

Office of Modal Safety & Security Truck & Motor Carrier Safety

Vehicle

Roadside Inspection

Our Safety Objective

The primary objective of the New York State Motor Carrier Safety Assistance Program (MCSAP) is to promote highway safety and reduce commercial vehicle related crashes and hazardous materials incidents by removing unsafe trucks, unsafe loads, and unqualified drivers from the highways. Safe trucks and competent drivers are cost-effective investments that reduce operating and accident costs. *It's good business!*

Safety Inspections Are Conducted By NYSDOT & The New York State Police At Roadside Sites



The New York State Department of Transportation (NYSDOT) is the Motor Carrier Safety Assistance Program (MCSAP) lead agency. The New York State Police is the primary participating police agency. A number of local police agencies also participate on a periodic basis.

When a vehicle has been selected for a safety inspection, the driver must help by staying behind the wheel and following the inspector's instructions. Inspectors will follow an inspection procedure established by the Commercial Vehicle Safety Alliance (CVSA) to inspect the driver and vehicle. These procedures are used throughout North America. Please follow the instructions of the inspector so that no unnecessary delays will be experienced. After the inspection, the inspector will explain the defects, if any, and provide the driver with a copy of the safety inspection report.

What Happens If Defects Are Found?

If defects are discovered, one or more of the following things will happen:

- If serious defects are discovered, the vehicle will be placed out-of-service and the repairs must be made before the vehicle can be driven again. If a vehicle that has been placed out-of-service is operated before the necessary repairs have been made, a penalty of \$1,000 - \$5,000 may be assessed.
- All non out-of-service violations must be repaired prior to the vehicle being re-dispatched. A 15-day time limit will be given to return the Driver-Vehicle Examination Report certifying the repairs have been made. The report should be signed by the repairer and the motor carrier and mailed to:

New York State Department of Transportation
OSSS, Truck Inspections
50 Wolf Road, POD 53
Albany, NY 12232

(Important: **DO NOT** send traffic tickets to this address!)

- A driver in violation of some requirements regarding hours of service (such as not having a log book when required, or exceeding the driving time limitations) may be placed out-of-service and assessed a penalty.
- Additional penalties of up to \$500 may be assessed for each hazardous materials violation.
- A Uniform Traffic Citation may be issued for some violations.

What the Inspectors Will Look For?

- Driver
 - Commercial Driver License (Proper Class and Endorsements)
 - Medical Certificate, if required
 - Record of Duty Status (Log Book)
 - Seat Belt Use
 - Alcohol or Drug Use and/or Possession
 - Shipping Papers for Hazardous Materials Transportation
 - Unauthorized Passengers
- Vehicle
 - Hazardous Materials Transportation
 - Placards
 - Markings
 - Labels
 - Spills
 - Leaks
 - Unsecured Cargo
 - Fuel System
 - Leaks
 - Securely-Mounted Tanks
 - Filler Caps
 - Brakes
 - Service and Parking Brakes
 - Drums and Rotors
 - Hoses and Tubing
 - Low Air Warning Device
 - Tractor Protection Valve
 - Coupling Devices
 - Fifth Wheels
 - Pintle Hooks
 - Tow Bars
 - Safety Devices
 - Lighting Devices
 - Stop Lights
 - Turn Signals
 - Headlights
 - Clearance Lights
 - Marker Lights
 - Steering Mechanism
 - Suspension
 - Frame Members and Body Components
 - Tires and Wheels
 - Windshield and Wipers
 - Load Securement
 - Rearview Mirrors

- Horn
 - Exhaust System
 - Emergency Equipment
 - Fire Extinguishers
 - Emergency warning devices
 - Spare fuses
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Repair and Maintenance

Every motor carrier, its officers, drivers, agents, representatives, and employees directly concerned with inspection or maintenance of commercial motor vehicles must comply and be conversant with these rules.

General requirements

Every carrier shall systematically inspect, repair, and maintain all commercial motor vehicles under its control. (*Systematic means a regular or scheduled program to keep vehicles in a safe operating condition.*)

Maintenance Files

Motor carriers must maintain the following information for every vehicle they have controlled for 30 days or more:

- Identifying information:
 - Company Number (if so marked)
 - Make
 - Serial Number
 - Model
 - Tire Size
- Maintenance Records
 - A date or mileage chart indicating when various inspection and maintenance operations are to be performed.
 - A list of inspection, repairs and maintenance indicating the date performed.
 - In addition, if the motor vehicle is not owned by the motor carrier, the record shall identify the name of the person furnishing the vehicle.

These records must be retained for one year at the location where the vehicle is garaged, and maintained for six months after the vehicle leaves the carrier's control (via sale, trade-in, or scrap).

View a sample [Maintenance Record here](#) .

Roadside Inspection Reports

Any driver who receives a roadside inspection report must deliver it to the motor carrier.

Certification of Roadside Inspection Reports

An official of the motor carrier is to examine the roadside inspection report and ensure that any violations or defects noted on the report are corrected. Within 15 days after the inspection, the carrier must sign the completed roadside inspection report to certify that all violations have been corrected, and then return it to the indicated address. A copy must be retained for 12 months from the date of inspection.

Post-Trip Inspection Report

Every carrier must require its drivers to prepare a daily written post-trip inspection report at the end of each driving day. (If the motor carrier only operates one commercial motor vehicle, the report is not required.) Every driver is responsible for preparing

such a report for each vehicle driven. This report must cover at least the following parts and accessories:


- Service brakes (including trailer brake connections)
- Parking (hand) brake
- Steering mechanism
- Lighting devices and reflectors
- Tires
- Horn
- Windshield wipers
- Rearview mirrors
- Coupling devices
- Wheels and rims
- Emergency equipment

The report must list any condition that the driver either found or had reported to him/her that would affect safety of operation or cause a breakdown. If no defect or deficiency is reported or found, the report should state this. The driver must sign the report in all cases. Before dispatching the vehicle again, a carrier shall ensure that a certification has been made as to any defect or deficiency, that they have been corrected, or state those deficiencies that do not require immediate correction. Carriers must keep the original post-trip inspection report and the certification of repairs for at least three months from the date of preparation.

View a sample [Driver Vehicle Inspection Report here](#) .

Before starting out, the driver must be satisfied that the motor vehicle is in safe operating condition. If the last vehicle inspection report notes any deficiencies, the driver must review and sign to acknowledge that necessary repairs have been completed.

Periodic Inspection

Every commercial vehicle, including each segment of a combination vehicle requires periodic inspection that must be performed at least once every 12 months. At a minimum, inspections must include all items enumerated in the [Minimum Periodic Inspection Standards, Appendix G to Subchapter B](#) . The New York State Heavy Duty Vehicle Inspection fulfills the annual inspection requirements. Carriers may perform required annual inspections themselves; however, if the vehicle is registered in New York, the vehicle must have a New York State Inspection. The original or a copy of the periodic inspection report must be retained by the motor carrier for 14 months from the report date.

Documentation of Inspection

Documentation (report, sticker, or decal) of the most recent periodic inspection must be kept on the vehicle.

Inspector Qualification

Motor carriers must ensure that persons performing annual inspections are qualified. Inspectors must:

- understand the inspection standards of Part 393 and Appendix G
- be able to identify defective components
- have knowledge and proficiency in methods, procedures, and tools

Inspector Training or Experience

Inspectors may have gained experience or training by:

- completing a State or Federal training program, or earning a State or Canadian Province qualifying certificate in commercial motor vehicle safety inspections
- a combination of other training or experience totaling at least a year

Evidence of Qualifications

Motor carriers must retain evidence of an inspector's qualifications until one year after the inspector ceases to perform inspections for the carrier.

Equivalent to Periodic Inspection

The motor carrier may meet periodic inspection requirements through:

- State or other jurisdiction's roadside inspection program;
- Self-inspection by qualified employee; or
- Third party inspection by qualified individual

Brake Inspector Qualification

The motor carrier is responsible for ensuring that all inspections, maintenance, repairs, and service to brakes of commercial motor vehicles comply with these regulations. The carrier must ensure that the employees responsible for brake inspection, maintenance, service, or repairs meet minimum brake inspector qualifications.

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Qualifications for Brake Inspectors

The brake inspector must:

- understand and be able to perform the brake service and inspection;
- know the methods, procedures, tools and equipment needed; and
- be qualified to perform brake service or inspection by training and/or experience

Qualifying Brake Training or Experience

Qualifying brake training or experience includes successful completion of:

- a State, Canadian Province, Federal agency, or union training program,
- a State-approved training program,
- training that led to attainment of a State or Canadian Province qualifying certificate to perform assigned brake service or inspection tasks, including passage of CDL air brake test in the case of a brake inspection, or
- one year of brake-related training, experience, or combination of both

Maintaining evidence of brake inspector qualifications

Motor carriers must maintain evidence of brake inspector qualification at the principal place of business or the location where the inspector works. Evidence must be retained for the period during which the brake inspector is employed in that capacity, and for one year thereafter.

View a sample [vehicle/brake inspector certification form here](#) 


Rear Object Detection Devices

New York State Law requires all "cube style" box trucks or motor vehicles with enclosed walk-in delivery bays registered in this state in which the cargo box or delivery bay's length is between 8 feet 6 inches and 18 feet are required to be equipped with a cross-view back up mirror system, rear video system, or a rear object detection device.

Cross-view mirror system- must allow the driver to view a minimum distance of 6 feet to the rear of the vehicle and encompass the entire width of the vehicle.

Rear video system- refers to a video monitor mounted inside the cab. This monitor must allow the driver to view a minimum distance of 6 feet to the rear of the vehicle and encompass the entire width of the vehicle.

Rear object detection system- refers to a device that will alert the driver by means of a visual or audible warning indicator inside of the cab if a person or object is within a minimum distance of 6 feet to the rear and must encompass the entire width of the vehicle.

For information about the various systems available, visit this [FMCSA Web site](#) .

Heavy Duty Diesel Emission Testing

The Diesel emission inspection programs for New York State are administered by the [Department of Environmental Conservation](#) .

DEC has two emission inspection programs for Heavy Duty Diesel Vehicles (HDDVs):

1. An annual emission inspection program for HDDVs registered in the New York City Metropolitan Area (New York City, Long Island, Westchester and Rockland Counties)
2. A roadside emission inspection program for HDDVs operating on New York State roadways

HDDV emission inspections are authorized by NYSDEC Subpart 217-5 regulation, "Heavy Duty Inspection and Maintenance Program."

HDDVs are defined as diesel engine powered vehicles with a GVWR exceeding 8,500 pounds. Some vehicles in this weight class are exempt including authorized emergency vehicles, agricultural trucks and farm vehicles, off-road construction vehicles and military vehicles. Both the annual and the roadside emission inspections conducted by a certified inspector can include a visual inspection to verify that the vehicle's emissions control equipment is functioning, a check for tampering and an opacity (smoke) test using an approved opacity meter.

For more information visit [NYS Department of Environmental Conservation](#). .

