



Conveyance Inspection Procedures and Sealing Process

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Objectives

- Systematic 17-point conveyance inspection process
- Identifying security breaches
- Sealing Criteria
- Seal inspection procedures



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17-Point Truck & Trailer Inspection



1. Bumper
2. Engine
3. Tires (truck & trailer)
4. Floor (inside truck)
5. Fuel Tanks
6. Cab/ Storage Compartments
7. Air Tanks
8. Drive Shafts
9. Fifth Wheel
10. Outside/ Undercarriage
11. Floor (inside)
12. Outside/ Inside Doors
13. Side Walls
14. Ceiling/ Roof
15. Front Wall
16. Refrigeration Unit
17. Exhaust



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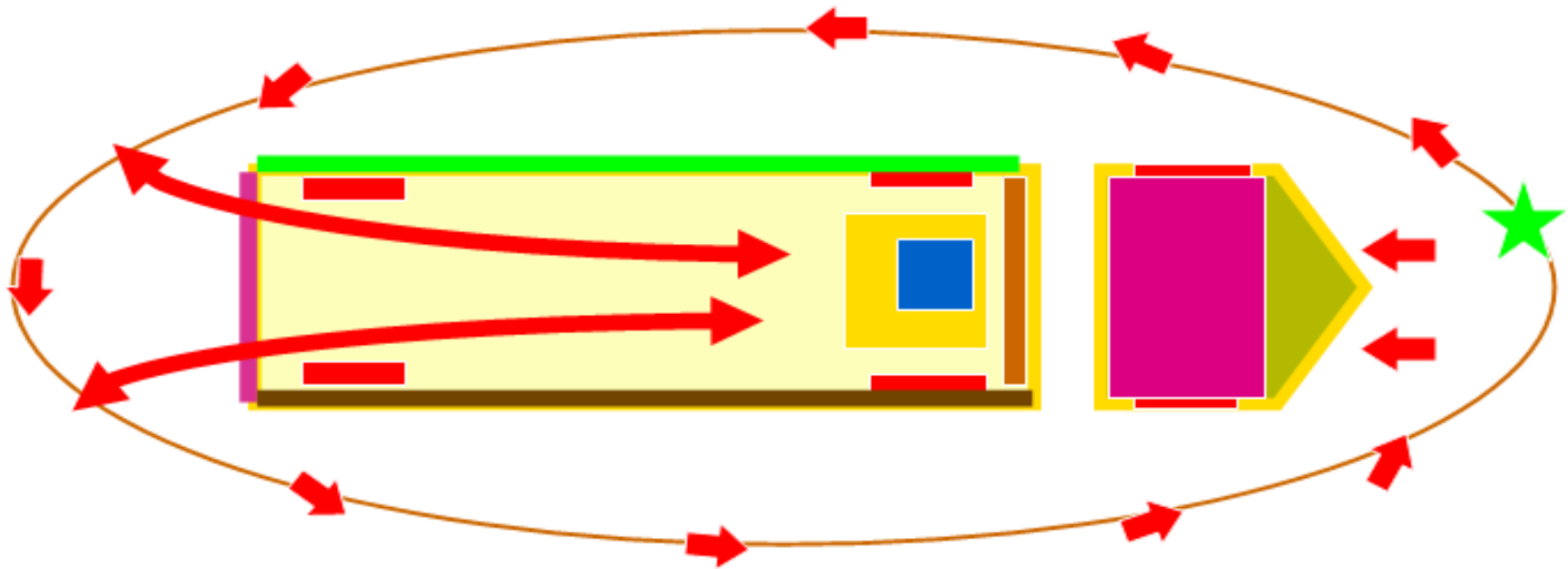


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Conduct a Systematic Inspection

Begin and end your inspection at the same point every time.



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Bumpers



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Engine Area



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Tires



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Tires

- Recently Mounted
- Tampered Bolts
- Water Streaks



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Floor



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Fuel Tanks/Battery Box



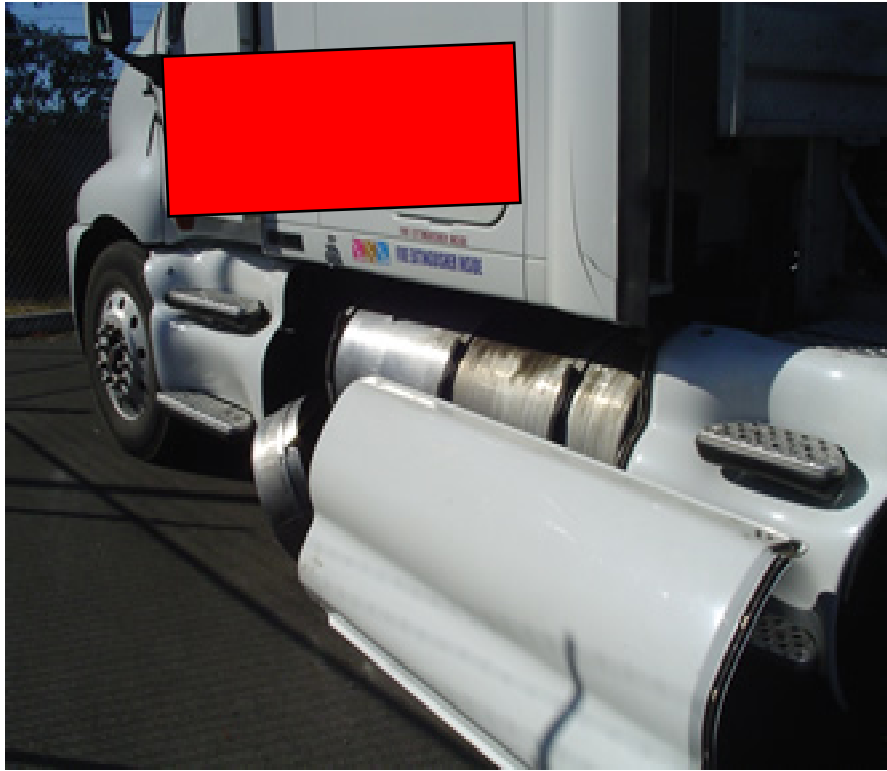
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Fuel Tank Compartment



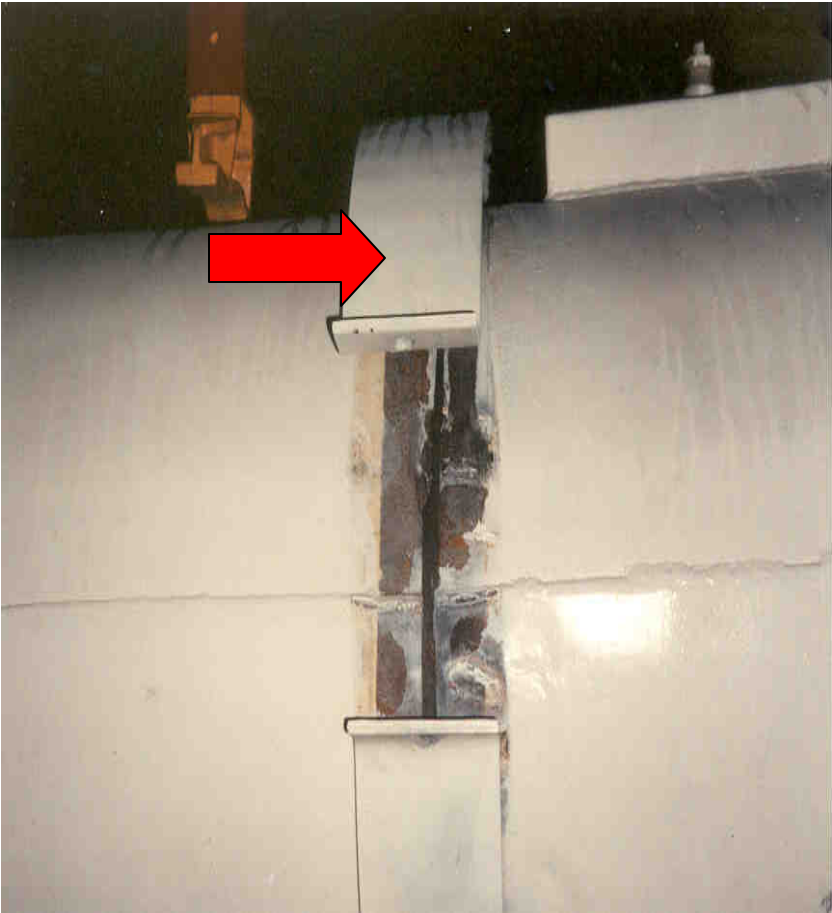
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Fuel Tank



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Cab/Sleeper



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Storage Compartment



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Air Tanks



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Drive Shaft



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Fifth Wheel Area



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False Floor in Fifth Wheel



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Fifth Wheel Area



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Outside Undercarriage



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False Floor



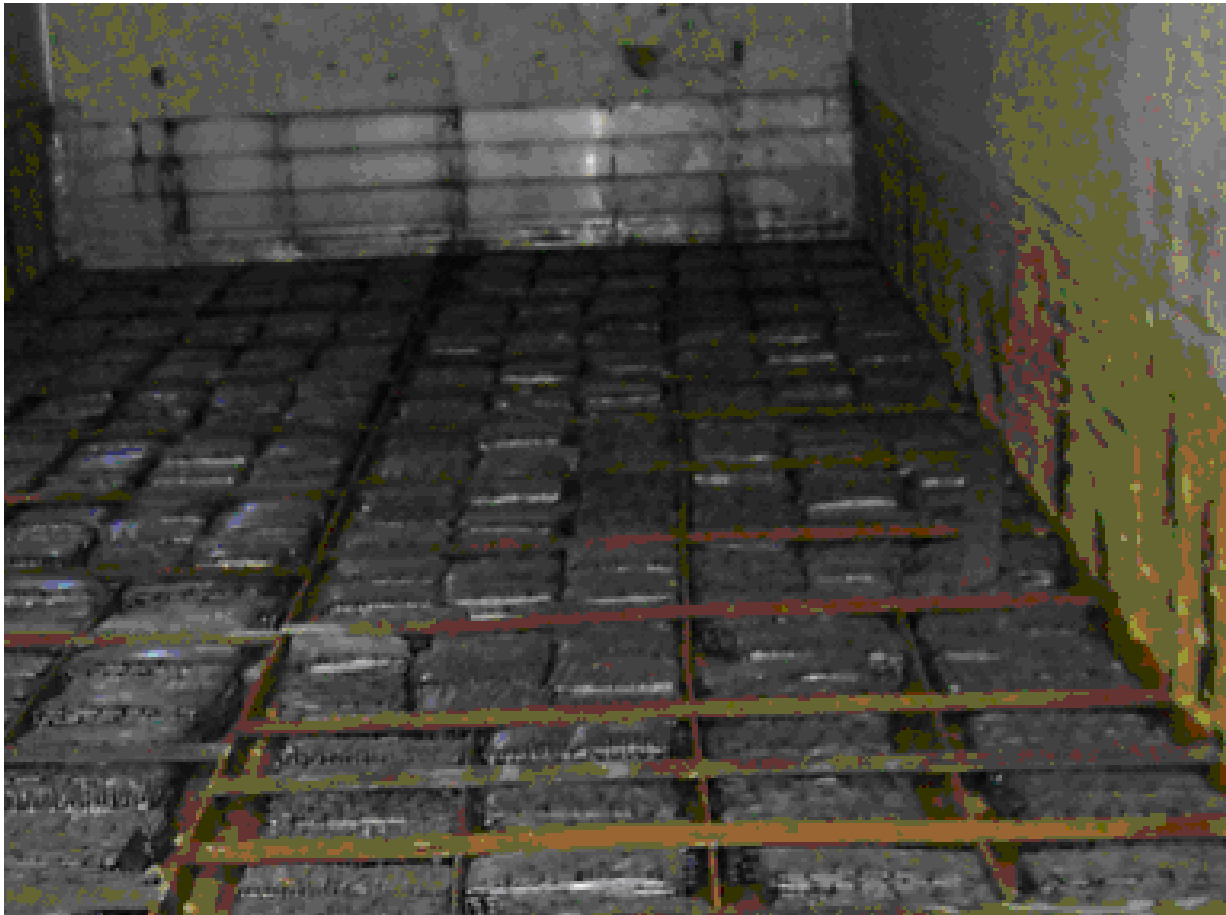
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False Floor in Trailer



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Floor Compartment



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The Doors



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Check Hinges



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Side Wall Compartments



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Side Walls



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Side Wall Kick Panel



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Ceiling/Roof



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Roof Compartments



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Roof Compartments



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Front Wall Compartments



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Dry Box – Front Wall



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Contraband in False Wall



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Refrigeration Unit



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Exhaust/ Air Deflector



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Procedures for a Sealed Container

- Conduct a systematic 7-point inspection
- Verify the trailer/container integrity prior to leaving the yard and any stop while in transit to the border.
- Verify the seal number and seal integrity



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7-Point Inspection

Be systematic



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C-TPAT Criteria...

Container Security (Importer):

- Container integrity must be maintained to protect against the introduction of unauthorized material and/or persons.
- At point of stuffing, procedures must be in place to properly seal and maintain the integrity of the shipping containers.
- A high security seal must be affixed to all loaded containers bound for the U.S.
- All seals must meet or exceed the current ISO/PAS 17712 standards for “high security” seals.



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C-TPAT Criteria...

Container Security (Highway Carrier):

- When transporting a container or trailer for a C-TPAT importer, a high security seal that meets or exceed the current ISO PAS 17712 standards for high security seals must be utilized.

Trailer Seals (Highway Carrier):

- The sealing of trailers, to include continuous seal integrity, are crucial elements of a secure supply chain, and remains a critical part of a carrier's commitment to C-TPAT. A high security seal must be affixed to all loaded trailers bound for the U.S. All seals must meet or exceed the current ISO PAS 17712 standards for high security seals.



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So How Do We Know...

- Look for the “H” stamped on the seal:

Bottom of the locking body



Top of the steel bolt or rod



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C-TPAT Criteria...

Seal Affixing Process:

- Only designated, authorized employees must distribute and affix container seals for integrity purposes. The fewer people who have access to seal(s), the better!
- Unauthorized employees must never handle container seals!



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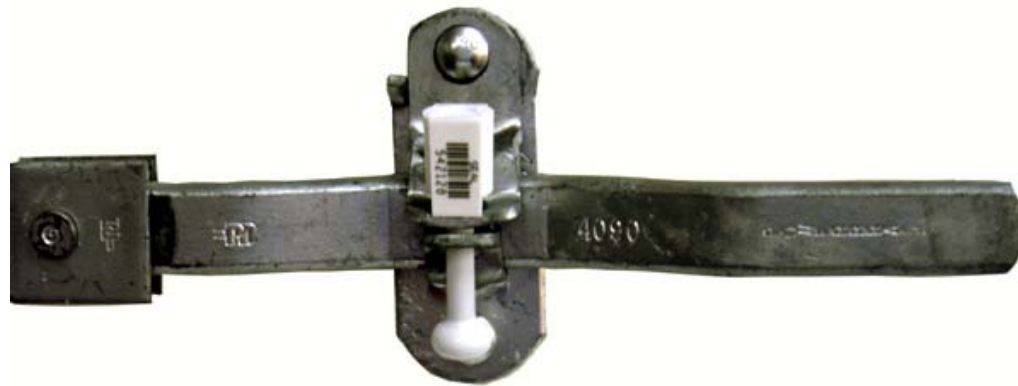


Container/ Trailer Seals...

Affix
Seal

Seal Affixing Process:

- Seals should be affixed to the right door of the container/ trailer on the hasp that has the welded rivet. This practice will raise the level of security for the shipment.
- After the seal is affixed to the container, an authorized employee should make sure that the seal is secure by pulling down on it.



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Container/ Trailer Seals...

Affix
Seal

Outside Doors:



Detachable or loose bolts can allow access inside container



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Container/ Trailer Seals...

Affix
Seal



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Container/ Trailer Seals...

Affix Seal

Outside Doors:



Detachable or loose bolts can allow access inside container



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Improper Door Hardware



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Container/ Trailer Seals...

Affix Seal



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Seal Inspection

Seal Verification and Inspection Process:

- V** View seal & container locking hardware
- V** Verify seal number
- T** Tug on seal to make sure it's on right
- T** Twist & turn seal to make sure it doesn't unscrew



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Seal Inspection...

View
Seal

Seal Verification and Inspection Process:

- View seal & container locking mechanisms. Excessive damage to the seal or locking mechanisms must be reported to a Supervisor before opening the container.



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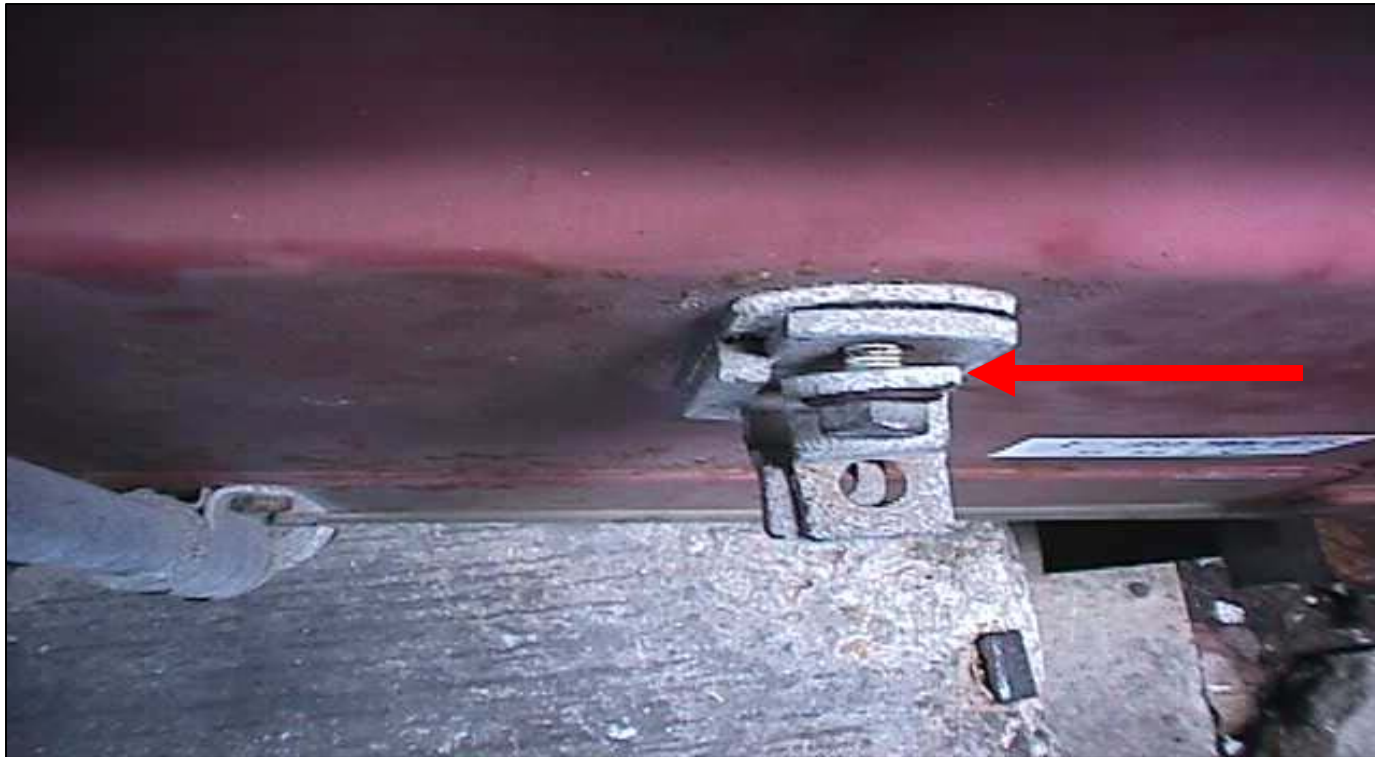


Seal Inspection...

View
Seal

Seal Verification and Inspection Process:

- View seal & container locking mechanisms.



Look for loose bolt and hasp



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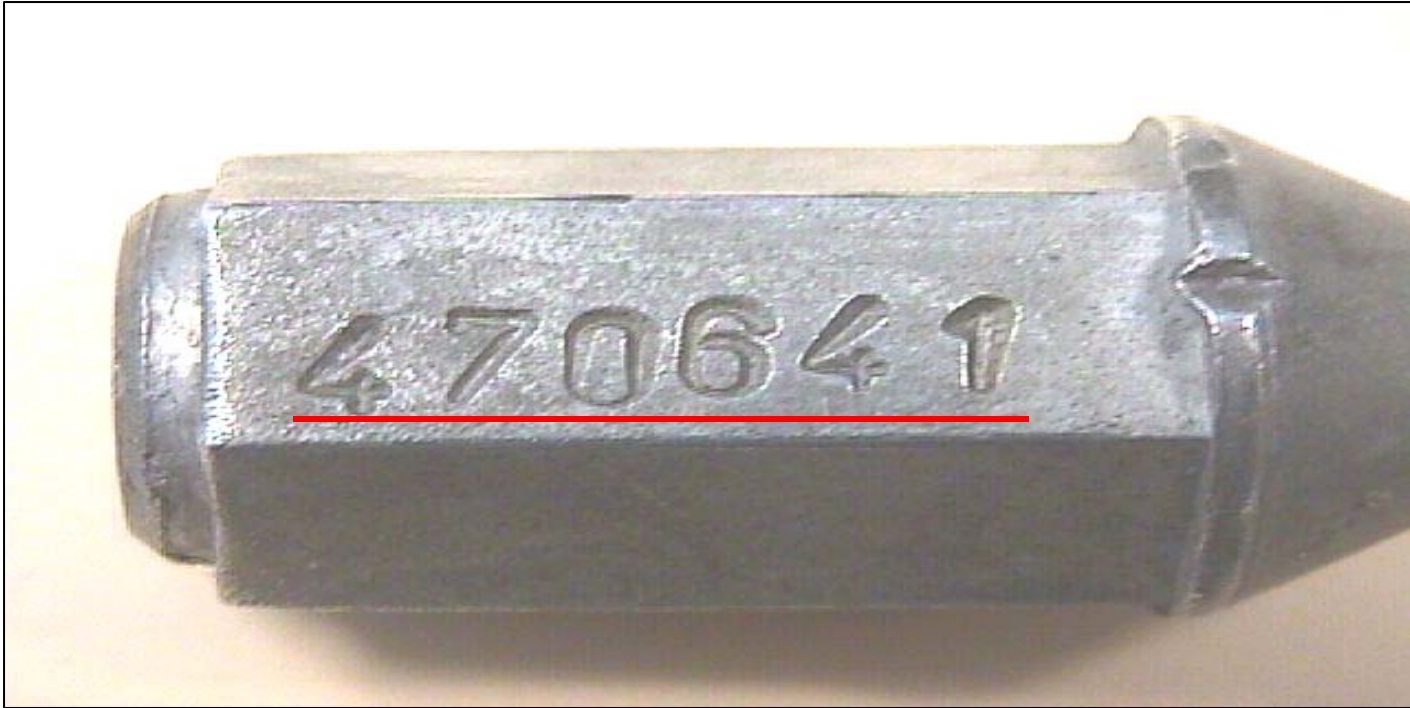


Seal Inspection...

Verify
Seal

Seal Verification and Inspection Process:

- Verify seal number for accuracy.



Seal number manifested matched paperwork.



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Seal Inspection...

Tug
Seal

Seal Verification and Inspection Process:

- Tug on seal to make sure it is affixed properly. Seals that come apart must be reported to a Supervisor before opening the container. Human error might cause this to happen, or the container might have contraband inside!



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Seal Inspection...

Seal Verification and Inspection Process:

- Tug on seal to make sure it is affixed properly.



Seal stem is bent. Seal does not lock properly.



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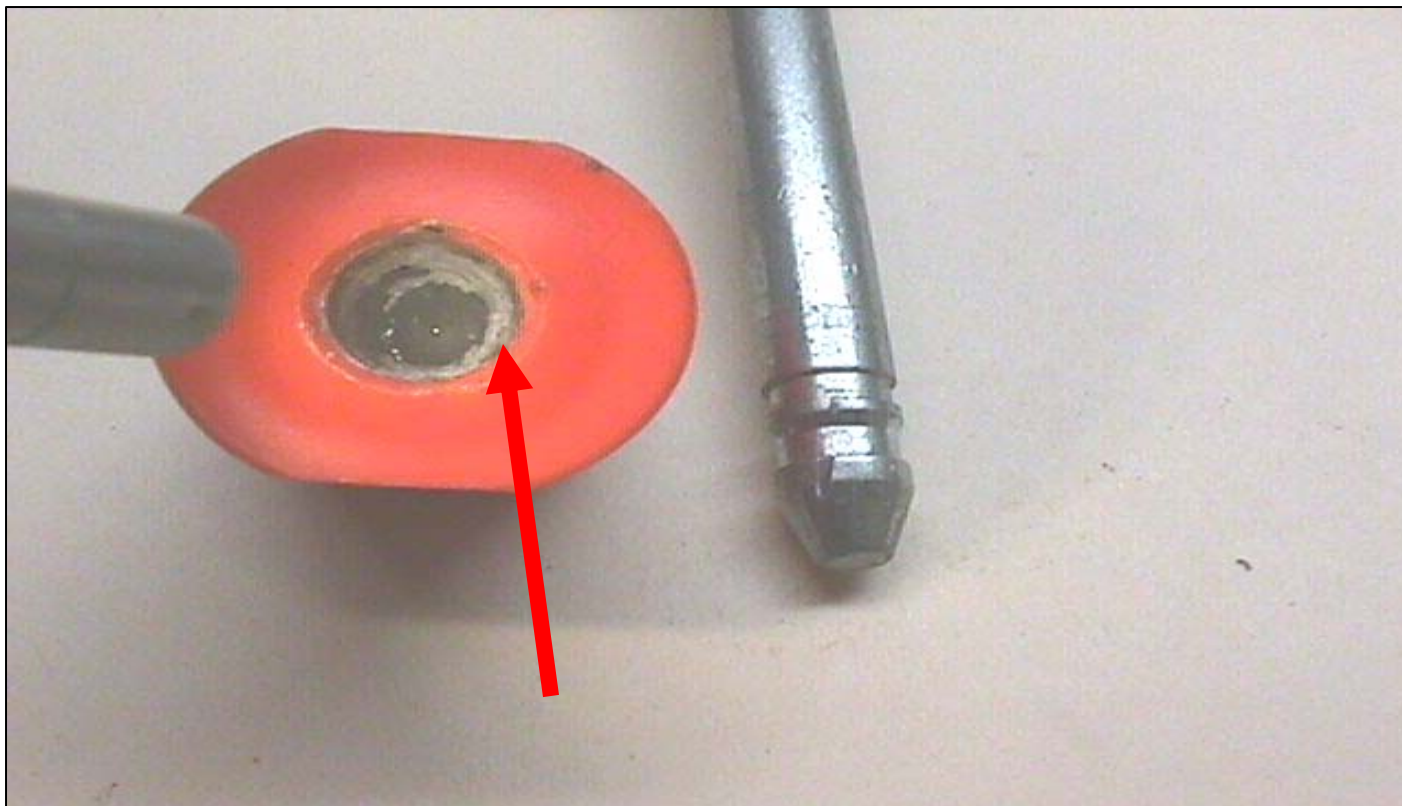
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Seal Inspection...

Seal Verification and Inspection Process:

- Tug on seal to make sure it is affixed properly.



Glue inside locking mechanism. Seal does not lock properly.



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Seal Inspection...

Twist
Seal

Seal Verification and Inspection Process:

- Twist & Turn seal to make sure it does not come off.
- If a Seal is threaded, it can be unscrewed to gain access.
- These altered seals are reusable throughout the supply chain for multiple attacks!



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Seal Inspection...

Twist
Seal

Seal Verification and Inspection Process:

- Twist & Turn seal to make sure it does not unscrew.



Twist counter-clockwise to unscrew.



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Seal Inspection...

Twist
Seal

Seal Verification and Inspection Process:

- Twist & Turn seal to make sure it does not unscrew.



Multiple tampered seals.



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Evidence is Always Present

- Visual indications that an area has been disturbed or altered
- Recognition of normal factory construction, normal oxidation, and dirt accumulation from road use.



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Inspection Points

- Scratches
- Burn/Weld Marks
- Tampered Bolts/Rivets
- Fresh Grease
- Fresh Paint
- Silicone
- Fiberglass Patchwork
- Odor Masking Substances
- After Market Modifications



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Summary

- **Establish an inspection process that fits your fleet.**
- **Train your drivers on how to conduct an inspection and verify the seals.**
- **Management should follow up to ensure drivers are following the established inspection procedures.**
- **Report all suspicious activity to the appropriate law enforcement agency.**



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Questions?

Contact your assigned SCSS via phone, portal, or email

industry.partnership@dhs.gov



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