

**Published:** 11 October 2013

## **Topic: FMCSA Inspection - Revision 9/13 – Inspection While Loaded**

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It has come to our attention that there is some uncertainty on when and when not to perform an FMCSA inspection on a chassis with a box on it. IT is the purpose of this document to present a guideline on when to perform an FMCSA inspection on a chassis with container on it.

It is the preference of CCM that chassis not have FMCSA inspections performed at the roadability line as it substantially slows the turn time through roadability and unnecessarily delays drivers. For this reason all parties should make every possible effort to ensure that FMCSA inspections are performed as soon as they are identified within the 90 day window allowed.

CCM acknowledges however that from time to time it may be necessary to inspect a chassis with a box on it. In such cases the following guidelines should be adhered to at all times

- Chassis must have an inspection sticker that will expire within the next 30 calendar days
- Any chassis that exhibits rust scale on any major component cannot be inspected with a container on it. Rust scale is to be considered a buildup of rust that flakes off of or is identified between major components. For the purpose of this document major components are to be considered
  - Bolsters
  - Spring Brake Chambers
  - Spring Hangers
  - Cross members
  - Any signs of rust jacking
    - At sub frame
    - At king pin plate
    - At spring hangers
- Any unit that has rust penetration through tail light boxes, cross members or other components
- Any unit displaying any indication of fifth wheel plate dishing or distortion

Any chassis that is identified as having any of the deterioration items indicated above cannot be inspected with the container on it and must be dismantled before an FMCSA inspection may occur.

Any chassis that is brought to roadability and is determined to require an FMCSA inspection is to taken out of line and inspected in an adjacent (if available) area or directed to an area where the inspection can be performed safely. Under no circumstances is the inspection to be performed in the roadability line itself.

Please direct any comments or questions on this matter to CCM's Manager of Technical Services