VEHICLE SPECIFICATIONS
Vehicles in operation on this contract must be equipped with a load restraint system meeting the specifications in this attachment. The load restraint system is to be utilized to prevent the fore, aft and sideways movement of containers and other mail transport equipment.

1. Vehicle Minimum Dimensions

Vehicles must have a minimum inside width of 90 inches and a minimum rear cargo door access height of 74 inches. Vehicles operating into BMC facilities must have an inside floor height of 50 inches, plus or minus 2 inches. Vehicles not within minimum dimension criteria are not acceptable.

2. Load Restraint System

The load restraint system consists of two sets of (4 rails) of steel horizontal load retainer rails installed on the interior side walls of the cargo area, two permanent bars at the nose, and a specified number of two (2) piece web-type strap assemblies to secure the cargo.

In situations where containers and pouched/sacked mail are loaded, additional web-type strap assemblies are required to restrain the container's forward and back motion.

3. Cargo Control Equipment

Retainer Rails

The contractor will be required to furnish vehicle(s) equipped with horizontal load retainer rails, series E (Aeroquip Series "E" System, Part Number 43002, or Ancra Part Number 40837-10, or equivalent); fabricated from a minimum of 12-gauge steel with a minimum yield strength of 45,000 PSI. The horizontal retainer rails will run the full length of both interior side walls of the vehicle(s). One set of rails will be mounted 26" from the bottom of the rail to the floor. Another set of rails will be mounted 60" from the bottom of the rail to the floor. Additionally, two flanged reinforcing steel hat section bars (minimum 2" deep by 5" wide, 12-gauge steel) shall be permanently installed across the front nose of the cargo compartment and welded to each set of horizontal retainer rails. Welding to retainer rails is not required if the cargo box design has rounded front corners.

All rails and hat sections shall be fastened to every vertical post on both top and bottom flanges. Fastening shall be welding, riveting, bolting, or equivalent. Welding will be at least 1.5 inches long on both top and bottom flanges. Riveting or other fastening will use at least 4 fasteners at each vertical post.

On new vehicles, horizontal retainer rails shall be installed before installation of the interior
lining referenced in the contract specifications. After rail installation is complete, interior lining is to be installed over the top and bottom flanges of the rail to achieve a flush even appearance.

On existing vehicles, horizontal retainer rails shall be installed on top of the interior linings by riveting, or other fastening, through the interior lining into each vertical post. Do not remove interior lining to install rails.

Retaining Rail Requirements for Renewed Contracts

For vehicles that were in operation on this contract and in compliance with applicable load restraint requirements on November 28, 1990, the previously-required single set of retainer rails may continue to be used without relocation to the 26-inch height requirement for successive renewal periods, or until the equipment is replaced for any reason. All other requirements of this attachment apply, including the installation of a second set of retainer rails, which must be positioned 60 inches from the rail bottom to the floor.

Web-Strap Assemblies

Each assembly will have an overall length of 12'. One end assembly will be a fixed length of approximately 5' and will consist of web strapping, a corner protector, an end fitting and a quick-connect flat hook. One end (adjustable, roller end) assembly will consist of a corner protector, an end fitting, a ratchet assembly, and web strapping sewn at the ratchet end with a loop to make it captive of the ratchet. The minimum breaking strength of each two-piece strap assembly will be 3000 pounds. A wide-handle type ratchet (e.g., Ancra PN 44567-10, or USPS PN 47534-10) is suggested as the preferred ratchet style.

Specific questions in regard to your required modifications should be directed to the Contracting Officer at the issuing Distribution Networks (DN) office.
Load Restraint System
Diagrams

"E" Track Location (Front View)

Vehicle Roof

6" Soffit Liner

Vertical Post behind Plywood (typical)

"E" Track

Fasteners (typical)

26" Soffit Liner

26"

Vehicle Floor

"E" Track Location
(Side View)

Vehicle Roof

Plywood Lining

'"E" Track

Fasteners

5" Soffit Liner Area

Vehicle Floor

Vertical Post Outer Skin

6" Soffit Liner Area

26"

Permanent Hat Type Shoring
Bars in Nose

(2 required, same height as "E" track.)

Fastener

12-Gauge Steel

1 1/8"

2 3/4"

1 1/8"

Front Wall

Revised 11/96
Instructions for Positioning Restraining Straps on "E" Track

Each end of the restraining strap should be connected into the "E" track at least one foot back of the edge of the container(s) being restrained. Properly position two restraining straps (one for each set of "E" tracks) approximately every 10 feet to prevent fore, aft, and sideways movement of the load.

Diagram 1
Container Restraint (Solid Load)

Nose

Minimum 12'
"E" Track
Restraining Straps

Minimum 12'
"E" Track
Restraining Straps

Revised 11/96
Instructions for Positioning Restraining Straps on "E" Track

Each end of the restraining strap should be connected into the "E" track at least one foot back of the edge of the container(s) being restrained. Properly position two restraining straps (one for each set of "E" tracks) approximately every 10 feet to prevent fore, aft, and sideways movement of the load.

Diagram 2
Container Restraint
(Mixed Load)

Door

Sacks, Hampers, Pallets

Restraining Straps

Container

Container

Container

Container

Container

Container

Minimum 12"

"E" Track

Minimum 12"

Minimum 12"
Strap Assemblies

Strap Assemblies will be similar to the Aeroquip Ancra units below. Each assembly will have an overall length of 12'. One end assembly will be a fixed length of approximately 5' and will consist of web strapping, a corner protector, an end fitting and a quick-connect hook. One end assembly will consist of a corner protector, an end fitting, a ratchet assembly and web strapping sewn at the ratchet end with a loop to make it captive of the ratchet. The minimum strength of each two-piece strap assembly will be 3000 pounds.

FE13310A 144-048
M 5 Buckle with 43020-2
End Fittings, 12 ft.
Rated strength, 4,500 lbs.
in FE702 Track

OR

Series E/A Ratchet Assembly
With 2 in. Ancra Ratchet Buckle and durable 2 in. Polyester Webbing, this教导 assembly is widely used for auto transport.
Part No: 5N8H6H-48-144P2
Standard length: 12 ft.

Typical Hook Units and Use

<table>
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<th>Part Number</th>
<th>Series</th>
<th>Strength Rating</th>
<th>Wgt.</th>
<th>Each</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<td>43.7</td>
<td>12.7</td>
<td>57.2</td>
<td>4.8</td>
<td></td>
</tr>
</tbody>
</table>

2' Flat Hook
Rated capacity: 6,700 lbs.

Part Number - SFH06

Typical Corner Protector Units

12' Reinforced rubber for 2", 3", or 4" webbing.

Protective Sleeve

End loop sewn to form captive webbing

Typical End-Fitting Units

FE3029-1
Series E Spring Lock End Fitting
(3,500 lbs in FE702 Track)

43020-1 Series A and E 3-Piece End Fitting
43020-2 Series A and E Heavy-Duty End Fitting

Revised 11/96
Vehicles in operation on this contract must be equipped with a load restraint system and stake pockets meeting the specifications in this attachment. The load restraint system is to be utilized to prevent the fore, aft, and sideways movement of containers and other mail transport equipment.

1. Vehicle Minimum Dimensions

Vehicles must have a minimum inside width of 90 inches and a minimum rear cargo door access height of 74 inches. Vehicles operating into BMC facilities must have an inside floor height of 50 inches, plus or minus 2 inches. Vehicles not within minimum dimension criteria are not acceptable.

2. Load Restraint System

The load restraint system consists of two sets of (4 rails) of steel horizontal load retainer rails installed on the interior side walls of the cargo area, two permanent bars at the nose, and a specified number of two (2) piece web-type strap assemblies to secure the cargo.

In situations where containers and pouched/sacked mail are loaded, additional web-type strap assemblies are required to restrain the container's forward and back motion.

3. Cargo Control Equipment

Retainer Rails

The contractor will be required to furnish vehicle(s) equipped with horizontal load retainer rails, series E (Aeroquip Series "E" System, Part Number 43002, or Ancra Part Number 40837-10, or equivalent); fabricated from a minimum of 12-gauge steel with a minimum yield strength of 45,000 PSI. The horizontal retainer rails will run the full length of both interior side walls of the vehicle(s). One set of rails will be mounted 26" from the bottom of the rail to the floor. Another set of rails will be mounted 60" from the bottom of the rail to the floor. Additionally, two flanged reinforcing steel hat section bars (minimum 2" deep by 5" wide, 12-gauge steel) shall be permanently installed across the front nose of the cargo compartment and welded to each set of horizontal retainer rails. Welding to retainer rails is not required if the cargo box design has rounded front corners.

All rails and hat sections shall be fastened to every vertical post on both top and bottom flanges. Fastening shall be welding, riveting, bolting, or equivalent. Welding will be at least 1.5 inches long on both top and bottom flanges. Riveting or other fastening will use at least 4 fasteners at each vertical post.
On new vehicles, horizontal retainer rails shall be installed before installation of the interior lining referenced in the contract specifications. After rail installation is complete, interior lining is to be installed over the top and bottom flanges of the rail to achieve a flush even appearance.

On existing vehicles, horizontal retainer rails shall be installed on top of the interior linings by riveting, or other fastening, through the interior lining into each vertical post. Do not remove interior lining to install rails.

Retaining Rail Requirements for Renewed Contracts

For vehicles that were in operation on this contract and in compliance with applicable load restraint requirements on November 28, 1990, the previously-required single set of retainer rails may continue to be used without relocation to the 26-inch height requirement for successive renewal periods, or until the equipment is replaced for any reason. All other requirements of this attachment apply, including the installation of a second set of retainer rails, which must be positioned 60 inches from the rail bottom to the floor.

Web-Strap Assemblies

Each assembly will have an overall length of 12'. One end assembly will be a fixed length of approximately 5' and will consist of web strapping, a corner protector, an end fitting and a quick-connect flat hook. One end (adjustable, roller end) assembly will consist of a corner protector, an end fitting, a ratchet assembly, and web strapping sewn at the ratchet end with a loop to make it captive of the ratchet. The minimum breaking strength of each two-piece strap assembly will be 3000 pounds. A wide-handle type ratchet (e.g., Ancra PN 44567-10, or USPS PN 47534-10) is suggested as the preferred ratchet style.

Specific questions in regard to your required modifications should be directed to the Contracting Officer at the issuing Distribution Networks (DN) office.
Load Restraint System Diagrams

"E" Track Location (Front View)

Vehicle Roof

6" Scuff Liner

Vertical Post behind P', wood (typical)

"E" Track

Fasteners (typical)

26" Scuff Liner

26'

Vehicle Floor

"E" Track Location (Side View)

Vehicle Roof

Plywood Lining

"E" Track

Fasteners

Vehicle Floor

Vertical Post

Outer Skin

6" Scuff Liner Area

60'

25'

Permanent Hat Type Shoring Bars in Nose
(2 required, same height as "E" track.)

Fastener

12-Gauge Steel

11/8'

2 3/4'

2'

Front Wall

Revised 11/96
Stake Pocket Installation Instructions

After installation of the horizontal load restraint system rails (E-track) and hat section, install 1-inch diameter prefabricated stake pockets in the cargo body or trailer in accordance with the following instructions. Prefabricated stake pockets are sold by trailer and truck body dealers:

1. Establish reference line A on floor in the same plane as the rear vertical face of the installed permanent hat section. See diagram.
2. Strike longitudinal centerline B on the floor along the entire length of the cargo body.
3. Measure 23 inches on each side of centerline B and strike two additional lines C and D the length of the cargo body, parallel to centerline B.
4. With rear cargo door closed, strike line E the width of the cargo body 3 inches forward of the inside face of the door.
5. When the distance between the last row if stake pockets and line E is less than 62 inches, but greater than 48 inches, install one additional stake pocket on either line C or D, 24 inches from the last pocket. This stake pocket will accommodate transverse loading of a single container.
6. Starting from reference line A and working toward the rear of the vehicle, mark stake pocket hole centers on lines C and D the entire length of the vehicle. The first hole centers are to be marked 60 inches from line A, with succeeding holes centers marked at 62-inch intervals.
7. On the marked hole centers, drill holes through the cargo floor to accept the pipe portion of the stake pockets. See diagram. Stake pockets shall have 1-inch diameter pockets capable of accepting a 7/8-inch round steel stake to a depth of not less than 2.5 inches.
8. Stake pockets located in the wooden portion of the cargo floor must be recessed into the floor to provide a flush even fit.
9. Fasten stake pockets to floor using flat-head bolts or screws.
Stake Pocket Locations

Cargo Floor - Top View

Nose

60
D

23

B

23

C

52
52
52
52
24

Rear Door

Line A

Permanent Bar Hat Section

Stake Pocket Hole Center

Line E

Side View

60
62
62
62
62
62
62
24

Line E

Line A

Permanent Shoring Bar Hat Section

48'-62'
Stake Pocket

1/2" RADIUS TYPICAL

1" Dia.

1/2" TYP

± .060

.281 Diameter Hole Thru, 82°
CSK .507 diameter .153
Deep near side 4-Places

A - A

1 ea 1" STD PIPE 6" LG., STL
REF TRUCK &/OR TRAILER LAMINATED OAK FLOOR
4 ea 1/4" FLAT PLAIN WASHER
4 ea 1/4" HELICAL SPRING LOCK WASHER
4 ea 1/4" MACHINE SCREW NUT
4 ea 1/4" x 1 3/4" SLOTTED FLAT HEAD MACHINE SCREW
1 ea 3" x 3" x 1/4" FLAT PLATE STEEL SAE 1010-1020

QTY REQD NOMENCLATURE OR DESCRIPTION
7 6 5 4 3 2 1

Revised 11/96
SPECIFICATION C
VEHICLE IDENTIFICATION

Specification “C”
Vehicle Identification

Vehicle Numbering
All straight truck-and-trailer type vehicles must be identified by vehicle numbers assigned by the appropriate Postal Service Division Office. Numerals will be in a contrasting color, 12 inches high, and mounted in five locations: front, rear, both sides, and inside-left rear of cargo compartment. See above diagrams for locations where the vehicle number must be painted or stenciled with a weather resistant, highly-visible paint.
Termini and HCR #
Must be painted/stenciled (same as above), only the lettering/numbering will be at least 6 inches high.

Revised 11/96
Specification "D"
Door Savers for Trucks and Trailers

Straight body trucks and trailers in operation on this contract must each be equipped with a door saver type shorting bar attached to the rear door as described below. Door savers are required in addition to other specified load restraint systems.

Door Saver Bars
1. Door saver bars must be constructed of heavy duty aluminum or steel square tubing.
2. With door in locked position, place centerline of door saver bar as close as possible to centerline of third door panel. Mark, drill and fasten bar to rear door, making sure that bar is level.
3. With load bar mounted and door still in locked position, place steel catches on side wall and mark location.
4. Weld or fasten steel catch to inside of wall by either welding or bolting through side wall.
5. Adjust ends of bar to engage catches.
6. Additional tension may be required on counter balance spring due to added weight of bar.

Heavy-Duty Steel Catch
Adjustable for Width Variances

Outside Surface of Door

Inside View of Door

Top View

Side View

Safety Stripped

12 Fasteners

Outside Surface of Door
SPECIFICATION E
FORK LIFT PLATES

Specification "E"
Forklift Plates

Straight body trucks and trailers in operation on this contract must be equipped with forklift plates attached to the exterior of the rear door as described below.

Forklift Plate Specification

Each forklift plate must be constructed of 1/4 inch steel measuring 6 x 16 inches (minimum). A 1 x 16 steel lip must be welded at a right angle to the top of edge of the plate to form a 1-inch lip or flange which can be utilized by forklifts to raise jammed doors.

Locate the edge of the first plate 7 inches to the left of the vertical centerline of the door. Locate the edge of the second plate 7 inches to the right of the vertical centerline of the door. The 1-inch flange is to be located at the top.

Fasten both plates to the bottom door panel with 8 (minimum) bolts or rivets. Finish with rust-preventive paint to match rear door color.

Revised 11/96
1. Function
The trailer bar code will uniquely identify each trailer. Trailer bar codes will be applied to all Highway Contract Route vehicles (Postal owned and Postal leased) that provide transportation to and from Surface Visibility sites.

2. Specifications
The Specification section has been divided into two parts, Label Specification and Label Placement. The Label Specification section will provide details on the bar code content, symbology, and paper type. The Label Placement section will provide diagrams regarding the placement of bar codes.

2.1 Label Specification
The trailer bar code is a unique 15-digit numeric bar code that will be permanently adhered to the inner walls and outside door of trailers and cargo vans.

The trailer bar code will be made of polyester laminate and will be self adhesive. The composition of the tag has been environmentally designed to meet outdoor use.

The dimensions are 3 inches high and 6.5 inches wide.
The bar code numbers will be printed directly below the bar code.

### 2.2 Label Placement

A unique set of three bar codes will be applied to each trailer:

- **Internal** - Two bar codes will be located 8 inches from the trailer door track (inside), 54 inches up from the trailer bed (one on each side).
- **External** - The center of the rear door 28 inches from the bottom of the door.

<table>
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<th>Field Description</th>
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<td>12</td>
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<td>0-9</td>
<td>Numbers</td>
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</tbody>
</table>

The bar code numbers will be printed directly below the bar code.
3. **Implementation**

3.1 **Procurement**
Preprinted trailer bar codes, in sets of three, will be procured by Headquarters, Logistics Systems.

3.2 **Delivery and Distribution**
USPS Surface Visibility sites will be responsible for installing bar codes on HCR suppliers’ trailers.

The bar code vendor will produce three copies of each unique bar code and will package sets to be shipped to both the Topeka MDC and the Surface Visibility Integrator.

4. **Maintenance**
If the trailer has only one or no readable bar code on it, the local Surface Visibility site will apply a new bar code set to the trailer.
STANDARD OPERATING PROCEDURE FOR
VEHICLE INSPECTION BY LAW ENFORCEMENT
OFFICIALS

REISSUED: 10-14-2003
Standard Operating Procedure

Background

Heightened security concerns have resulted in increased occurrences of law enforcement inspections of cargo areas of mail hauling vehicles. For vehicles under the seal program, this requires law enforcement officials (local, state and federal) to cut postal seals to view the cargo area, subsequently imposing potential risks to the security and sanctity of the mail, particularly Registered Mail.

Purpose

To protect the security and sanctity of the mails, the purpose of this Standard Operating Procedure (SOP) is to set forth national policy, procedures, and instructions for Highway Contract, Rail and Postal Vehicle Service (PVS) drivers operating USPS authorized mail hauling vehicles subject to inspections by law enforcement officials.

Objective

To provide clear and concise national procedures and instructions for documenting in-transit security inspections by law enforcement officials to postal management and Highway Contract, Rail and PVS drivers.

Procedures

Postal Service, Highway Contract, and Rail drivers should be aware of the possibility of a security check of the vehicle cargo area by a local, state, and/or federal law enforcement official. If this occurs, after the identity of the law enforcement officer making the request has been verified by the display of an appropriate law enforcement badge and identification, proceed as follows:

OPERATOR/DRIVER

A. Non-sealed vehicle

Postal Vehicle Service (PVS) and Highway Contract drivers who are not in the seal program must comply with law enforcement instructions to open the cargo areas for inspection and follow the instructions below:

1. Document the inspection of the cargo areas by law enforcement officials by using the attached U.S. Postal Service Seal Removal Authorization Form. This form is required for the documentation of the officer’s name, agency or department, department contact phone number and badge number.

2. Upon arrival at the destinating facility:
   - Immediately notify the dock supervisor that the vehicle cargo area has been inspected by law enforcement official(s).
• Provide the dock supervisor with the completed U.S. Postal Service Seal Removal Authorization Form. (Driver will be provided a copy of the submitted form upon request.)

• Provide additional notification to respective person(s) below as appropriate:
  o Highway Contract – Administrative Official
  o Rail – Transportation Manager – Destination Office
  o Postal Vehicle Service – Immediate Supervisor

B. Sealed Vehicle

If a numbered seal is removed for inspection of the cargo area the driver is required to follow the instructions below:

1. Immediately notify Postal Management and the appropriate person below:
   • Highway Contract – Administrative Official
   • Rail – Transportation Manager – Destination Office
   • Postal Vehicle Service – Immediate Supervisor

2. Inform the law enforcement officer that the cargo area was loaded and sealed by postal employees at the originating facility.

3. Document the removal of the seal using the attached U.S. Postal Service Seal Removal Authorization Form. This form is required for the documentation of the officer’s name, agency or department, department contact phone number and badge number.

4. Request law enforcement official to re-seal the cargo area and proceed to destinating facility. Some law enforcement officers conducting security checks have been supplied with replacement seals by their departments. If a replacement seal is not available, the contact information for that officer’s department must be recorded on the U.S. Postal Service Seal Removal Authorization Form.

SPECIAL INSTRUCTIONS: WASHINGTON DC, NEW YORK CITY AND AIR MAIL FACILITIES ONLY

Originating offices that will be loading trailers destinating in the Washington DC, New York City and all Air Mail Facilities will be required to include an additional seal inside the cargo area. The 5398-A will identify both seal numbers with the additional seal being attached to the 5398-A. The second seal will ONLY be used in the event of a law enforcement cargo inspection. If the cargo area is not opened for inspection during transit, the destinating office will destroy the unused seal that was attached to the 5398-A. This seal is NOT to be returned to the originating office NOR is it to be placed in the inventory of the destinating for future use.
5. Upon arrival at the destinating facility:
   • Immediately notify the dock supervisor that the seal had been cut for law enforcement inspection.
   • Provide the supervisor with a completed *U.S. Postal Service Seal Removal Authorization Form* and the cut seal. (Driver will be supplied a copy of the form upon his/her request.)

**POSTAL MANAGEMENT**

The appropriate Postal Manager in charge or designee at the destinating facility must do the following:

1. Obtain completed *U.S. Postal Service Seal Removal Authorization Form*, review for completeness, date and initial.

2. Verify that seal removal took place, date and initial PS Form 5398-A.

3. Investigate seal removal to the fullest extent possible.

4. Immediately report/reconfirm seal removal to originating facility, local Manager, Transportation/Networks, or Administrative Official if Highway Contract, by telephone and via email, return receipt,

5. Notify the Postal Inspector-in-Charge for that jurisdiction and Surface Operations at National Headquarters, via phone and email, return receipt.

6. Follow up initial notification/contact (#4 & #5) with complete written report of cargo area inspection.

7. Retain the seal, related forms, written report and any other supporting documentation for contact and further instructions from the Postal Inspection Service.

**CAUTIONARY**

There are justifiable concerns that unauthorized persons may attempt to gain control of postal vehicles for criminal purposes. All postal employees and contractors should be wary of this possibility. Most security inspections will be conducted at established locations such as weigh stations, state entry points, borders, bridges and airports. However, there is a possibility that an in-transit stop of a postal vehicle will be attempted by unmarked law enforcement vehicles. While full cooperation with law enforcement officers is required, additional caution in this circumstance is advised.

**ATTACHMENTS:**

- *U.S. Postal Service Seal Removal Authorization Form (Revised)*
- *Frequently Asked Questions and Concerns*
SOP ORIGINATORS AND CONTACTS:

Manager, Surface Operations
475 L’Enfant Plaza SW Room 7900
Washington DC 20260-7133
202/268-4382 Voice, 202/268-3584 Fax

U.S. Postal Inspection Service
Group 2-Security/Program Manager
475 L’Enfant Plaza SW Room 3301
Washington DC 20260-2186
202-268-3471 Voice
Standard Operating Procedure for
VEHICLE INSPECTION BY LAW ENFORCEMENT OFFICIALS

June 25, 2003

Most Frequently asked Questions and Concerns:

1. As the second seal is part of the originating office’s inventory, if not used what steps need to be taken to return it to inventory? Should it be returned via registered mail? Cut and attached to the 5398A at destination?

   The unused seal should be cut and destroyed after verifying the actual seal number on Form 5398-A.

2. If a replacement seal is not available, the contact information for that officer’s department must be recorded on the U.S. Postal Service Seal Removal Authorization Form. Should this be required even if a replacement seal is available?

   Yes, the U.S. Postal Service Seal Removal Authorization Form must be completed whenever a Federal, state or local law enforcement official breaks a seal to inspect the cargo compartment.

3. There is no indication how many times a driver can be stopped and the cargo compartment searched. Is there a possibility that a driver may be stopped multiple times? If so, would a completed USPS Seal Removal Authorization Form prevent the cargo area from being inspected again?

   No. There is always the possibility of multiple inspections being performed. Showing the completed U.S. Postal Service Seal Removal Authorization Form from the previous inspection may not be sufficient documentation for the law enforcement agency requesting the second inspection. Drivers must allow additional inspections by authorities as requested and complete additional Authorization Forms.

4. Since USPS email addresses are not listed by origin facility, can origin facilities customize the USPS Seal Removal Authorization Form with appropriate contact information?

   Yes, but drivers must notify appropriate Postal Service personnel as required by the Logistics Order.
5. **Are THS sites and International Mail Facilities to be considered as an “AMC” and double sealed?**

   Yes, if they are currently in the Seal Program and are physically located on airport property.

6. **For local highway contracts, would the requirement of their contract to provide a lock for the cargo compartment be sufficient or should these vehicles be sealed also?**

   The local Highway contractors who are not currently in the seal program will only have to adhere to section A (non-sealed vehicles) of the SOP. They will be required to have the law enforcement official conducting the inspection complete the U.S. Postal Service Seal Removal Authorization Form. Locking the cargo compartment is sufficient.

7. **Would the use of rotary locks be practical?**

   No, the current local policies of securing vehicles that are not under the seal program are adequate.

8. **Can you provide the email addresses for the two Headquarters’ groups mentioned in the SOP (Manager, Surface Operations and USPS Inspection Service, Group 2 Security/Program Manager)?**

   The SOP requires a phone call to Surface Operations and the Inspection Service however, as a back up they can email pmonaco@email.usps.gov.

9. **For the Postal Vehicle Service (PVS) would the requirement to provide a lock for the cargo compartment be sufficient or should these vehicles be sealed also?**

   The Postal Vehicle Service (PVS) is not currently in the seal program and will only have to adhere to section A (non-sealed vehicles) of the SOP. They will be required to have the law enforcement official conducting the inspection complete the U.S. Postal Service Seal Removal Authorization Form. Locking the cargo compartment is sufficient.
10. Do the “Special Instructions” under the SOP apply to all Air Mail facilities or just the facilities in Washington DC and New York City?

The special instructions for a double seal apply to all Air Mail Facilities, the facilities located inside Washington DC (not the surrounding areas) and New York City (including the five boroughs: the Bronx, Brooklyn, Queens, Staten Island and Manhattan).

11. Do the “Special Instructions” under the SOP include vehicles that are going through Washington DC and New York City, but are destined in another city?

No, the special instructions only apply to vehicles that are stopping at facilities located in Washington DC and New York City.

12. The originating offices that will be loading highway contract trailers, which have an intermediate Air Mail facility stop, will they be required to include an additional seal inside the cargo area?

Yes.

13. Will the intermediate offices (not the originating office) whose next stop will be destinating at an Air Mail facility, Washington DC or New York City be required to include an additional seal inside the cargo area?

Yes, any office that has a vehicle departing their facility that is in the seal program and the next stop will be in Washington DC, New York City or an Air Mail facility will be required to follow the special instructions (include a second seal inside the vehicle that will be attached to the 5398-A).

14. Do vehicles originating in Washington DC, New York City or Air Mail facilities have to follow the special instructions concerning the two seals?

Yes, if they are destined in Washington DC, New York City or another Air Mail facility.

15. Who will be retaining the completed U.S. Postal Service Seal Removal Authorization Form?

Retain the seal and related form until the investigating Postal Inspector authorizes its release.