



CVSA Update

ABA – Nashville, TN

January 15, 2024

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



CVSA Products and Services



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



- CVSA Inspection Bulletin 2023-02
- Automatic Tire Inflation System (ATIS)
- Tire Pressure Monitoring System (TPMS)



Inspection Bulletin

North American Standard Inspection Program

2023-02 – Automatic Tire Inflation and Tire Pressure Monitoring Systems

Created: April 27, 2023

Summary

This inspection bulletin provides details for inspecting tires on a vehicle with an automatic tire inflation system (ATIS), which adjusts tire pressure based on a set cold tire pressure, and tires with a tire pressure monitoring system (TPMS).

Some models of ATIS automatically adjust tire pressure based on the load on the trailer. An ATIS that responds to the load, will reduce the tire pressure when some of the load is removed or increase pressure as weight is added. There are also tire pressure systems that reduce the tire pressure for off-road applications, typically used in logging operations. These systems are usually identified as central tire inflation systems (CTIS). However, these systems are generally activated manually, as needed.

Minimum tire pressures for a given tire load are listed in the "Tire and Rim Association Yearbook" for each tire size and configuration. TPMS may be standalone or coupled with ATIS to track tire pressures in real time, ensuring the ATIS is keeping the tires at the proper tire pressure.

Typical Automatic Tire Inflation System

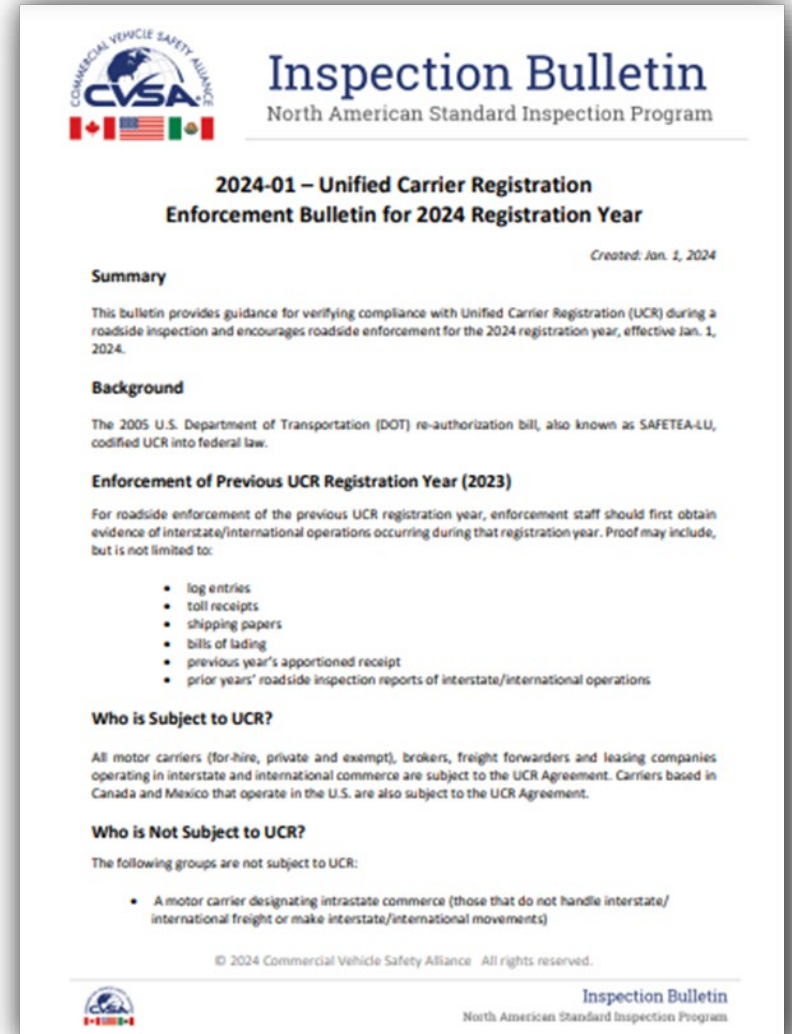
The system uses compressed air from the trailer air brake system to inflate any tire when its pressure decreases below the system air pressure setting during operation. Air from the existing trailer air supply passes through a pressure protection valve (PPV), routed through a control box through each axle, through rotary union assemblies at the wheel ends, then through the tire hoses to each tire, as needed. Check valves in the tire hoses or hub caps isolate each tire so that loss of air in a single tire will not affect the pressure in the other tires. The ATIS indicator light, typically mounted on the front of the trailer, will illuminate when the system is active. This may be the result of (1) a leaking tire, (2) a leaking tire inflation system component, or (3) initial charging of the system when a tractor is initially connected to the trailer. Some systems have a thermal event indicator system that will activate when a wheel end reaches an abnormally high temperature. This may create an audible noise coming from the over-heated wheel end, and the indicator light will remain on. When the indicator light illuminates during a trip, the driver should pull over at the next safe opportunity to determine the cause of the air flow.


NOTE: A thermal event indicator system that activates when a wheel end reaches an abnormally high temperature will create a fourth possible cause for the ATIS light to illuminate. In this case, an audible noise coming from the over-heated wheel end may occur, allowing the thermal event to be diagnosed. Systems equipped with this feature are identified by product information decals near the ATIS indicator light and/or by the axles.

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- CVSA Inspection Bulletin 2024-01
- Unified Carrier Registration (UCR)
- Enforcement Jan. 1, 2024



 **Inspection Bulletin**
North American Standard Inspection Program

**2024-01 – Unified Carrier Registration
Enforcement Bulletin for 2024 Registration Year**

Created: Jan. 1, 2024

Summary

This bulletin provides guidance for verifying compliance with Unified Carrier Registration (UCR) during a roadside inspection and encourages roadside enforcement for the 2024 registration year, effective Jan. 1, 2024.

Background

The 2005 U.S. Department of Transportation (DOT) re-authorization bill, also known as SAFETEA-LU, codified UCR into federal law.

Enforcement of Previous UCR Registration Year (2023)

For roadside enforcement of the previous UCR registration year, enforcement staff should first obtain evidence of interstate/international operations occurring during that registration year. Proof may include, but is not limited to:

- log entries
- toll receipts
- shipping papers
- bills of lading
- previous year's apportioned receipt
- prior years' roadside inspection reports of interstate/international operations

Who is Subject to UCR?


All motor carriers (for-hire, private and exempt), brokers, freight forwarders and leasing companies operating in interstate and international commerce are subject to the UCR Agreement. Carriers based in Canada and Mexico that operate in the U.S. are also subject to the UCR Agreement.

Who is Not Subject to UCR?

The following groups are not subject to UCR:

- A motor carrier designating intrastate commerce (those that do not handle interstate/international freight or make interstate/international movements)

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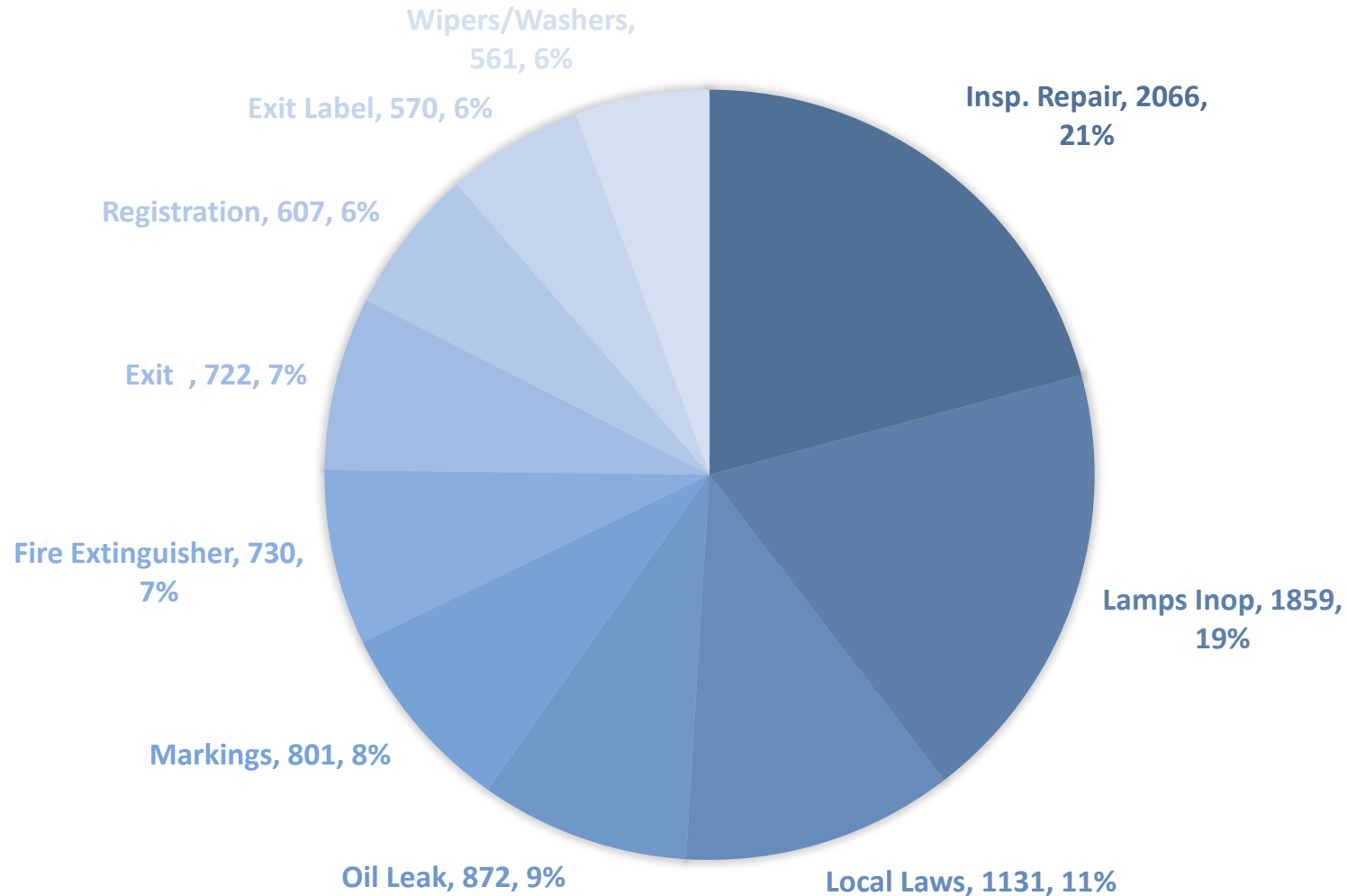
 **Inspection Bulletin**
North American Standard Inspection Program

Top 10 Passenger Vehicle Violations



24,069 VIOLATIONS FY 2023 (BUS AND MC ONLY)

These 10 violations account for 42% of total bus/motorcoach violations



#1 Inspection, Repair, and Maintenance (396.3)

- Brake Defects
- Electrical Systems
- Coupling Devices
- Driveshafts
- Fuel leaks
- Steering Components

What are you seeing?



#2 Inoperable Required Lamps (393.9)



- Front: Headlamps, high beams, turn signals, running lamps, clearance lamps, identification lamps
- Rear: Stop lamps, tail lamps, turn signals, clearance lamps, identification lamps, license plate lamp
- Sides: Intermediate lamps, front and rear side markers



Solutions:

- Pre-trips
- Brake Buddy
- System check



#3 Local Law Violations (392.2)

- Speeding
- Improper lane usage
- Fail to obey traffic control device
- Improper lane change
- Fail to stop at weigh station
- Following distance
- Distracted



#4 Oil and Grease Leaks (396.5)

- Dripping or forming drops during inspection
- Oil pan, power steering, wheel ends, transmission, engine, etc.
- CVSA Operational Policy 15

Solutions:

- Clean up old leaks
- Pre-trip
- DataQ



#5 Improper Markings (390.21)



- Both side must display carrier name and “USDOT” number
 - Visible from 50 feet
 - Contrasting color
 - Durable and maintained
- Lease agreement required if less than 30 days
- Interline agreements
- Must display “operated by” if more than one name is displayed

Solutions:

- Pre-trip and document inspection



#6 Emergency Equipment (393.95)



Fire Extinguishers

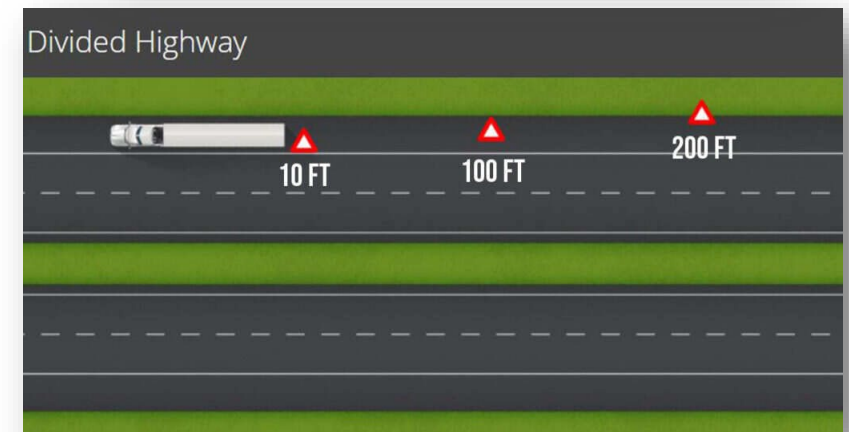
- Must be mounted securely and accessible
- Must have gauge and be charged
- Minimum size 5 B:C or two 4 B;C

Warning Devices

- Requires three warning triangles or six fuses
- Must be operational and accessible
- Must be placed within ten minutes
- Placed at 10 feet, 100 feet and 200 feet (40 paces

Spare Fuses

- Only required if required components use fuses



#7 and #9 Emergency Exits (393.62)



- Ensure all marked/required exits operate properly
- Ensure all required exits have proper markings
- Ensure all exits are unobstructed by customizations or objects



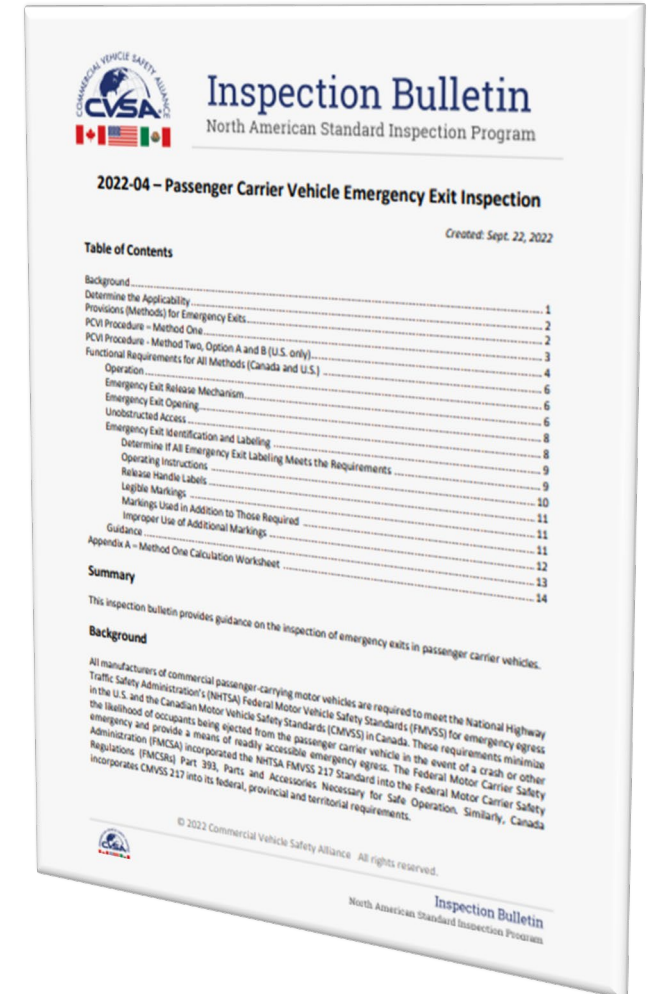
#7 and #9 Emergency Exits (393.62)



- Ensure all marked/required exits operate properly
- Ensure all required exits have proper markings
- Ensure all exits are unobstructed by customizations or objects

- Review CVSA Inspection Bulletin 2022-04 – Passenger Carrier Vehicle Emergency Exit Inspections

- **What can you do to prevent these violations?**



#7 and #9 Emergency Exits (393.62)



#8 Registration (392.2)



Registration:

- Fail to display license plate
- Fail to carry registration card
- IFTA, IRP, UCR
- Lease agreements

Solutions:

- Add document inspection to pre-trip
- Verify current documents are in vehicle
- DataQ if violations seem inaccurate



#10 Windshield Wipers/Washers (393.78)



Wipers and washers

- Stuck?
- Rubber intact?
- Water in reservoir?
- Pump operational

Solutions

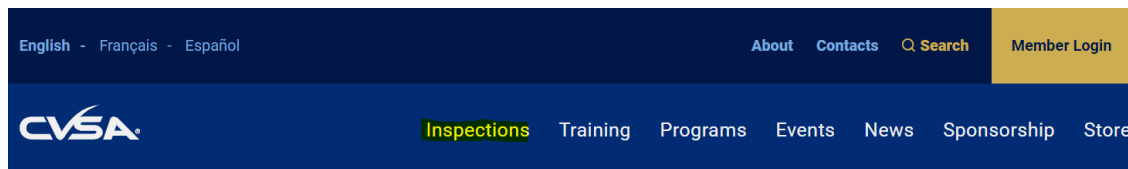
- Pre-trip inspection
- Check the washers before trip!
- Make sure the swish and squirt functions are fully operational



How can CVSA Help?



- Issue Requests (members and non-members)
 - File an issue request to suggest changes to inspection related procedures or out-of-service conditions.
 - Provide clarification to specific regulations or current issues
 - CVSA cannot change regulations; can petition FMCSA in some cases



ISSUE NUMBER
23-019-PCC

ISSUE NAME
OOSC, Part II, Item 16. Buses, Motorcoaches, Passenger Vans.....a. Emergency Exits - Difficult to Open/Functional

STATUS
Open

Passenger Carrier Committee

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SUMMARY OF ISSUE
Today I stopped a 27 passenger bus that was being used in an assisted living facility to transport elderly people back and forth from doctor's appointments. During the inspection I asked the driver to open the four emergency windows that were clearly marked as such. The driver clearly struggled to open each window (see the attached video). The amount of force the driver was using literally had the bus rocking back and forth as he attempted to open them. It was apparent that an elderly person being transported on that bus would not have been able to open it. I often stop these buses as they are also used in daycare operations and party bus operations. More often than not the emergency windows are stuck and will not freely open. In these instances, a 9 to 10 year child or an elderly person would not be able to open the emergency exits.

JUSTIFICATION OR NEED
In this instance the driver was a 5ft 10in 230lb male who was attempting to open the window. In looking at previous and current OOS criteria, as long as the exits open and close as designed there is no violation.

REQUEST FOR ACTION
Review attached video and advise on whether or not this should or shouldn't be a OOS violation.

SUPPORTING DOCUMENTS/PHOTOS
• [BUS-EXIT-2.mp4](#)

How can CVSA Help?



- Inspection Bulletins (members and non-members)
 - Provide inspection guidance to inspectors and industry
 - Ensure consistent enforcement practices
 - Can assist with DataQ requests

2 – Passenger Carrier/Motorcoach

- [2022-04 – Passenger Carrier Vehicle Emergency Exit Inspection](#) (Created Sept. 22, 2022) (French) (Spanish)
- [2018-02 – Motorcoach Monocoque Frame/Suspension Inspections](#) (Revised April 1, 2019) (French)
- [2015-09 – Motorcoach Emergency Roof Hatch Inspections](#) (Revised April 27, 2017) (French) (Spanish)
- [2015-08 – Advancement in Motorcoach Air Brake Systems](#) (Revised April 4, 2019) (French) (Spanish)
- [2010-05 – MCI Buses with Detroit Diesel Engines](#) (Revised April 27, 2017) (French)

The image shows the cover of an Inspection Bulletin from the CVSA North American Standard Inspection Program. The title is "2022-04 – Passenger Carrier Vehicle Emergency Exit Inspection", created on Sept. 22, 2022. It includes a Table of Contents with 14 items, a Summary section stating the bulletin provides guidance on emergency exits in passenger carrier vehicles, and a Background section explaining that all manufacturers of commercial passenger-carrying motor vehicles must meet NHTSA FMVSS 217 standards for emergency egress. The CVSA logo is at the top left, and the program name is at the top right. A footer contains the CVSA logo, the program name, and the copyright notice: © 2022 Commercial Vehicle Safety Alliance. All rights reserved.

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How can CVSA Help?



- Passenger Carrier Resource Page and CMV Resource Page (members and non-members)

- **Understanding the North American Standard Inspection Program** – This CVSA brochure describes the North American Standard Inspection Program, the levels of inspections, CVSA decals, the out-of-service criteria, along with a helpful chart outlining the steps in the various inspection levels.
- **North American Standard Roadside Inspection Vehicle Cheat Sheet** – Download this flyer detailing the components of the commercial motor vehicle that the inspector will inspect when conducting a Level I Inspection.
- **State Mandated Inspection Programs** – This list includes all the states that have implemented a mandatory state inspection program. Vehicle inspections conducted under this program are equivalent to a periodic inspection because they meet the requirements in Appendix A. Additionally, FMCSA recognizes the equivalency of inspections conducted in Alberta, British Columbia, Manitoba, New Brunswick, Newfoundland, Nova Scotia, Ontario, Prince Edward Island, Quebec, Saskatchewan and the Yukon Territory.
- **Passenger-Carrier Resources** – Visit this page for links to helpful resources for passenger-carrier motor carriers and drivers.
- **Automated Commercial Motor Vehicle Working Group Report** – This report – created by the Automated CMV Working Group, part of CVSA's Enforcement and Industry Modernization Committee – recommends approaches for inspecting ADS-equipped commercial motor vehicles.
- **International Registration Plan (IRP) Resources** – IRP offers an **overview** for jurisdiction staff and officials new to IRP; find the answers to **frequently asked questions** on topics that include registration cost, record keeping and IRP registration; view IRP's **carrier training video**; and view **jurisdiction data** information for all IRP jurisdictions on cab cards, credits/refunds, cross border requirements, fee schedules, maximum weights, registration periods, restricted plates, trip permits, wreckers, etc.
- **COVID-19 Links** – CVSA consolidated links to important COVID-19 information from organizations, associations and agencies that commercial motor vehicle law enforcement personnel, motor carriers and professional drivers need to know.

Passenger Carrier Resources

- **Map of Jurisdictions that Require Buses Enter Weigh Stations** – Download this helpful map identifying U.S. and Canadian jurisdictions that do or do not require motorcoaches/buses to enter permanent weight station locations when in operation.
- **FMCSA Bus/Passenger Carrier Safety Information for Carriers** – This FMCSA webpage provides informational resources and educational and technical assistance to the passenger carrier industry to foster an understanding of applicable regulations and requirements.
- **ABA Bus Industry Safety Council** – The mission of the ABA Bus Industry Safety Council (BISC) is to continually raise the level of safety in the intercity bus and motorcoach industry through collaborative efforts of professionals in a workshop and educational environment.
- **United Motorcoach Association** – The purpose of the United Motorcoach Association is to protect and promote the interests and welfare of privately owned common carriers of passengers by motorcoach.
- **ABC/Van Hool Tech Tips** – ABC's Tech Tips provide helpful information for shop personnel performing maintenance on products sold by ABC Companies. These tips are provided by field techs and manufacturers and can be as simple as identifying electrical components or brief descriptions of diagnostic functions. Grab and Go training videos. Trainers can request University Information by calling 877-427-7278.
- **MCI Coach and Tech Support** – MCI is there for you with emergency roadside assistance (ERSA) 24 hours a day. It's not just about fixing mechanical problems and getting coaches back on the road quickly, it's also about skilled, friendly professionals going the extra mile for you, whatever the circumstance.
- **Prevost / Volvo Tech Support** – Prevost has provided technical information for Prevost H3, X3, and Volvo 9700 motorcoaches.
- **Temsa Tech Support** – Temsa has provided technical information for Temsa motorcoaches, customer support and many other valuable resources.
- **Technical Support Manuals and Contact Information (*Don't forget to get the last five of the VIN*)**
 - ABS/Van Hool – 877-427-7278, Option 3 / Customer Care (after 5 p.m. reserved for emergencies)
 - MCI – 800-241-2947
 - Temsa – 833-628-3672
- **Motor Carrier Safety Planner** – The Motor Carrier Safety Planner is provided by FMCSA and contains regulatory information and resources for motor carriers. Chapters 4, 5, 6 and 7 are helpful for motor carriers to better understand the regulatory requirements. The website also contains a "Resources and Forms" tab with free downloadable forms to use within a company.
- **CVSA Inspection Bulletins** – CVSA has numerous inspection bulletins that are specific to passenger-carrying vehicles. There are passenger carrier/motorcoach bulletins for emergency exits, monocoque frames, brakes and much more.
- **State Mandatory Inspection Program** – This link outlines the inspection requirements for commercial motor vehicles. It includes a list of the states that participate in a mandatory inspection program.
- **Busing on the Lookout** – The bus industry has a key role to play in combating human trafficking, particularly as frontline employees may be coming into contact with victims of human trafficking in the course of their everyday jobs. Visit the website to learn more about human trafficking and how you can get involved in fighting this heinous crime.

Request for Data Review (DataQ)



DataQ Tips:

- Used for violation data accuracy, reportable crash data, registration data, etc.
- Not for SMS ratings or CSA points
- Inspectors make mistakes too – Drivers can politely ask for clarification of violations
- Knowledge is critical – Review CVSA inspection bulletins, policies, and regulations
- Submit timely evidence – Include policies, regulatory language, and supporting documents
- Photos should be taken as soon as possible with date/time and vehicle identifiers
- Do not abuse the system or “cry wolf”

The screenshot shows the FMCSA DataQs website. At the top, there is the FMCSA logo and the text 'Federal Motor Carrier Safety Administration'. Below this is the 'DataQs' logo. A search bar is located in the top right corner. Navigation links for 'Home' and 'Help Center' are also present. The main content area is divided into two columns. The left column is titled 'New to DataQs?' and contains instructions for users: 'Motor carrier and enforcement users, sign up for an FMCSA Portal account. All other users, sign up for a DataQs account.' It also includes a login section with radio buttons for 'DataQs Account' and 'FMCSA Portal Account', and input fields for 'USERNAME' and 'PASSWORD'. A 'Trouble logging in? Click here.' link is at the bottom of this section. The right column is titled 'Request a Review of FMCSA-Issued Data Here' and contains a paragraph explaining the DataQs process. Below this is a section for 'PSP' (Pre-employment Screening Program) with a sub-heading 'Did you know you can use DataQs to file a Request for Data Review (RDR) if you believe a Pre-employment Screening Program (PSP) report contains missing or incorrect data?'. A navigation bar at the bottom of the right column includes links for 'What's New', 'Data Quality', 'Analyst Guide', 'SMS', and 'PSP'. The 'PSP' link is highlighted. Below the navigation bar is a section titled 'What can DataQs do for you?' with several small images illustrating the system's capabilities.



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