

# Supply Chain Security Advisement

## CONTAINER AND TRAILER SECURITY

As a certified C-TPAT company, we are committed to educating all our customers on critical supply chain security issues. Container and trailer security programs and procedures are crucial elements of a secure supply chain. We recommend that you instruct your foreign vendors, highway carriers, freight forwarders and third party logistic providers to carefully inspect all trailers and containers bound for the United States.

Container and trailer integrity must be maintained to protect against the introduction of unauthorized material and/or persons. At the point of stuffing, procedures must be in place to ensure that containers are properly inspected prior to release.

The 17 point tractor and trailer inspection is an integral part of cargo security for all tractors and trailers/containers arriving from a foreign destination. Both the tractor and trailer/container need be scrutinized if arriving from a foreign destination

We highly recommend the following inspection process for containers/trailers and that you forward this information to all of your foreign vendors and any entity involved in the supply chain of your cargo.



## ATTENTION



Report any abnormalities including overages and shortages to U.S. Customs and Border Protection at:

**1-800-BE-ALERT**

Please visit their website for more information and current security alerts at:

**WWW.CBP.GOV**

For further questions or comment regarding this advisement, please contact our offices at:

San Diego

Tel. (619) 232-8941

[www.pshinc.net](http://www.pshinc.net)

L.A./Long Beach

Tel. (562) 985-3456

E-mail: [tom-jenkins@pshinc.net](mailto:tom-jenkins@pshinc.net)

## 17 Point Tractor & Trailer Inspection

- 1 Bumper**  
*Check the void space behind the bumper*
- 2 Engine**  
*Inspect the engine compartment*
- 3 Tires**  
*Check rims and areas around wheels*
- 4 Floor**  
*Check for false compartments*
- 5 Fuel Tanks**  
*Look for evidence of modifications*
- 6 Cab/Storage Compartment**  
*Check the driver's area and sleeper*
- 7 Air Tanks**  
*Evidence of repairs should be scrutinized*
- 8 Drive Shafts**  
*Shafts should be clear of obstructions*
- 9 Fifth Wheel**  
*Skid plate and natural compartment*
- 10 Outside/Undercarriage**  
*Support beams should be visible*
- 11 Floor**  
*Should be flush from front wall to end*
- 12 Inside/Outside Doors**  
*Door spaces should not be filled in*
- 13 Side Walls**  
*Tap with mallet. It should sound hollow*
- 14 Ceiling/Roof**  
*Check blocks and vent holes,*
- 15 Front Wall**  
*Measure the inside length of the trailer*
- 16 Refrigerated Unit**  
*Unit should be functional*
- 17 Exhaust**  
*Observe while engine is running*