

# Commercial Vehicle Safety And Roadside Inspection

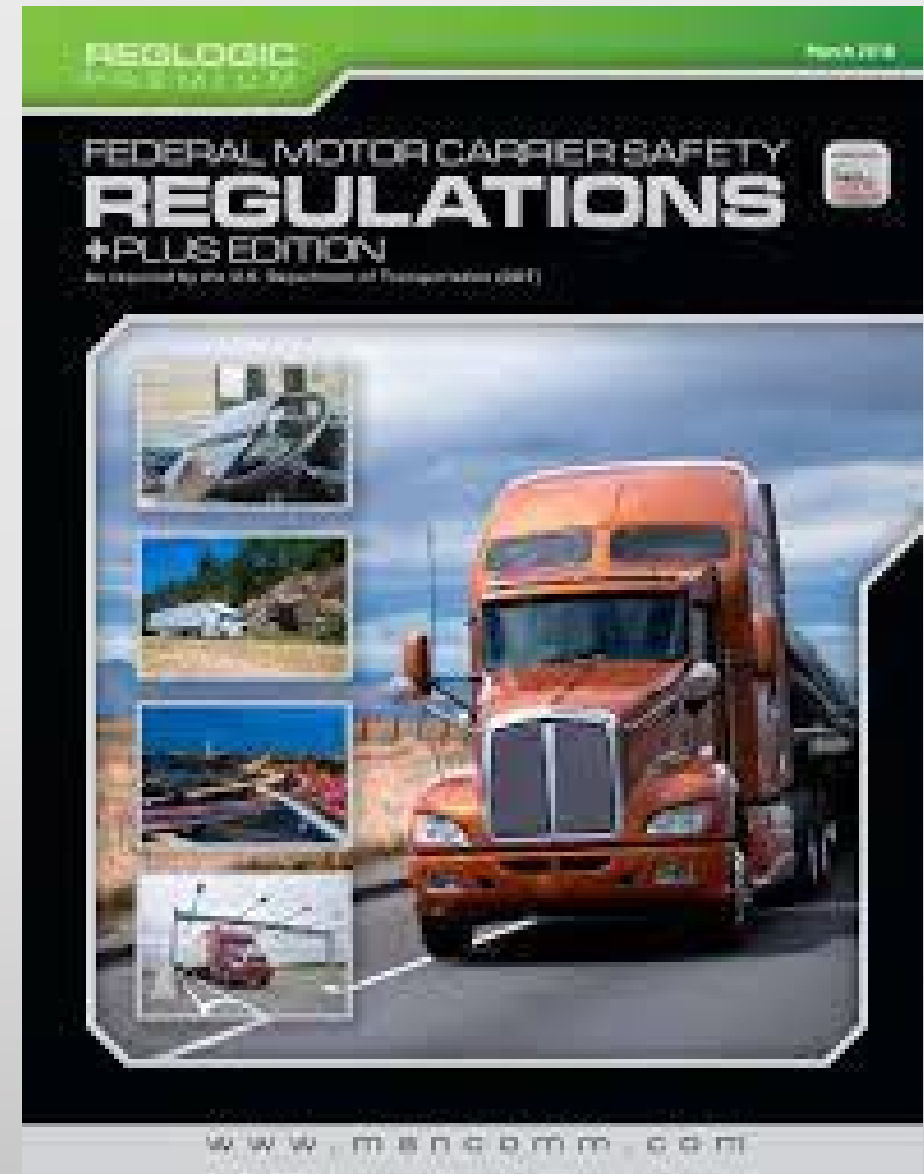
The background image depicts a commercial vehicle inspection scene. In the foreground, a silver pickup truck is parked with its bed open, containing various equipment. Two large, white, rectangular inspection signs with circular gauges are positioned in front of the truck. In the background, a large, dark-colored commercial truck is parked. A large, circular logo for the Michigan State Highway Patrol is overlaid on the right side of the image. The logo features a central emblem with a helmet and wings, surrounded by the text "MICHIGAN STATE HIGHWAY PATROL", "COMMERCIAL VEHICLE ENFORCEMENT", and "SERVICE AND PROTECTION".

CVO Chief Michelle Horn

Troop D

# 49 CFR Federal Motor Carrier Safety Regulations

- Part 393 Parts and Accessories Necessary For Safe Operation establishes the minimum standards for CMVs.



# Missouri CMV Inspections 2024

- 58,870 Inspections
- 118,050 Violations
- 23,829 OOS Violations



Missouri State Highway Patrol- Troop F  
Commercial Vehicle Enforcement Division

# 2024 CVSA Internation Road Check- USA

## 42, 332 Inspections Performed

- 7,930 Vehicle Combinations Placed Out-Of-Service

- 2,619 Drivers Placed Out-Of-Service

| Top Five Vehicle Out-of-Service Violations in the U.S. |                          |                             |                                   |
|--------------------------------------------------------|--------------------------|-----------------------------|-----------------------------------|
|                                                        | Vehicle Violation        | # of Vehicle OOS Violations | % of Total Vehicle OOS Violations |
| 1                                                      | Defective Service Brakes | 3,093                       | 26.5%                             |
| 2                                                      | Tires                    | 2,577                       | 22.1%                             |
| 3                                                      | Other Brake Violations   | 1,919                       | 16.4%                             |
| 4                                                      | Lights                   | 1,406                       | 12.0%                             |
| 5                                                      | Cargo Securement         | 1,022                       | 8.8%                              |

| Top Five Driver Out-of-Service Violations in the U.S. |                  |                            |                                  |
|-------------------------------------------------------|------------------|----------------------------|----------------------------------|
|                                                       | Driver Violation | # of Driver OOS Violations | % of Total Driver OOS Violations |
| 1                                                     | Hours of Service | 845                        | 32.3%                            |
| 2                                                     | No CDL           | 679                        | 25.9%                            |
| 3                                                     | No Medical Card  | 304                        | 11.6%                            |
| 4                                                     | False Logs       | 283                        | 10.8%                            |
| 5                                                     | Suspended DL/CDL | 138                        | 5.3%                             |



A silver pickup truck is parked on the shoulder of a road, partially obscured by the side of a large white semi-trailer. The truck's license plate is visible and reads '1512-'. The background shows a clear sky and some dry vegetation on a hillside.

# Being Stopped for an Inspection

## Safe Stopping Location

- Avoid- Curves, Hills, Guardrails
- Don't Panic Brake
- Don't Block the lane
- Remain in your vehicle

A close-up, high-angle photograph of a vehicle's wheel and tire. The tire is dark and appears worn, with some debris visible on the tread. The wheel is a light-colored, possibly metal, rim with several circular holes. The background is a light, textured surface, likely asphalt or concrete.

# Top Out of Service Vehicle Violations

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|                     |       |
|---------------------|-------|
| 1. Lighting         | 2,809 |
| 2. Brake Components | 2,657 |
| 3. Tires            | 2,243 |
| 4. Load Securement  | 1,329 |
| 5. Brake Adjustment | 1,277 |

2021 totals



# Top Non-Out of Service Violations

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|                                    |        |
|------------------------------------|--------|
| 1. Brake Components and Adjustment | 16,252 |
| 2. Lighting                        | 11,605 |
| 3. Tires                           | 4,177  |
| 4. Emergency Equipment             | 2,432  |
| 5. Windshield                      | 2,005  |



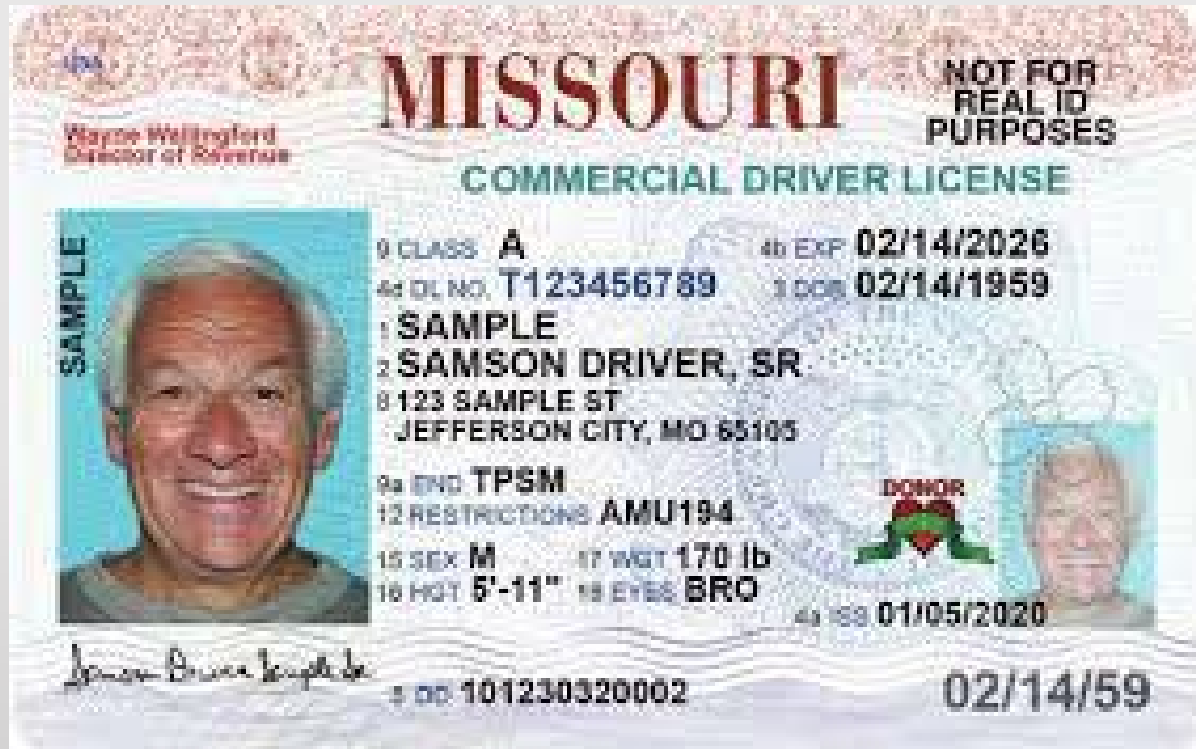
# WHY DO WE INSPECT TRUCKS



# CVSA Inspection Levels

- Level I – North American Standard Inspection
- Level II – Walk-Around Driver/Vehicle Inspection
- Level III – Driver/Credential/Administrative Inspection





# Commercial Driver License

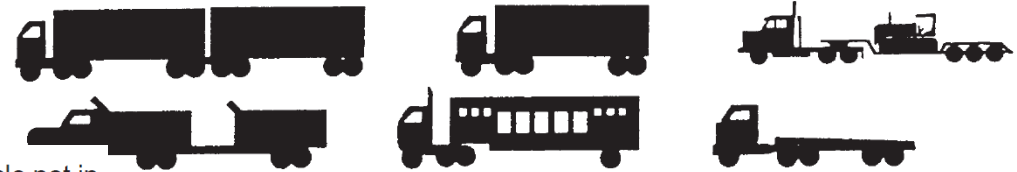


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**A**

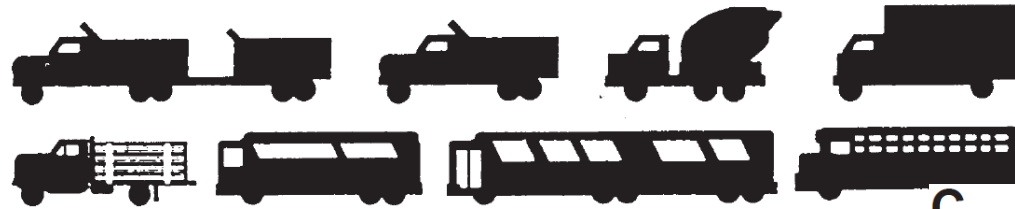
Any combination of vehicles with a Gross Combination Weight Rating (GCWR) of 26,001 or more pounds provided the Gross Vehicle Weight Rating (GVWR) of the vehicle(s) being towed is in excess of 10,000 pounds. (Holders of a Class A license may also, with any appropriate endorsements, operate all vehicles within Class B and C.)

Examples include but are not limited to:

**B**

Any single vehicle with a GVWR of 26,001 or more pounds or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR. (Holders of a Class B license may also, with any appropriate endorsements, operate all vehicles within Class C.)

Examples include but are not limited to:

**C**

Any single vehicle less than 26,001 pounds GVWR or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR. This group applies only to vehicles which are placarded for hazardous materials or are designed to transport 16 or more persons, including the operator. A holder of a Class A, B or C license may drive all vehicles which may be driven by a holder of a Class E or Class F license.

Examples include but are not limited to:



19,500 GVWR

11,000 GVWR

30,500 GCWR



CLASS A CDL



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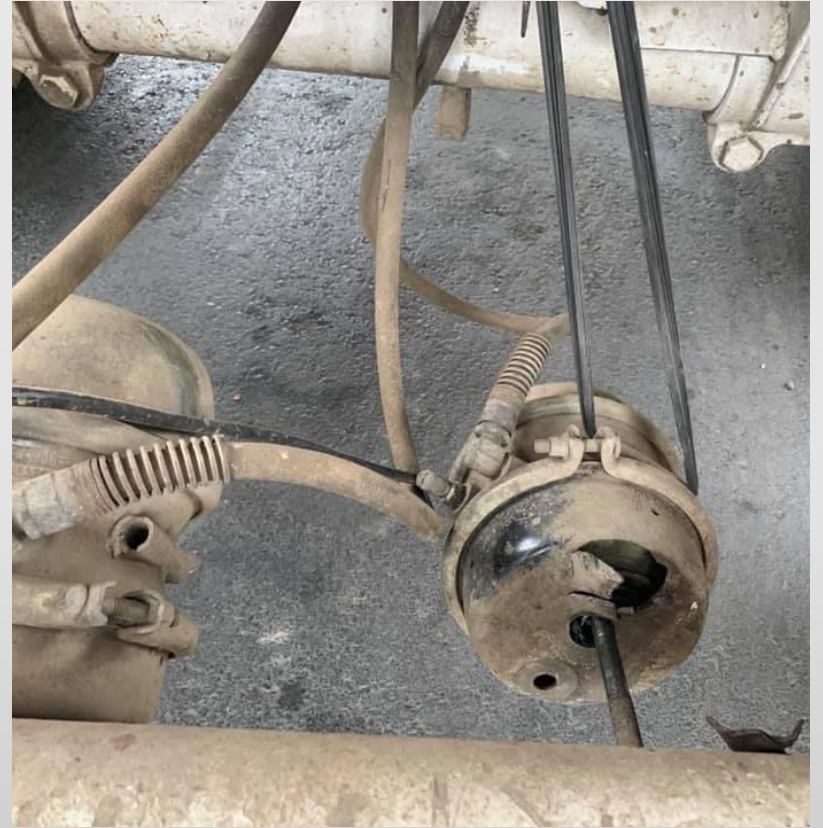
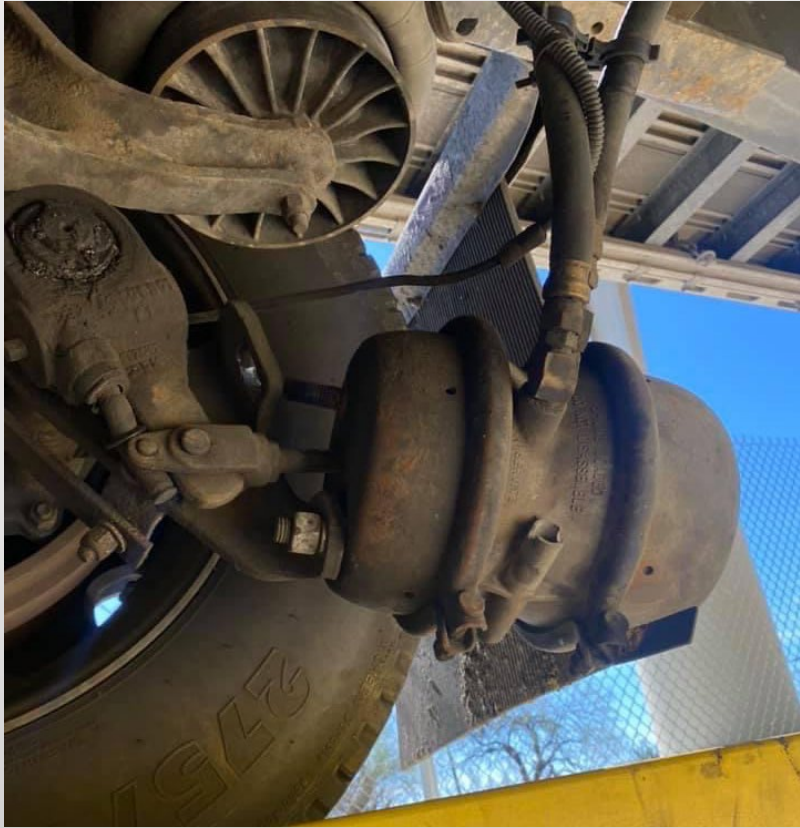
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# Roadside Inspection



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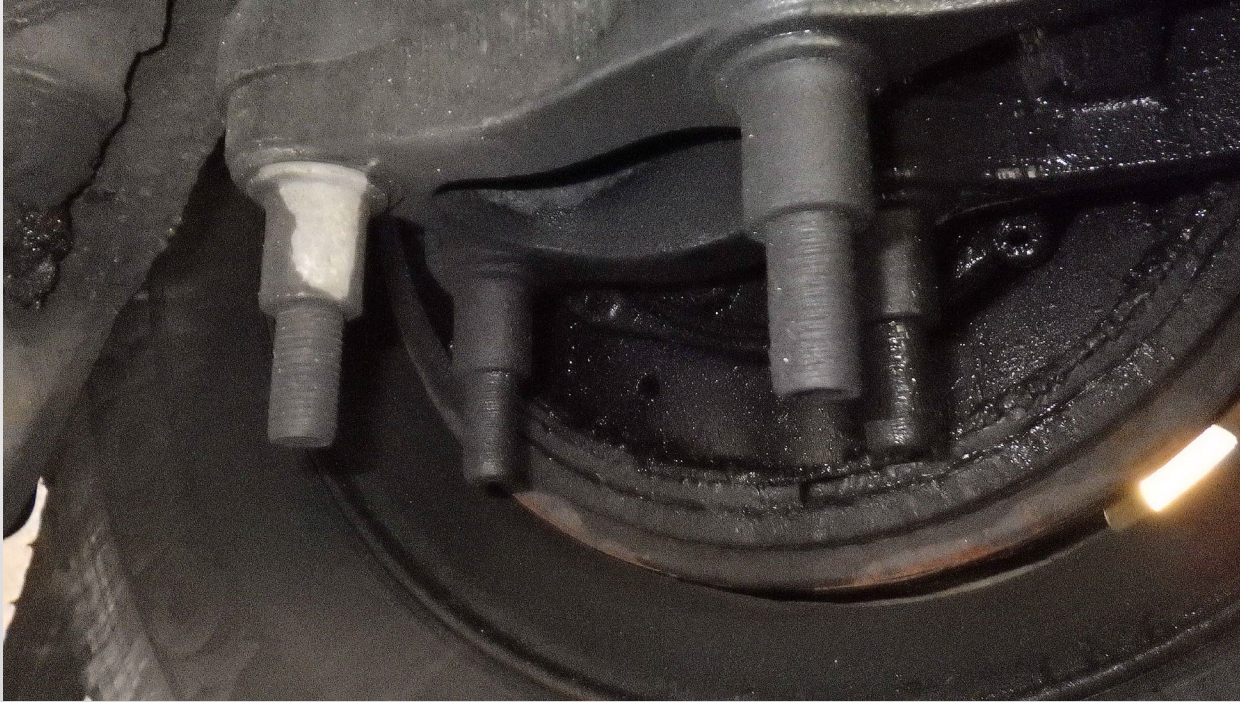




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## Load Securement Basics



# Missouri State Statute

- **307.010. Loads which might become dislodged to be secured — failure, penalty. — 1.** All motor vehicles, and every trailer and semitrailer operating upon the public highways of this state and carrying goods or material or farm products which may reasonably be expected to become dislodged and fall from the vehicle, trailer or semitrailer as a result of wind pressure or air pressure and/or by the movement of the vehicle, trailer or semitrailer shall have a protective cover or be sufficiently secured so that no portion of such goods or material can become dislodged and fall from the vehicle, trailer or semitrailer while being transported or carried.



FMCSA 393.100

# General Cargo Securement

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Rules in this part apply to trucks, truck tractors, semi trailers, full trailers, and pole trailers

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**Requires loads on CMVs be secure against leaking, spilling, blowing, or falling from the vehicle.**

**It also requires loads to be prevented from shifting in the vehicle to such an extent that the vehicle's stability is adversely affected.**



FMCSA 393.102

# General Cargo Securement

The means of securing articles of cargo are considered to meet the performance requirement of this section if the cargo is:

1. Immobilized, such so that it cannot shift or tip to the extent that the vehicle's stability or maneuverability is adversely affected; or
2. Transported in a sided vehicle that has walls of adequate strength; or
3. Secured in accordance with the applicable requirement of 393.104-393.106



FMCSA 393.106

# General Cargo Securement

- Applicability. All Types of Cargo, except commodities in bulk that lack structure
- Commodity-Specific Rules take precedence over the general requirements of this section when additional requirements are given for a commodity listed in those sections.







## FMCSA 393.104 Securement Devices

Sets the requirements for securement devices, systems, anchor points, and dunnage.

- Not damaged
- No knots.
- Repairs to manufacture standards
- Protected by edge protection whenever the tiedown is subject to abrasion or cutting.
- Prevented from coming loose or dislodged





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FMCSA393.106

# Cargo Placement

- Articles of cargo that are likely to roll must be restrained
  - chocks, wedges, a cradle or other equivalent means to prevent rolling
- Articles or cargo placed beside each other and secured by transverse tiedowns must either:
- Placed in direct contact OR
- Be prevented from shifting towards each other while in transit.



# General Cargo Securement

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In general, a tiedown is required for each 10 feet of load, or fraction thereof, for loads against a front end structure or like device.

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The number of tiedowns required per article of cargo must satisfy both 393.106 (d) and 393.110, whichever requires the greater number of tiedowns.

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If the load is not against a front end structure or similar device, one additional tiedown would be required in the first 10 feet (Penalty strap).



# FMCSA 393.116 to 393.136

## Commodity Specific Cargo Securement

- Logs
- Crushed vehicles
- Lumber and building products
- Large boulders
- Metal coils
- Roll on/off containers
- Paper rolls
- Concrete pipe
- IM containers
- Autos
- Heavy vehicles and machinery



FMCSA 393.130

# Heavy Vehicles, Equipment and Machinery

- Required for 10,000 lbs or more
- Vehicles, equipment and machinery lighter than 10,000 lbs may be secured in accordance with 393.128 or in accordance of 393.100 through 393.114



# FMCSA 393.130

## Heavy Vehicles, Equipment and Machinery

- All accessory equipment must be lowered and secured
- Articulated vehicles shall be restrained to prevent articulation Restrained against
- Use a minimum of four tiedowns
- Tiedowns must be affixed as close as practicable to the front and rear of the vehicle, or mounting points on the vehicle that have been specifically designed for that purpose.



# FMCSA 393.128

## Securing automobiles, light trucks and vans

- Automobiles, light trucks and vans which weight 10,000 lbs or less
- Restrained at both the front and rear to prevent lateral, forward, rearward, and vertical movement using a minimum of two tiedowns
- Must use the mounting points on those vehicles that have been specifically designed for that purpose



# FMCSA 393.128

## Securing automobiles, light trucks and vans

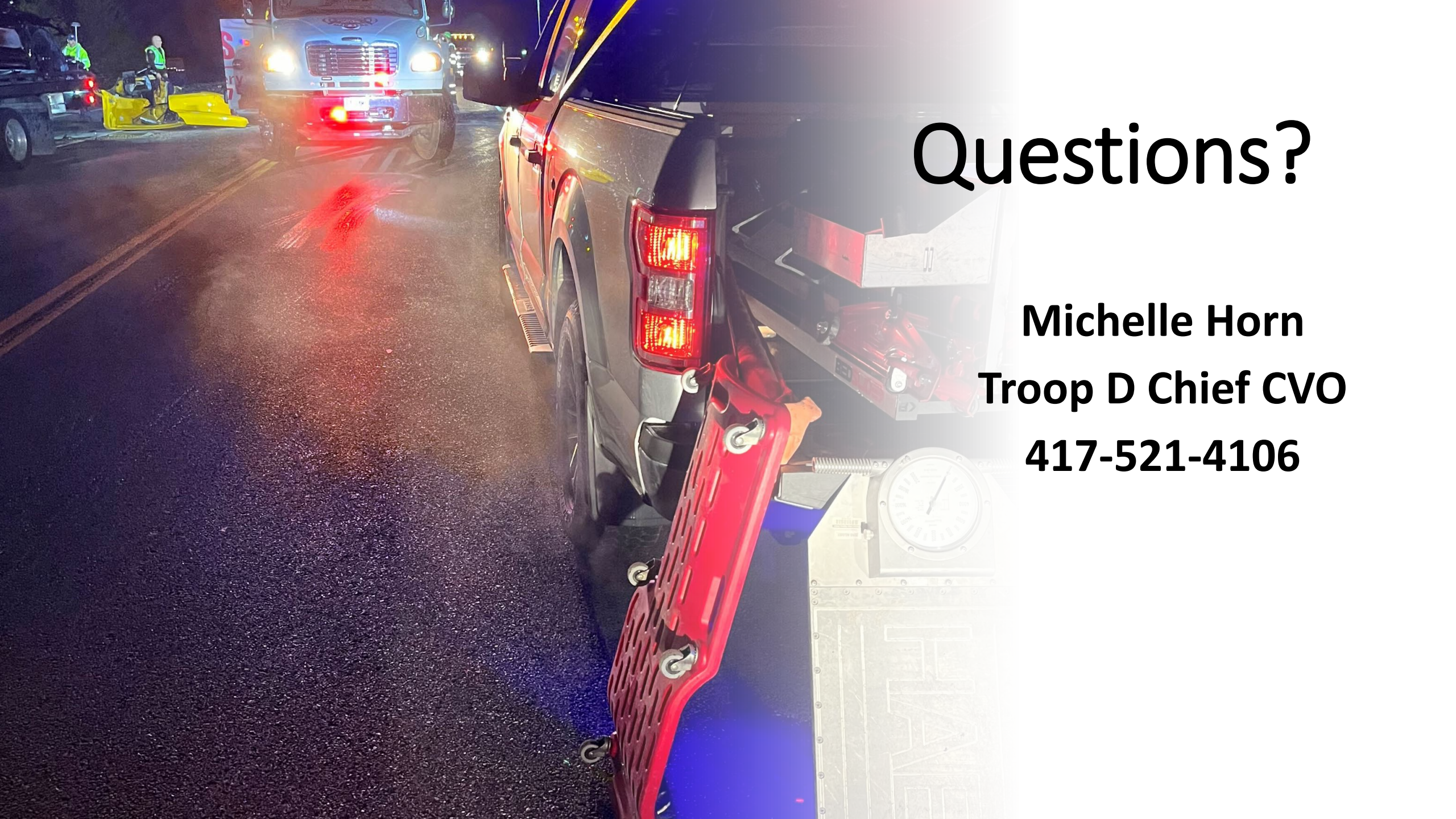
- Tiedowns that are designed to fit over or around the wheels of an automobile, light truck, or van must provide restraint in the lateral, longitudinal and vertical directions
- Edge protector is not required when tie down contacts a tire









A night scene on a road. In the foreground, the rear of a dark-colored SUV is visible, with its red taillight illuminated. A red tow bar is attached to the back of the SUV. In the background, a white tow truck with its headlights on is parked. Two people in high-visibility vests are standing near the tow truck. The scene is dimly lit, with the primary light sources being the vehicle lights.

# Questions?

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