ends in opposing directions and check for independent rotational movement between the opposing yoke ends.

Inspect the center bearing for cracks and loose or missing bolts. Push up and pull down on the driveline/driveshaft and check for excessive movement in the center bearing carrier.

Inspect the driveshaft for cracks, obvious twists, and cracks in the weld(s) at the driveshaft tube end.

NOTE: Refer to Inspection Bulletin 2014-01 — Driveline/Driveshaft Inspections.

EXHAUST SYSTEM

Check for unsecured mounting, leaks (under the cab), exhaust contacted by fuel or air lines, and electrical wire.

Check for excessive carbon deposits around seams and clamps.

SUSPENSION (BOTH SIDES)

Inspect as described in Step 15.

NOTE: Refer to Inspection Bulletin 2015-05 — Advanced 6 X 2 Tractor Inspections.

FRAME AND FRAME ASSEMBLY

Inspect as described in Step 15.

BRAKES (BOTH SIDES)

Inspect as described in Step 15.

Inspect for non-manufactured holes (i.e., rust holes, holes created by rubbing or friction, etc.) that have compromised the integrity of the parking brake's spring-brake housing section.

Inspect for broken springs in the parking brake's spring-brake housing section.

CAUTION: NEVER PLACE YOURSELF IN FRONT OF THE SPRING BRAKE HOUSING SECTION OF THE PARKING BRAKE. IN ADDITION, DO NOT STICK ANYTHING INTO THE SPRING BRAKE'S CAGING PORT.

HAZARD LAMPS

Inspect the hazard lamps for proper color and operation on the front of the tractor before going under the front axle.

STEP 17 INSPECT AXLE(S) 4 AND/OR 5

SUSPENSION (BOTH SIDES)

Inspect as described in Step 15.

FRAME AND FRAME ASSEMBLY

Inspect as described in Step 15.

BRAKES (BOTH SIDES)

Inspect as described in Steps 15 and 16.

STEP 18 CHECK BRAKE ADJUSTMENT

PREPARE THE VEHICLE

Proceed to the driver's door; ensure the air system is between 90 and 100 psi (620-690 kPa) (it may be necessary to start and stop the engine to build up air pressure).

NOTE: If there is another person, have that person apply a full brake application. If not, use a stick, brake buddy or some other tool to apply the service brake by wedging it between the brake pedal and some fixed object (seat or steering wheel) to obtain a full brake application.

MEASURE PUSHROD TRAVEL (ALL BRAKES) (if applicable)

While the brakes are applied, move from the front to rear of the vehicle and measure the distance of the pushrod travel at each chamber.

Listen for air leaks.

Ensure the lining is contacting the drum.

Document each pushrod measurement and refer to the Enhanced Inspection Procedure for the appropriate size and type of air chamber.

BRAKE LAMPS

Check the brake lamps for operation while measuring the brakes on the tractor and the trailer.

STEP 19 **INSPECT TRACTOR PROTECTION SYSTEM (THIS PROCEDURE TESTS BOTH THE TRACTOR PROTECTION SYSTEM AND THE EMERGENCY BRAKES)**

TRACTOR PROTECTION SYSTEM

Instruct the operator to keep the emergency brakes released.

Instruct the operator to exit the cab, disconnect both air lines and lay them down on the frame. (Inform the operator that the emergency line is charged and to be careful when separating it from the trailer.) After the lines are disconnected, listen for and ensure that the air stops escaping from the emergency/supply line. Verify the tractor's air pressure.

After air stops flowing from the supply line, instruct the operator to return to the cab and apply the service brake. Check the service gladhand to see if air is escaping from it.

NOTE: After disconnecting the gladhands, check to see that the breakaway brakes have applied on the towed vehicle.

BLEEDBACK SYSTEM ON TRAILER (EMERGENCY RELAY VALVE)

While the air lines are disconnected from the trailer, check the gladhand connection on the trailer to see if any air is escaping. Air escaping from the service line indicates a defect of the ONE-WAY check valve in the Emergency Relay Valve ("no bleed-back system").

Have the operator connect air lines and charge trailer.

NOTE: Refer to Inspection Bulletin 2010-01 — Tractor Protection Systems.

STEP 20 **INSPECT IN-CAB AREA**

SEAT AND SEATBELT

Check the seat for tears; ensure it locks in position and is secure. Put on the seatbelt to ensure it functions and is not torn, and that the retractor is activating as it should.

INTERIOR AND EXTERIOR SUN VISOR

Inspect the visors for looseness or damage.

WINDSHIELD WIPERS AND WASHERS

Check for proper operation. Two wipers are required unless one is sufficient to clean the driver's field of view.

WINDSHIELD CONDITION

Inspect the windshield for damage (i.e., intersecting cracks and vision reducing materials).

HORN

Ensure the horn is functioning.

ODOMETER AND SPEEDOMETER

Record the odometer reading and check the speedometer to ensure it appears functional.

RSC/ESC/LAMP(S)

Turn the key to the "on" position.

Inspect the RSC and/or ESC malfunction lamps, if equipped.

ADS FAULT SYSTEM

Check the function of the ADS fault lamp and ensure it is not displaying a fault, if equipped.

LOW-AIR-PRESSURE WARNING DEVICE

Instruct the operator to deplete the air supply until the low-air-pressure warning device activates.

Observe the gauges on the dash. The low-air-pressure warning device must activate at a minimum of half the compressor cutout pressure, i.e., normally 55 psi (380 kPa) or above.

AIR PRESSURE GAUGES

Build up the air pressure to 80 psi (551 kPa) and check the air gauges to ensure they appear to be functioning properly.

AIR PRESSURE TESTS

Conduct the air pressure build-up test. The vehicle must be able to build the air pressure from 85 - 100 psi (587 – 690 kPa) in two minutes.

Ensure the governor cuts out before 145 psi (1000 kPa).

At no time should more than 20 psi (138 kPa) be lost on one brake application.

With the air pressure at 80 psi (551 kPa), the engine off and the spring brakes applied, apply the service brake. The vehicle combination should not lose more than 4 psi (28 kPa) in one minute; for a tractor only, air loss cannot be more than 1 psi (7 kPa) in one minute.

With the engine at idle, ensure brakes have been released. With the air pressure at 80 psi (551 kPa) (at about 80 psi (551 kPa), most compressors should be operating), make a full brake application.

Check the air pressure gauge after initial application and after the service brake is fully released. Air pressure should be maintained or increased. A drop in pressure indicates a serious air leak in the brake system.

STEERING WHEEL LASH

With the engine running, turn the steering wheel in one direction until the tires just begin to pivot. Then turn the wheel the other way.

If excessive, place a mark on the steering wheel at a fixed reference point. Turn the wheel in the other direction until the tires again start to move; mark the steering wheel at the same fixed reference point.

Measure the distance between the two points. The amount of allowable lash varies depending on the diameter of the steering wheel.

STEERING WHEEL, COLUMN AND TILT/TELESCOPIC STEERING

Inspect the steering wheel and column for security or damage and ensure the tilt and telescopic locks into place.

FIRE EXTINGUISHER AND HAZARD WARNING DEVICES

Inspect the fire extinguisher for presence, security and that it is charged. Ensure the vehicle is equipped with adequate warning devices.

DEFROSTERS AND HEATERS

Turn on heaters and defrosters one at a time; make sure they function at all levels.

BRAKE PEDAL AND ACCELERATOR PEDAL

Check the brake pedal for anti-slip material.

Ensure pivots are not cracked or corroded, and that the brake pedal is not seized.

NOTE: Refer to Inspection Bulletin 2012-02 — Brake Pedal (Valve & Treadle Assembly) Inspections.

STEP 21 CHECK FIFTH WHEEL MOVEMENT

TEST ONE: PREPARE VEHICLE AND OPERATOR AND, IF POSSIBLE, CONDUCT PROCEDURE

Tell the operator you are going to check the fifth wheel for excessive play with the wheel chocks removed and the trailer brakes set.

USE CAUTION! IF CONDUCTED IMPROPERLY, THIS METHOD OF CHECKING FOR MOVEMENT IN THE FIFTH WHEEL CAN RESULT IN SERIOUS DAMAGE TO THE VEHICLE. USE CAUTION AND INSTRUCT THE OPERATOR CAREFULLY.

Confirm the trailer brakes have been set and remove the wheel chocks.

Tell the operator to start the engine and to gently rock the tractor back and forth. As the operator does this, watch for movement between the fifth wheel components. If movement is excessive, instruct the operator to put pressure on the back of the kingpin by pulling ahead and holding the vehicle in that position.

Tell the operator to set the brakes on the tractor, turn off the engine and put the transmission in neutral.

Replace wheel chocks. Mark all parts that move. Mark the kingpin plate and the fifth wheel, the pivot pin and pivot pin bracket, and the slider and slider base. Remove the wheel chocks.

Instruct the operator to start the engine, release the tractor brakes and put pressure on the front of the kingpin by backing up. Then tell the operator to set the tractor brakes, turn off the engine and put the transmission in neutral.

TEST TWO: PREPARE VEHICLE AND CONDUCT PROCEDURE

Remove the wheel chocks.

Confirm that the trailer spring brakes have been set with the dash valve.

Gently rock the tractor back and forth. If movement is excessive, do the test again. If the feel is the same, find someone to assist with Test One and take measurements. If no one is present, record the issue on your inspection report and have it checked.

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STEP 22 INSPECT THE CARGO

Inspect the van trailer for proper blocking, bracing or tiedowns.

Other articles must be secured on the vehicle. Tarp straps and bungee cords should not be used.

Ensure the vehicle is not carrying any specific commodities that are subject to additional securement requirements.

NOTE: Refer to Inspection Bulletin 2017-02 — Securement of an Intermodal Container on Container Chassis Vehicle.

NOTE: Refer to Inspection Bulletin 2018-03 — Doleco USA Textile Link Tiedown Assembly.

STEP 23 COMPLETE THE VEHICLE INSPECTION REPORT

DOCUMENTATION

Fill out the enhanced vehicle inspection form, documenting all of the defects.

Refer to the Enhanced Commercial Vehicle Inspection Standard to determine when vehicle may be released.

Determine if vehicle can continue based on the defects and the type of inspection.

REPORT FINDINGS

Explain any defects found to the motor carrier and/or technician.