



CVSA Enhanced CMV Inspection

September 16, 2025

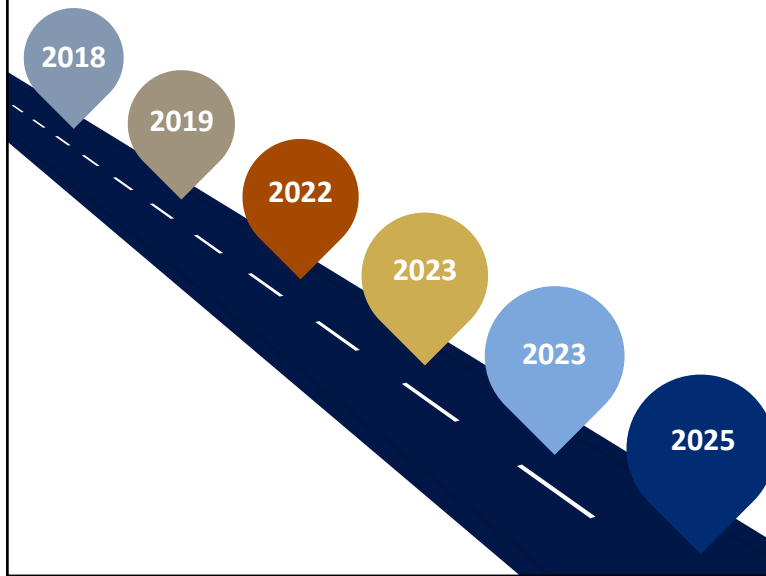
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Objectives



- History of enhanced inspection
- Comparison of enhanced inspection to current roadside inspection
- Enhanced inspection development
- Vehicle Inspection Program Repository (VIPR)
- Operational Policy 20

History of Enhanced Inspection



2018 – SEPTEMBER

EIM Committee forms ADS Working Group to evaluate NAS Inspection Program to incorporate ADS vehicles

2019 – SEPTEMBER

Option 7 is presented and approved for use with ADS vehicles. Continue development of Option 7

2022 – SEPTEMBER

Enhanced Inspection Standard, Checklist, Procedure and Course approved by Board of Directors

2023 – FEBRUARY

First enhanced inspection certification course held in Grapevine, TX

2023 – August

New ADS ad hoc committee formed to continue development and answer parking lot questions

2025 – May

Operational Policy 20 approved by Board of Directors

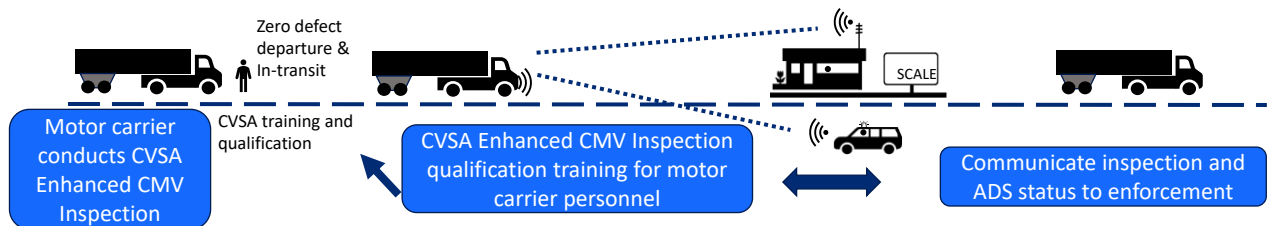
Enhanced CMV Inspection Program



- No-defect, point-of-origin inspection program for Level 4 and 5 equipped commercial motor vehicles.
 - Subject to an enhanced CMV inspection by certified inspector prior to beginning trip, periodically once trip begins
 - Vehicle must communicate data set wirelessly to enforcement
 - Bypass inspection stations and minimize enroute stops – imminent hazard

CVSA Enhanced CMV Inspection (for motor carrier operations)

- Stops for inspections limited unless imminent hazards observed



Inspection Process Comparison

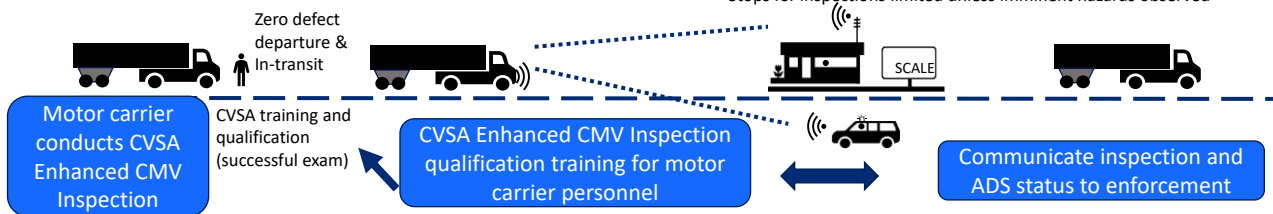


CVSA North American Standard Inspection



CVSA Enhanced CMV Inspection (for motor carrier operations)

- Stops for inspections limited unless imminent hazards observed



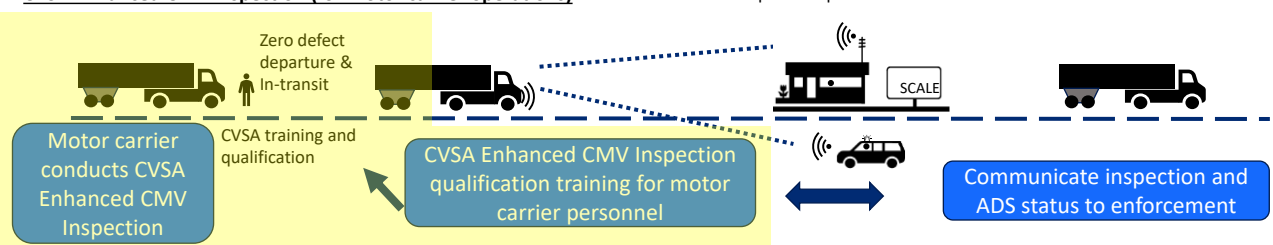
Enhanced CMV Inspection Program



- Sept. 2019 – Sept. 2022
 - Developed the CVSA Enhanced Inspection Standard, course, checklist and procedure
 - Approved by EIM and Board of Directors in Rapid City, SD
 - 68 certified inspectors (June 2025)

CVSA Enhanced CMV Inspection (for motor carrier operations)

- Stops for inspections limited unless imminent hazards observed



Enhanced CMV Inspection Program

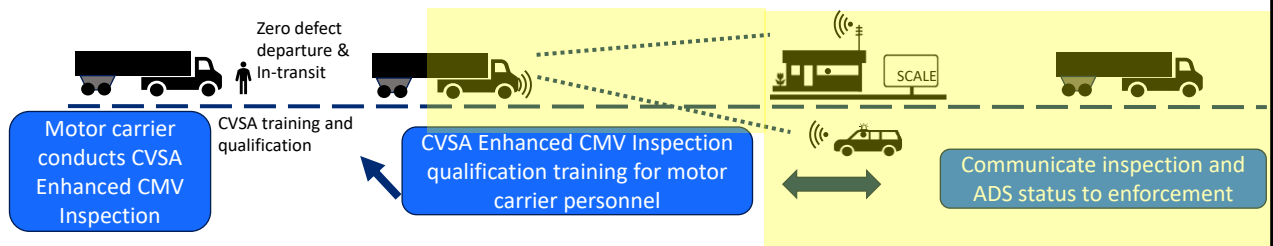


- Aug. 2023 – present

- Develop CVSA database for enhanced inspections and inspector certification
- Develop user interface to conduct enhanced inspections
- Develop API's between checklist, database, enforcement and administration
- Address parking lot issues from ADS Working Group

CVSA Enhanced CMV Inspection (for motor carrier operations)

- Stops for inspections limited unless imminent hazards observed

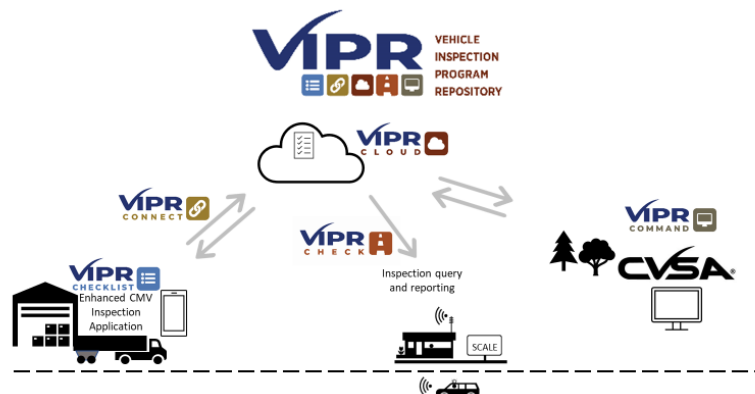


VIPR Check



- Comprised of five elements

- VIPR Checklist
- VIPR Connect
- VIPR Cloud
- VIPR Check
- VIPR Command



Enhanced Inspection Database fields

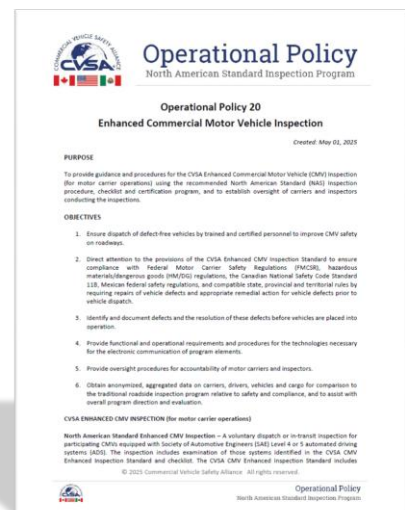


- Type – Dispatch or In-transit
- Date/time of launch inspection
- Date/time of power unit inspection
- Date/time of trailer inspection
- Location (city, state, lat, long)
- Inspection ID
- Launch inspector name and ID
- Power unit inspector and ID
- Trailer inspector and ID
- Carrier name and USDOT number
- Plate number, state, VIN, unit number, odometer/hubometer of each unit
- Vehicle type
- Enhanced standard compliance certification
- HM present
- HM regulation compliance certification
- Weight
- All line items contained on enhanced inspection checklist

Operational Policy 20



- Electronic decal
- Operational status
- Roadside Inspections
- Post-crash inspections
- Vehicle weight
- Terminal inspections



Electronic Decal



- Dispatch or In-transit inspection uploaded to Vehicle Inspection Program Repository (VIPR)
- Vehicle allowed to bypass if:
 - ADS system is engaged
 - Stored inspection is communicated to inspection location
 - Allowed to bypass based on evidence of defect free inspection conducted by a CVSA-certified inspector



Operational Status



- Operating status of ADS system communicated to roadside screening solution
 - ADS engaged
 - Roadside screening solution will retrieve enhanced inspection and will make it available to enforcement personnel



Operational Status cont.



- Operating status of ADS system communicated to roadside screening solution
 - ADS engaged
 - Roadside screening solution will retrieve enhanced inspection and will make it available to enforcement personnel
 - ADS not engaged (human driver)
 - Roadside screening solution will not retrieve enhanced inspection nor make anything available to enforcement personnel
 - Vehicle subject to normal screening rules at the inspection location
 - No communication
 - Assumed to be a human driver without ADS engaged

Roadside Inspections



- Only conducted when:
 - Imminent hazard vehicle violation is observed
 - Traffic law violation
 - Size and weight violation



Roadside Inspections



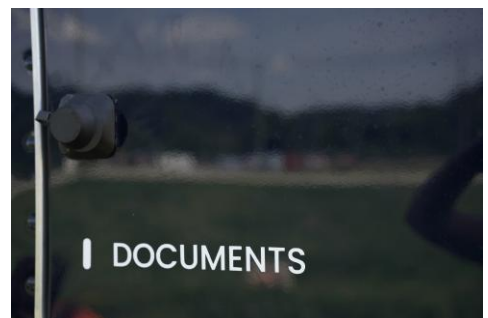
- Only conducted when:
 - Imminent hazard vehicle violation is observed
 - Traffic law violation
 - Size and weight violation
- Carrier contact information on side of vehicle



Roadside Inspections



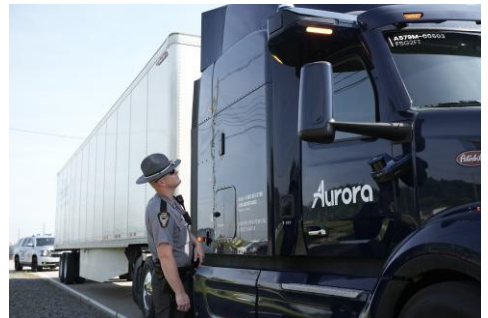
- Only conducted when:
 - Imminent hazard vehicle violation is observed
 - Traffic law violation
 - Size and weight violation
- Carrier contact information on side of vehicle
- Carrier official will provide access to necessary documents



Roadside Inspections



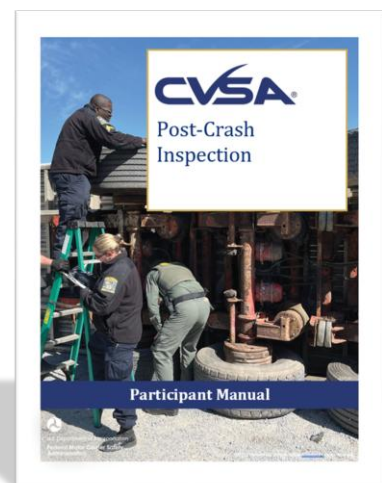
- Only conducted when:
 - Imminent hazard vehicle violation is observed
 - Traffic law violation
 - Size and weight violation
- Carrier contact information on side of vehicle
- Carrier official will provide access to necessary documents
- Level IV inspection will be conducted
 - Identified as ADS vehicle on inspection report



Post-Crash Inspection



- Conducted in accordance with CVSA Operational Policy 5
- Recorded as a Level V inspection
- Carrier personnel provide assistance with inspection



Vehicle Weight



- Axle or grouping weights
 - Certified fixed or portable scale
 - Electronic system that can provide proof of accuracy
- Weights can be verified against WIM, if inspection site is equipped
 - WIM must be operational and properly calibrated
 - Variance is not violation of weight laws
 - Used as oversight
 - Carrier knows sites with WIMs will be checking weights
- Enforcement jurisdictions size and weight plans



Dispatch and In-transit Inspections



- Uploaded to VIPR before operating on public roadway
- Upload time is time of inspection
- Must have in-transit within 24 hours
 - Begins a new 24-hour period
- No bypass if inspection in VIPR is expired



Terminal Inspections



- Conducted at dispatch or in-transit inspection locations
- Conducted by enforcement completing NAS inspection
 - Recorded as a Level V inspection when no driver
 - Recorded as a Level I if human driver is present
- MCSAP lead agency determines random inspections
 - Interstate vehicle – MCSAP lead agencies collaborate on inspections
- Vehicles weighed to verify weights uploaded to VIPR



Questions?

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