



# Operational Policy

## North American Standard Inspection Program

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### Operational Policy 4

### Inspector Training and Certification

*Revised: Sept. 21, 2017*

#### General

The Commercial Vehicle Safety Alliance (CVSA) is the official body responsible for the development and distribution of the North American Standard Part A (Driver), Part B (Vehicle), Passenger Carrier Vehicle, Cargo Tank, Hazardous Materials/Dangerous Goods and Other Bulk Packagings Inspection training programs provided to the Alliance membership. Additionally, it is the responsibility of the Alliance to ensure that inspectors performing inspections and/or affixing CVSA decals are certified under a training program approved by the Alliance. Used in this section, “approved” means a training package developed by or for the Alliance, or an individual jurisdiction training program submitted to and having been found to meet or exceed the standard curriculum by the Alliance.

Currently, the following is the responsibility of jurisdictions requiring training as these are the only approved training programs:

- In the United States, the jurisdiction must contact the Federal Motor Carrier Safety Administration (FMCSA) National Training Center for scheduling of courses and examination re-tests.
- In Canada, the jurisdiction must contact their local CVSA jurisdictional administrator for scheduling of courses and examination re-tests.
- In Mexico, the jurisdiction must contact their local CVSA jurisdictional administrator for scheduling of courses and examination re-tests.

#### **NORTH AMERICAN STANDARD INSPECTION COURSES AND INSPECTOR MINIMUM CERTIFICATION REQUIREMENTS**

#### Definitions

**Certified Inspector** – Means an inspector who maintains a Certificate of Proficiency authorizing them to conduct CVSA North American Standard Inspections for the specific discipline.

**Challenge** – Means to take a written examination to demonstrate proficiency when an inspector has allowed their certification to lapse by not maintaining the certification for that discipline as provided in this Operational Policy. An inspector can challenge the examination for each specific discipline **one** time. An unsuccessful challenge of an examination for an inspector will require the inspector to complete the applicable approved CVSA inspection course(s) and pass the written exams with a score of 80 percent or higher.

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Re-Test – Means to take a written examination to demonstrate proficiency when an inspector has not successfully passed the written examination with a score of 80 percent or higher in combination with completing the applicable CVSA-approved North American Standard Inspection course. The inspector may re-test one time to pass the written examination with a score of 80 percent or higher. Not achieving a successful re-test would require completing the CVSA-approved North American Standard Inspection course and passing the written examination with a score of 80 percent or higher.

### Level I Certification

In order to conduct North American Standard Level I Inspections, an inspector shall:

- Complete the CVSA-approved North American Standard Part A and Part B Inspection Courses and pass the CVSA-approved written exams with a score of 80 percent or higher on each exam. If an inspector fails the initial Part A and/or Part B test(s), they are eligible to take one re-test of both Part A and Part B. It is encouraged, but not required, that the North American Standard Part A and Part B training be broken into two parts with a period of on-the-job training to be performed by the inspector trainee between each part.
- In addition to the training or testing requirements above, the inspector trainee must complete at least **32** North American Standard Level I Inspections with a certified inspector, who will evaluate the trainee inspector for knowledge of the regulations, proficiency in the inspection process and documentation of violations. These inspections should be completed as soon as practicable, but no later than **six months** after passing both written exams.

**NOTE:** The initial **32** inspections for the trainee should be conducted and documented by the trainee in the presence of the training inspector. The inspection shall contain the name and identification number of both the trainee and the certified inspector on the report. Inspections must be signed off by a certified inspector. The trainee is not certified to complete and sign off on Level I Inspections independently until they have successfully completed the **32** inspections with a certified inspector. Inspections completed during this phase will not count toward the new inspector's maintenance of certification.

Inspectors who successfully complete this training are qualified to receive a Certificate of Proficiency authorizing them to conduct CVSA North American Standard Level I through V Inspections, and to apply CVSA decals to commercial motor vehicles passing North American Standard Levels I and V Inspections.

### Level II Certification

In order to conduct North American Standard Level II Inspections, an inspector shall:

- Complete the CVSA-approved North American Standard Part A and Part B Inspection Courses and pass the CVSA-approved written exams with a score of 80 percent or higher on each exam. If an inspector fails the initial Part A and/or Part B test(s), they are eligible to take one re-test of both Part A and Part B.

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- In addition to the training or testing requirements above, the inspector must complete at least **32** North American Standard Level II Inspections with a certified inspector, who will evaluate the trainee inspector for knowledge of the regulations, proficiency in the inspection process and documentation of violations. These inspections should be completed as soon as practicable, but no later than **six months** after passing the written exam(s).

**NOTE:** The initial **32** inspections for the trainee should be conducted and documented by the trainee in the presence of the training inspector. The inspection shall contain the name and identification number of both the trainee and the certified inspector on the report. Inspections must be signed off by a certified inspector. The trainee is not certified to complete and sign off on Level I Inspections independently until they have successfully completed the **32** inspections with a certified inspector. Inspections completed during this phase will not count toward the new inspector's maintenance of certification.

If a Level II Inspector desires to be upgraded to a Level I Inspector, the inspector must challenge the Part B test and complete 32 Level I Inspections as per the policy described in the Level I Certification.

### Level III Certification

In order to conduct North American Standard Level III Inspections, an inspector shall:

- Complete the CVSA-approved North American Standard Part A Inspection Course and pass the CVSA-approved written exam with a score of 80 percent or higher. If an inspector fails the initial test, there may be one re-test.
- In addition to the training or testing requirements above, the inspector trainee must complete at least **32** North American Standard Level III Inspections with a certified inspector, who will evaluate the trainee inspector for knowledge of the regulations, proficiency in the inspection process and documentation of violations. These inspections should be completed as soon as practicable, but no later than **six months** after passing the written exam(s).

**NOTE:** The initial **32** inspections for the trainee should be conducted and documented by the trainee in the presence of the training inspector. The inspection shall contain the name and identification number of both the trainee and the certified inspector on the report. Inspections must be signed off by a certified inspector. The trainee is not certified to complete and sign off on Level I Inspections independently until they have successfully completed the **32** inspections with a certified inspector. Inspections completed during this phase will not count toward the new inspector's maintenance of certification.

Inspectors who successfully complete this training are qualified to receive a Certificate of Proficiency authorizing them to conduct CVSA North American Standard Level III Inspections.

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### Level V Certification

In order to conduct North American Standard Inspection Level V Inspections, an inspector shall:

- Complete the CVSA-approved North American Standard Part B Inspection Course and pass the CVSA-approved written exam with a score of 80 percent or higher. If an inspector fails the initial test, there may be one re-test.
- In addition to the training or testing requirements above, the inspector trainee must complete at least **32** North American Standard Level V Inspections with a certified inspector, who will evaluate the trainee inspector for knowledge of the regulations, proficiency in the inspection process and documentation of violations. These inspections should be completed as soon as practicable, but no later than **six months** after passing the written exam(s).

**NOTE:** The initial **32** inspections for the trainee should be conducted and documented by the trainee in the presence of the training inspector. The inspection shall contain the name and identification number of both the trainee and the certified inspector on the report. Inspections must be signed off by a certified inspector. The trainee is not certified to complete and sign off on Level I Inspections independently until they have successfully completed the **32** inspections with a certified inspector. Inspections completed during this phase will not count toward the new inspector's maintenance of certification.

Inspectors who successfully complete this training are qualified to receive a Certificate of Proficiency authorizing them to conduct CVSA North American Standard Level V Inspections and to apply CVSA decals to commercial motor vehicles passing a North American Standard Level V Inspection.

### Hazardous Materials/Dangerous Goods Inspection Certification

**Prerequisite:** Inspectors shall hold a Certificate of Proficiency to conduct North American Standard Levels I, II or V Inspections.

In order to conduct inspections involving hazardous materials/dangerous goods, the inspector shall:

- Complete a CVSA-approved North American Standard Hazardous Material/Dangerous Goods Inspection Course and pass the CVSA-approved written exam with a score of 80 percent or higher. If an inspector fails the initial test, there may be one re-test.
- In addition to the training or testing requirements above, the inspector trainee must complete at least **16** North American Standard Hazardous Materials/Dangerous Goods Inspections on non-bulk quantities and proficiency in the inspection process. These inspections should be completed as soon as practicable, but no later than **six months** after passing the written exam. Inspections conducted for initial certification cannot be combined.

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**NOTE:** The initial **16** inspections for the trainee should be conducted and documented by the trainee in the presence of the training inspector. The inspection shall contain the name and identification number of both the trainee and the certified inspector on the report. Inspections must be signed off by a certified inspector. The trainee is not certified to complete and sign off on Level I Inspections independently until they have successfully completed the **16** inspections with a certified inspector. Inspections completed during this phase will not count toward the new inspector's maintenance of certification.

Inspectors who successfully complete this training are qualified to receive a Certificate of Proficiency authorizing them to conduct CVSA North American Standard Hazardous Materials/ Dangerous Goods Inspections.

### Cargo Tank Inspection Certification

**Prerequisites:** Inspectors shall hold a Certificate of Proficiency to conduct North American Standard Levels I, II or V and North American Standard Hazardous Materials/Dangerous Goods Inspections.

In order to conduct North American Standard Cargo Tank Inspections, the inspector shall:

- Complete a CVSA-approved North American Standard Cargo Tank Inspection Course and pass the CVSA-approved written exam with a score of 80 percent or higher. If an inspector fails the initial test, there may be one re-test.
- In addition to the training or testing requirements above, the inspector trainee must complete at least **16** North American Standard Cargo Tank Inspections (transporting hazardous materials/dangerous goods or residue last contained) with a certified inspector, who should evaluate the inspector on a specification cargo tank or DOT-SP cargo tank (specification cargo tanks are not limited to DOT or MC series tanks but also may include CGA, ASME, TC or other cargo tanks built to specification codes), for knowledge of the regulations and proficiency in the inspection process. These inspections should be completed as soon as practicable, but no later than **six months** after passing the written exam. Inspections conducted for initial certification cannot be combined.

**NOTE:** The initial **16** inspections for the trainee should be conducted and documented by the trainee in the presence of the training inspector. The inspection shall contain the name and identification number of both the trainee and the certified inspector on the report. Inspections must be signed off by a certified inspector. The trainee is not certified to complete and sign off on Level I Inspections independently until they have successfully completed the **16** inspections with a certified inspector. Inspections completed during this phase will not count toward the new inspector's maintenance of certification.

Inspectors who successfully complete this training are qualified to receive a Certificate of Proficiency authorizing them to conduct North American Standard Cargo Tank Inspections and to apply CVSA decals to commercial motor vehicles passing the North American Standard Level I and Level V Inspections.

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### Other Bulk Packaging Inspection Certification

**Prerequisite:** Inspectors shall hold a Certificate of Proficiency to conduct North American Standard Levels I, II or V and North American Standard Hazardous Materials/Dangerous Goods Inspections and North American Standard Cargo Tank Inspections.

In order to successfully complete the North American Standard Other Bulk Packaging Inspections Course, an inspector shall:

- Complete the CVSA- approved North American Standard Other Bulk Packaging Inspection Course and pass the CVSA-approved written exam with a score of 80 percent or higher. If an inspector fails the initial test, there may be one re-test.

Inspectors who successfully complete this training are qualified to receive a Certificate of Proficiency. In addition, inspectors who successfully complete this training are not required to complete any certification inspections and no “General Maintenance of Certification” applies to the North American Standard Other Bulk Packaging Inspections certification.

### Passenger Carrier Vehicle Inspection Certification

**Prerequisite:** Inspectors shall hold a Certificate of Proficiency to conduct North American Standard Level I or Level V Inspections.

In order to conduct North American Standard Passenger Carrier Vehicle Inspections, the inspector shall:

- Complete a CVSA-approved North American Standard Passenger Carrier Vehicle Inspection Course and pass the CVSA-approved exam with a score of 80 percent or higher. If an inspector fails the initial test, there may be one re-test.
- In addition to the training or testing requirements above, the inspector trainee must complete at least **eight** North American Standard Level I and/or Level V Inspections on passenger carrier commercial vehicles with a certified inspector, who should evaluate the inspector for knowledge of the regulations and proficiency in the inspection process. These inspections should be completed as soon as practicable, but no later than **six months** after passing the written exam. Inspections conducted for initial certification cannot be combined.

**NOTE:** The initial **eight** inspections for the trainee should be conducted and documented by the trainee in the presence of the training inspector. The inspection shall contain the name and identification number of both the trainee and the certified inspector on the report. Inspections must be signed off by a certified inspector. The trainee is not certified to complete and sign off on Level I Inspections independently until they have successfully completed the **eight** inspections with a certified inspector. Inspections completed during this phase will not count toward the new inspector’s maintenance of certification.

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Inspectors who successfully complete this training are qualified to receive a Certificate of Proficiency authorizing them to conduct CVSA North American Standard Level I through V Inspections and to apply CVSA decals to commercial motor vehicles passing the North American Standard Level I and Level V Passenger Carrier Vehicle Inspections.

Passenger Carrier Vehicle Inspection inspector candidates seeking North American Standard Level V inspector certification are limited to conducting North American Standard Passenger Carrier Vehicle Level V Inspections.

### North American Standard Level VI Inspection for Transuranic Waste and Highway Route Controlled Quantities (HRCQ) of Radioactive Material Certification

**Prerequisite:** Inspectors shall hold a Certificate of Proficiency to conduct North American Standard Level I Inspections and North American Standard Hazardous Materials/Dangerous Goods Inspections.

In order to conduct North American Standard Level VI Inspections for Transuranic Waste and Highway Route Controlled Quantities (HRCQ) of Radioactive Material, the inspector shall:

- Complete the CVSA approved North American Standard Level VI Inspection for Transuranic Waste and Highway Route Controlled Quantities (HRCQ) of Radioactive Material Inspection Course, including the actual vehicle inspection and radiological surveys.
- Pass the CVSA-approved written exam with a score of 90 percent or higher. If a student fails the initial test, there may be one re-test. A re-test will only be permitted when an inspector scores between 85-89 percent.

Inspectors who successfully complete this training are qualified to receive a Certificate of Proficiency authorizing them to conduct North American Standard Level VI Inspections for Transuranic Waste and Highway Route Controlled Quantities (HRCQ) of Radioactive Material.

### Performance-Based Brake Testing (PBBT) Qualification

**Prerequisite:** Inspectors shall hold a Certificate of Proficiency to conduct North American Standard Level I or Level V Inspections.

In order to conduct North American Standard Inspections with a performance-based brake tester (PBBT), the inspector shall:

- Complete a CVSA-approved North American Standard Inspection PBBT Test Procedures and Guidelines for Use in Enforcement Course and pass the CVSA-approved exam with a score of 80 percent or higher. If a student fails the initial test, there may be one re-test.
- In addition to the training or testing requirements above, the inspector trainee must complete at least **eight** North American Standard Inspections with a PBBT under the supervision of a PBBT-certified inspector, who should evaluate the inspector for knowledge of the regulations and proficiency in the PBBT process. These inspections should be completed as soon as practicable, but no later than **six months** after passing the written exam.

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Inspectors who successfully complete this training are qualified to utilize a PBBT during the North American Standard Inspection.

### STANDARDS FOR MAINTAINING INSPECTOR CERTIFICATION

#### General Maintenance of Certification

Maintenance standards set forth in this policy for all levels and types of inspections shall be considered minimum standards for member jurisdictions. Member jurisdictions may impose more stringent requirements.

Member jurisdictions shall track the maintenance of inspector certification annually. The annual period may be based upon a calendar year, federal fiscal year, state/provincial/territorial fiscal year, inspector anniversary date or another date that is convenient to the member jurisdiction. The number of annual inspections required to maintain certification may be prorated to allow jurisdictions to track all certified inspectors on the same anniversary date.

Example: The jurisdiction tracks maintenance of certification by calendar year. A new employee begins his certification inspections and completes 32 North American Standard (NAS) Level I inspections with a certified inspector (completing five inspections in December and completing the remaining 27 inspections by the end of February). The inspector is now certified then required to do a minimum of 27 more inspections in that 12-month period to maintain certification. The jurisdiction may prorate the 12-month's period maintenance requirement of 32 inspections (2.66 per month) for the remainder of the 12-month period to bring this inspector into line with the same anniversary date of all other inspectors in that jurisdiction.

Additionally, if an inspector completes his certification from the previous 12-month period with a **three-month** extension granted into the following 12-month period, then those inspections completed during the extension period shall not count toward the new 12-month period certification.

Inspections encompassing more than one criterion may count toward maintenance of more than one type of inspection, according to the criteria for each type of inspection listed below. Examples are included in this Operational Policy, "Reference Chart for Calculating Annual Certification." In all cases, inspections shall be conducted according to the applicable standards set for the various levels and types of inspections. Any type or level of hazardous materials/dangerous goods inspection requires the vehicle to be transporting hazardous materials/dangerous goods at the time of the inspection.

To qualify for "General Maintenance of Certification," an inspector may not use an inspection performed by an inspection team if another team member takes credit for the same inspection.

To maintain certification, a certified inspector shall attend minimum in-service/refresher training covering inspection of drivers and vehicles; North American Standard Out-of-Service Criteria; inspection of hazardous materials/dangerous goods, inspection of cargo tanks, other bulk package inspections and

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passenger carrier vehicle inspections as applicable, annually. In addition, CVSA recommends that inspectors attend training based on specific needs identified by supervisory personnel through review of inspection documents.

### North American Standard Inspections – Levels I through V

To maintain certification to conduct North American Standard Level I through Level V Inspections, an inspector shall, in addition to the “General Maintenance of Certification” section of Operational Policy 4, perform a minimum of **32** North American Standard Inspections of the inspector’s highest certified level annually. It is strongly encouraged that inspectors complete **eight** inspections per quarter for which the inspector alone takes credit.

### Hazardous Materials/Dangerous Goods Inspection

To maintain certification to conduct North American Standard Hazardous Materials/Dangerous Goods Inspections, an inspector shall, in addition to the “General Maintenance of Certification” section of Operational Policy 4, perform a minimum of **eight** North American Standard Level I, II or V Inspections annually on vehicles containing bulk and/or non-bulk quantities of hazardous materials/dangerous goods.

### Cargo Tank Inspection

As of Sept. 19, 2007, to maintain certification to conduct North American Standard Cargo Tank Inspections, at least **eight** inspections shall be conducted on vehicles transporting hazardous materials/dangerous goods in bulk quantities in specification cargo tanks or DOT-SP cargo tanks (specification cargo tanks are not limited to DOT or MC series tanks but also may include CGA, ASME, TC or other cargo tanks built to specification codes).

- Eligible Cargo Tank Inspections shall be Levels I, II and V Inspections only.

Additionally, inspectors shall be required to maintain certification to conduct North American Standard Hazardous Materials/Dangerous Goods Inspections.

### Passenger Carrier Vehicle Inspection

To maintain certification to conduct North American Standard Passenger Carrier Vehicle Level I and V Inspections, an inspector shall, in addition to the “General Maintenance of Certification” section of Operational Policy 4, perform a minimum of **eight** Level I and/or V North American Passenger Carrier Vehicle Inspections annually, for which the inspector alone takes credit.

### North American Standard Level VI Inspections for Transuranic Waste and Highway Route Controlled Quantities (HRCQ) of Radioactive Material

This Operational Policy is not intended to override any member jurisdiction statutory requirement, governor order, state rule or other mandate currently in place or future enactment of statutes, orders, rules and other mandates to conduct Level VI Inspections of vehicles and drivers transporting

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Transuranic Waste or Highway Route Controlled Quantities of Radioactive Material. Certified Level VI inspectors must abide by the requirements placed upon them by their jurisdiction and agency using CVSA Policy as a guideline for the completion of Level VI Inspections.

To maintain certification to conduct North American Standard Level VI Inspections for Transuranic Waste and Highway Route Controlled Quantities (HRCQ) of Radioactive Material, an inspector must:

- Successfully complete the Level VI re-certification course (eight hours minimum) within a **24-month** period of passing the inspector's initial North American Standard Level VI Inspection Course, or, the inspector's last Level VI re-certification training as applicable (For example: A Level VI-certified inspector completes an **eight-hour** re-certification course in March 2009 and therefore must complete another **eight-hour** re-certification course by no later than the end of March 2011 and so on).
- Maintain certification to conduct North American Standard Level I Inspections and North American Standard Hazardous Materials/Dangerous Goods Inspections.

#### Performance-Based Brake Testing (PBBT)

To maintain qualification to utilize a PBBT during a North American Standard Inspection, an inspector must achieve one of the following:

- Successfully complete a PBBT refresher course (four hours minimum) within two years after initial qualification or de-qualification.
- Perform a minimum of eight North American Standard Level I, IV or V Inspections annually using a PBBT for which the inspector alone takes credit.

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**REFERENCE CHART FOR TRACKING ANNUAL CERTIFICATION**

Example #	Level of Inspections						HM/ DG*	Cargo Tank	Pass. Vehicle
	I	II	III	IV	V	VI			
1	1								
2		1							
3					1				
4	1						1	1	
5	1								1
6	1								1
7	1						1		
8	1					1	1		
9	1								
10				1					
11		1					1		
12	1						1		
13	1					1	1		
14	1								
15					1		1	1	
16	1						1		
17			1						
18	1								
19	1						1	1	
20					1		1	1	
21		1					1	1	
22	1						1	1	
<b>Totals</b>	14	3	1	1	3	2	12	6	2

\* An inspection of a vehicle transporting hazardous materials/dangerous goods at a minimum includes the inspection of the items listed in the North American Standard Hazardous Materials/Dangerous Goods Inspection Procedure.

NOTE: If an example relates to a Level I and a Level V inspection was performed the credit is given for the Level V.

**Example #1:**

A Level I Inspection conducted on a five-axle truck-tractor and semi-trailer vehicle combination.

**Example #2:**

A Level II Inspection conducted on a three-axle dump truck.

**Example #3:**

A Level V Inspection conducted on a five-axle truck-tractor and semi-trailer vehicle combination.



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### Example #4:

A Level I Inspection on a five-axle truck-tractor and semi-trailer vehicle combination. The semi-trailer is a specification DOT/TC 406 cargo tank hauling UN1203 (gasoline) and is inspected by an inspector who is a hazardous materials/dangerous goods certified inspector who also holds a cargo tank inspector certification.

### Example #5:

A Level I Inspection on a two-axle school bus. NOTE: Inspections of this type count toward inspector certification and the maintenance of certification, even though Part 390. 3(f) exempts school bus operations from the FMCSRs.

### Example #6:

A Level I Inspection on a three-axle motorcoach.

### Example #7:

A Level I Inspection on a five-axle truck-tractor and semi-trailer vehicle combination. The semi-trailer is hauling IBCs, containing hazardous materials/dangerous goods.

### Example #8:

A Level VI Inspection on a five-axle truck-tractor and semi-trailer vehicle combination. The semi-trailer is hauling a highway route controlled quantity. NOTE: Typically, these are non-bulk packages.

### Example #9:

A Level I Inspection on a five-axle truck-tractor and semi-trailer vehicle combination. The semi-trailer is a non-specification cargo tank hauling milk.

### Example #10:

A Level IV Inspection on a five-axle truck-tractor and semi-trailer vehicle combination during Operation Airbrake.

### Example #11:

A Level II Inspection on a five-axle truck-tractor and semi-trailer vehicle combination. The semi-trailer is a non-specification cargo tank hauling UN 1993 (fuel oil).

### Example #12:

A Level I Inspection on a five-axle truck-tractor and semi-trailer vehicle combination. The semi-trailer is hauling IBCs containing hazardous materials/dangerous goods and non-bulk packages containing hazardous materials/dangerous goods.

### Example #13:

A Level VI Inspection on a five- axle truck-tractor and semi-trailer vehicle combination. The semi-trailer is hauling one or more TRUPACT II containers.

### Example #14:

A Level I Inspection on a five-axle truck-tractor and semi-trailer vehicle combination. The semi-trailer is a specification cargo tank hauling hazardous materials/dangerous goods; however, the inspection is performed by an inspector who is a non-cargo tank and non-hazardous materials/dangerous goods certified inspector.

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### **Example #15:**

A Level V Inspection on a five-axle truck-tractor and semi-trailer vehicle combination. The semi-trailer is a specification DOT/TC 406 cargo tank hauling UN1203 (gasoline).

### **Example #16:**

A Level I Inspection on a five-axle truck-tractor and semi-trailer vehicle combination. The semi-trailer is a specification cargo tank hauling hazardous materials/dangerous goods and is inspected by a hazardous materials/dangerous goods certified inspector with no cargo tank inspector certification.

### **Example #17:**

A Level III Inspection on a five-axle truck-tractor and semi-trailer combination. The semi-trailer is a specification cargo tank hauling hazardous materials/dangerous goods.

### **Example #18:**

A Level I Inspection on a commercial motor vehicle. The CMV is transporting automobiles/equipment and the automobiles/equipment contain fuel in their fuel tanks.

### **Example #19:**

A Level I Inspection on a five-axle truck-tractor and semi-trailer combination. The semi-trailer is a (Compressed Gas Association) CGA/TC 341 cargo tank hauling UN1977 (nitrogen, refrigerated liquid) and is inspected by an inspector who is a hazardous materials/dangerous goods certified inspector who also holds a cargo tank inspector certification.

### **Example #20:**

A Level V Inspection on a five-axle truck-tractor and semi-trailer combination. The semi-trailer is a MC/TC 331 cargo tank containing UN1075 liquefied petroleum gas and is inspected by an inspector who is a hazardous materials/dangerous goods certified inspector who also holds a cargo tank inspector certification.

### **Example #21:**

A Level II Inspection on a five-axle truck-tractor and semi-trailer combination. The semi-trailer is a non-DOT specification cargo tank meeting and marked in conformance with the edition of Section VIII of the ASME Code in effect when it was fabricated and manufactured prior to Jan. 1, 1981, and being used exclusively in intra-state commerce containing UN1075 liquefied petroleum gas (see §173. 315(k)) and is inspected by an inspector who is a hazardous materials/dangerous goods certified inspector who also holds a cargo tank inspector certification.

### **Example #22:**

A Level I Inspection on a five-axle truck-tractor and semi-trailer combination. The semi-trailer is a non-DOT specification cargo tank meeting all the requirements of a current and valid DOT-SP (special permit) or Canadian/Mexico equivalent) and is inspected by an inspector who is a hazardous materials/dangerous goods certified inspector who also holds a cargo tank inspector certification.

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### STANDARDS FOR INSPECTOR DECERTIFICATION/DEQUALIFICATION

#### All Certifications, Except Level VI Certification and PBBT Qualification

In the event that an agency identifies inspectors who have failed to maintain certification for a given certification period, that agency shall notify the inspector that he/she shall cease inspection activities until they are recertified by methods identified in this policy.

- If an inspector does not perform the minimum number of inspections within the certification period (12 months), the inspector allows a certification to lapse or fails to successfully demonstrate proficiency in conducting inspections, the inspector shall be decertified.
- Failing any exam or failing to successfully demonstrate proficiency in the specific course material requires the inspector to successfully re-test or repeat the course that was failed. A successful re-test of any certification exam is achievement of at least the minimum passing grade established in this Operational Policy.

Inspectors who have not maintained certification because of illness, injury or other special circumstance may be granted an extension of time, beyond the annual deadline, to achieve certification. The extension will be no longer than three months beyond the annual certification deadline. The certification may be accomplished by performing the required inspections necessary to achieve certification. Refresher training in regulatory or policy changes will be conducted as needed.

Inspectors whose return to duty is beyond the **three-month** extension will be required to challenge and pass the required certification exams. Additionally, the inspector shall complete the specified number of inspections with a certified inspector, for each discipline. These inspections should be completed as soon as practicable, but no later than **six months** after passing the written exam(s). Inspections may be overlapped to fulfill the requirements of multiple disciplines with a single inspection. Refresher training in regulatory or policy changes will be conducted as needed.

At any time, a de-certified inspector may regain certification, by challenging the applicable exam(s) for the certification(s) sought, except for the North American Standard Level VI Inspection certification or PBBT qualification. A successful challenge is when the inspector achieves the passing grade established in this Operational Policy for the applicable exam(s) taken. Additionally, the inspector shall complete the specified number of inspections with a certified inspector, for each discipline. These inspections should be completed as soon as practicable, but no later than **six months** after passing the written exam(s). Inspections may be overlapped to fulfill the requirements of multiple disciplines with a single inspection. In cases where the inspector challenges the applicable exam(s) and is unsuccessful, the inspector shall take all applicable courses to regain certification.

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### Level VI Certifications

Any Level VI inspector that fails to complete the certification maintenance requirements will be decertified from conducting Level VI Inspections by the director of the North American Standard Level VI Inspection Program. To become re-certified, the inspector shall attend and successfully complete the CVSA-approved North American Standard Level VI Inspection for Transuranic Waste and Highway Route Controlled Quantities (HRCQ) of Radioactive Material Inspection Course.

All Level VI inspection recertification training must be conducted by a current CVSA national Level VI instructor or an instructor that has attended a CVSA Level VI Train-the-Trainer Course within 24 months prior to conducting required training. Training records identifying the location of the training, attendees and the date of training must be forwarded to the director of the North American Standard Level VI Inspection Program immediately upon completion of the required recertification training.

Member jurisdictions may elect to break the training into shorter segments and present the required recertification training on a more frequent basis; however, the content of the training must cover specific content identified by the director of the North American Standard Level VI Inspection Program. Member jurisdictions may add training elements deemed necessary or appropriate to address their needs.

### PBBT Qualification

Any PBBT qualified operator/inspector that fails to complete the qualification maintenance requirements as of Oct. 1, 2019, must not operate a PBBT. To requalify, the operator/inspector shall attend and successfully complete the CVSA-approved North American Standard Inspection PBBT Test Procedures and Guidelines for Use in Enforcement Course.