

COMMERCIAL VEHICLE ENFORCEMENT CVSA INSPECTIONS

Presented to:
Shell Canada
December 7, 2010

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CVSA Inspections

- Traffic stops are used to monitor compliance with Federal and Provincial Legislation by numerous agencies!
- **V**ehicle **I**nspection **S**tations (VIS) and **M**obile **I**nspection **S**tations (MIS) are actively used as safe locations by CVEB to conduct inspections
- Most common CVSA inspections are:
 - Level 1- Driver and full vehicle
 - Level 2- Driver, documents and walk around inspection
 - Level 3- Driver and documents

CVSA Inspections (con't)

- CVSA decals can only be given for level one inspections
- **O**ut of **S**ervice (OOS) declarations can be given for any level of violations
- Decals are valid for the current month and 2 additional months across North America
- Alberta's inspectors are among the best in the North America

Commercial Vehicle Safety Regulation











The CVSA Inspection

- North American Wide participation, Canada, US, Mexico
- 18 inspection points
 - Driver credentials
 - Hours of service
 - Brake Adjustment
 - Brake Systems
 - Coupling Devices
 - Exhaust systems
 - Frames
 - Fuel Systems
 - Lighting Devices
 - Securement of Cargo

The Inspection cont

- Steering Mechanisms
- Suspensions
- Tires
- Van/Open body trailers
- Wheels, Rims & Hubs
- Windshield Wipers
- Emergency Exits/Wiring & Electrical Systems (Buses)
- Dangerous Goods

OOS % Summer 2010

- DG 32%
- Commercial 32%
 - (Note that these are on selected units not random)
- A province wide OOS committee formed to lower numbers

OOS Drivers and Vehicles

- Circumstances depend on the severity but may include;
 - Correcting on site if safe to do so and room is available
 - Towing or hauling the Unit
 - Placing the driver out of service but not the vehicle (hours of service, Operators licences, etc)
 - Violation Tickets unless there is extenuating circumstances

Commercial Vehicle Safety Regulation Trip Inspection Report

Applies to :

- Provincial Carriers operating commercial vehicles registered for 11,794 kgs. or more and a bus.
- Federal Carriers operating commercial vehicles registered for 4,501kgs or more and a bus.

Commercial Vehicle Safety Regulation Schedule 1

- You must comply with the safety standards set out in Schedule 1
- Schedule 1 contains much of the information that was contained in the old “Commercial Vehicle General Equipment & Safety Reg. (AR 435/86)

Commercial Vehicle Safety Regulation Trip Inspection Report

- The driver or a person authorized by the carrier to do the daily trip inspections must prepare a daily trip inspection report.
- The daily trip inspection report must be legible.
- The trip inspection is valid for 24 hours
- The commercial vehicle must be inspected to the applicable Schedule of NSC Standard 13, Part 2

Commercial Vehicle Safety Regulation Repairs

- Repairs must be done correctly using the proper parts
- Repairs must be completed so as to ensure the safe operation of the vehicle.

Commercial Vehicle Safety Regulation

Daily Trip Inspection

- **A carrier shall ensure that a copy of the Schedule is located in the vehicle**
- **The driver shall, produce the Schedule required to be carried in the vehicle for that particular vehicle on the request of a peace officer**

Commercial Vehicle Safety Regulation Trip Inspection Report

No carrier shall permit a driver to drive and no driver may drive a commercial vehicle unless he is in possession of a valid trip inspection report for that vehicle

Commercial Vehicle Safety Regulation Trip Inspection Report

Report of Defects

Must report defects:

- Major defect – without delay
 - All other defects – in a timely manner, not later than the next required daily trip inspection
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- **The driver must not drive the commercial vehicle until the defect is repaired or corrected and the carrier has certified that the defect has been repaired or corrected**

Commercial Vehicle Safety Regulation Trip Inspection Report

Defects Observed During Operation

If a defect is detected while driving it must be recorded on the trip inspection report or other document and be reported to the carrier:

- **Major Defect – without delay**
- **All other Defects - in a timely manner, not later than the next required daily trip inspection**

On line training

- <http://www.transportation.alberta.ca/Content/docType276/Production/Edmanual.pdf>
- Educational Manual – Entire Document
- Introduction
- Module 1 - Getting Started
- Module 2 - The National Safety Code
- Module 3 - Safety Programs, Record Keeping and Driver Files
- Module 4 - Preventive Maintenance, Record Keeping And Vehicle Files
- Module 5 - Hours of Service
- Module 6 - Dangerous Goods
- Module 7 - Vehicle Weights and Dimensions
- Module 8 - Driver And Vehicle Licensing And Insurance
- Module 9 - Carrier Profiles and Safety Ratings
- Module 10 - Carrier Monitoring and Intervention
- Module 11 - Passenger Transportation Services
- Module 12 - Cargo Securement

QUESTIONS?

- REMEMBER- That by working as a team no obstacle is insurmountable!