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SEP 23 1988

UNITED STATES POSTAL SERVICE
475 L'Enfant Plaza, SW
Washington, DC 20260

APWU
CLERK DIVISION

Mr. James Connors
Assistant Director
Clerk Craft Division
American Postal Workers
Union, AFL-CIO
1300 L Street, N.W.
Washington, D.C. 20005-4107

SEP 21 1988

ARTICLE	1
SECTION	6
SUBJECT	
VEHICLE	
INSPECTION	

Re: Class Action
BMC Pittsburgh, PA 15090
H7V-2F-C 128
H7V-2F-C 358
H4V-2F-C 48757
H4V-2F-C 49792
H4V-2F-C 49801
H7V-2F-C 691
H7V-2F-C 692
H7V-2F-C 908
H7V-2F-C 1402

Dear Mr. Connors:

On September 20 1988, we met to discuss the above-captioned grievances at the fourth step of our contractual grievance procedure.

The issue in these grievances is whether the inspection by supervisors in BMCs of incoming and outgoing vehicles to ensure their proper utilization, mail destination, security and the completion of PS Form 5201, is a violation of the National Agreement.

It is our position that no national interpretive issue involving the terms and conditions of the National Agreement is fairly presented in these cases. However, inasmuch as the union did not agree, the following represents the decision of the Postal Service on the particular fact circumstances involved.

Mr. James Connors

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Standard position description for the Supervisor, Vehicle Operations (Occupation code 2150-6014), clearly and unambiguously specifies, under Section III, "Duties performed in executing the responsibilities," Item 7:

"Inspects incoming and outgoing vehicles to ensure their proper utilization, mail destination, and security."

No such duty or responsibility is outlined in the position description for Vehicle Operations Assistant, Bulk Mail (Occupation Code 2150-03).

Article 3, Item C, specifically states that the employer shall have the exclusive right, "to maintain the efficiency of the operations entrusted to it." Such inspection is critical to limiting management's financial liability for damaged vans. Supervisors are responsible for assuring that equipment is operating properly. PS Form 5201 (Mail Van Inspection) outlines numerous items to be inspected, to assure the equipment is operational (ie., lights, tires, glad hands, brakes, etc.) and in condition to be utilized (ie., side, front and rear walls, etc.) Furthermore, the certification that the inspection was completed requires the signature of both management and contractor personnel. Based upon the above, the grievances are denied.

Time limits were extended by mutual consent.

Sincerely,



Samuel M. Pulcrano
Grievance & Arbitration
Division