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Thank You for Joining Us!

- This webcast will cover ...
 - A regulatory overview
 - Best practices in compliance
 - A case study in implementation
 - Question & Answer
- You will be muted during the event.
- Please use the Q&A feature to send in questions. We'll try to answer them during the Q&A period if they are not covered in the presentation.
- The slides and recording will be posted within 7 days at: www.jjkeller.com/nptcinfo



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Meet Your Presenters



Gary Petty
President & CEO
National Private Truck Council



Tom Bray
Sr. Industry Business Advisor
J. J. Keller & Associates, Inc.



Tom Moore, CTP
Executive Vice President
National Private Truck Council



Tim Eckhardt, CTP
Director of Safety
Dot Transportation, Inc.



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Required Electronic Safety Systems

Tom Bray



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Required by NHTSA/FMCSA

- Antilock braking system (ABS)
 - Wheel sensors and processor detect wheel lock
 - Brakes that are locked are "modulated" to prevent skidding and loss of control
- Required on:
 - Tractors as of March 1, 1997
 - Air-brake trailers as of March 1, 1998
- Malfunction warning lights required
 - Tractor dash (dash malfunction light for trailer required as of March 1, 2001)
 - Left rear corner of the trailer
- If malfunctioning, a violation but not an out-of-service violation



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Required by NHTSA

- Electronic stability control (ECS)
 - Pitch, roll, and yaw sensors determine when vehicle is becoming unstable
 - Engine defueled and smart braking applications to reduce speed
- Required on:
 - Most tractors as of August 1, 2017
- Currently no violation if it is not functioning (not in FMCSA's regulations currently)



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Required by FMCSA

- Electronic logging devices (ELDs)
 - Required for drivers that must log and are not covered by one of the ELD exemptions
 - ELD must track driver's compliance with the HOS regulations
 - Technical standards found in Appendix A to Subpart B of Part 395
- Most system have a lot of non-required options, including:
 - Instant communications/HOS updates
 - Driver performance tracking, including:
 - Hard braking
 - Idle time
 - Fuel mileage



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Proposals on the Way

- Automatic emergency braking (NHTSA/FMCSA)
 - Slows the vehicle if the driver has not reacted to a hazard in the vehicle's path
 - Has been on NHTSA's radar since 2015
 - Active petition at NHTSA to standardize and/or required AEB



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Also on the Radar

- Under 21 pilot program vehicle requirements:
 - Active collision mitigation (AEB)
 - Forward facing camera
 - Automatic or autoshift transmission
 - Speed limiter (65 mph) when under throttle or adaptive cruise control
 - Adaptive cruise cannot allow the vehicle to exceed 65 mph
- This shows that FMCSA is aware of the other electronic safety systems that are available



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Also on the Radar

- Vehicle-to-vehicle (V2V)
 - Communications protocol that allows two "smart" vehicles to determine how to avoid a collision
 - Allows platooning of vehicles
 - Currently under development and in use in pilot programs



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Best Practices in Compliance

Tom Moore, CTP

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DOT Recordable Accidents

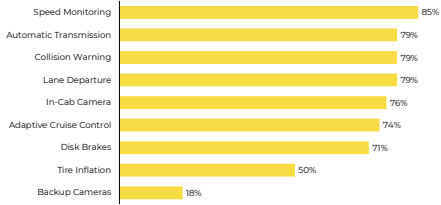


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Active Safety Technologies

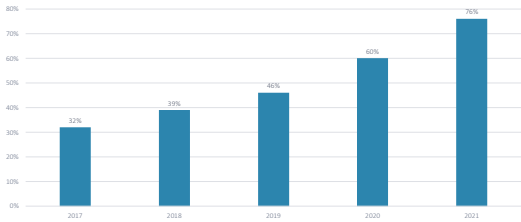


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Lane Departure Adoption Rate

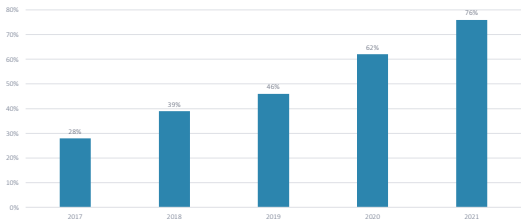


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Collision Warning/Mitigation

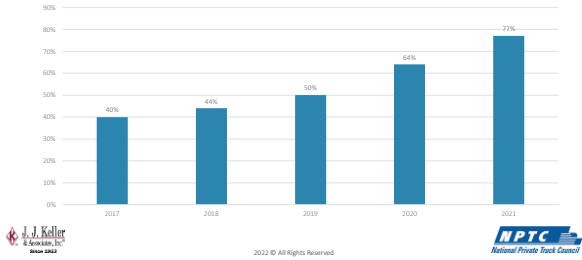


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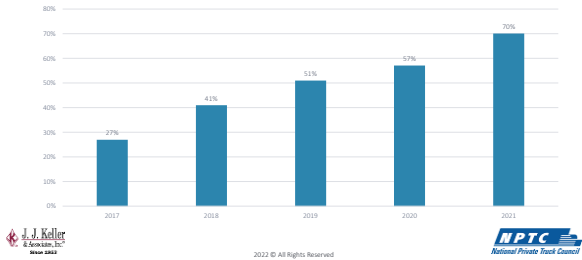
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Adaptive Cruise Control



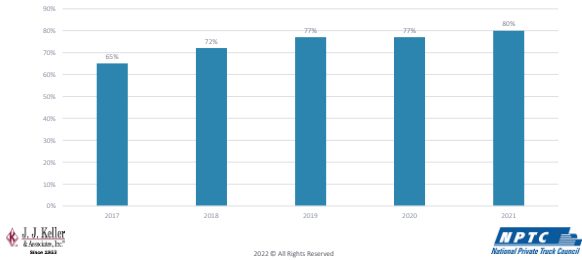
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In-Cab Cameras



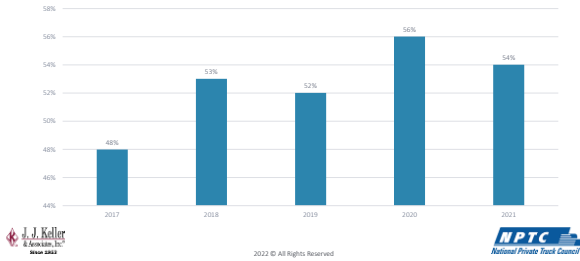
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Speed Monitoring Devices



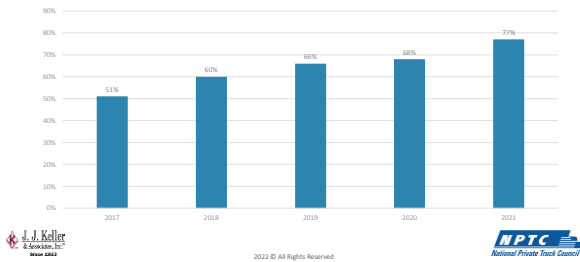
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Tire Inflation Systems



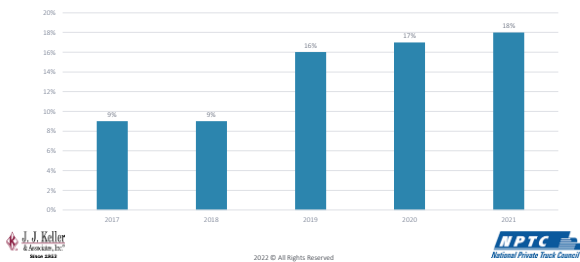
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Disk Brakes



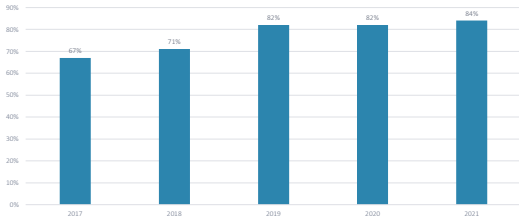
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Backup Cameras



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Automatic Transmissions



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Implementing Active Technology

- Safety culture
- Communication, education and training
- Data aggregation protocols
- Revisit metrics to determine relevance
- Review safety policies
- Re-evaluate staff responsibilities
- Coaching



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Technology Drives Behavior Changes

- Behavior changes are critical to ongoing success
- Coaching and training are the first and most important steps
- Having meaningful, actionable and timely data is essential
- Unfortunately, some just will not learn and take the coaching
- Once you have coached multiple times then they should not be surprised when corrective action is taken



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Technology Drives Accountability

- Certain behaviors are unacceptable, but the industry never had tools to prove
- Video, speed, engine telematics give us the evidence we need to hold people accountable
- People improve because they know data exists
- This flows over to all safety protocols, training, rules, and procedures



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Coaching

- Enables learning and development (and thus improvement) after an incident
- Involves an interview process to discuss the coachable event
- Focuses on behavior and observations to improve driver safety
- Helps reinforce desired behavior and action



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Exciting Opportunities & Challenges

- Opportunity - understand risk exposure like never before
- Amazing new opportunities to identify and correct unsafe behaviors
- Challenge - avoid technology overload
- Challenge is developing management systems to
 - Ensure technology is used fairly and consistently,
 - Prioritize information,
 - Process data - actionable reports, and
 - Ensure focused improvement - most important action items.



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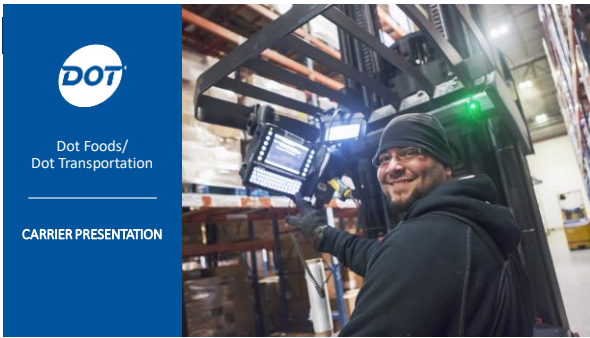
A Fleet's Perspective Tim Eckhardt, CTP



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Current DTI Equipment Safety Technology

Feature	EOY2021	Year Complete
• Anti-Lock Brakes Tractor	100%	
• Anti-Lock Brakes Trailer	100%	
• Disc Brakes Trailer	100%	
• Disc Brakes Tractor	65%	2025
• Roll Stability	100%	
• Tire Inflation System Trailers	100%	
• Dual Facing Cameras	100%	
• Bluetooth Radio Systems	95%	2023
• Steering Wheel Controls	70%	2025



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Current DTI Equipment Safety Technology

Feature	EOY 2021	Year Complete
• Adapt Cruise/Follow Dist. Detect	77%	2025
• Forward Collision Mitigation 35 mph	36%	NA
• Forward Collision Mitigation 50 mph	41%	2027
• Multi-Lane Detection Braking	36%	2028
• Highway Departure Braking	29%	2028
• Right BlindSpotter Detection	39%	2027
• Lane Departure Warning	77%	2025
• Road Sign Recogn/Display Dash	54%	2027



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Future Equipment Safety Technology

- Steering Assist
 - 28 Tractors in the fleet with this technology
 - Lane Centering
 - Lane Keep/Departure
- Pedestrian Detection
 - New and possibly limited avail 2022
- Side Mirror Cameras
 - New and possibly limited avail 2022
- Driver State Monitoring
 - Lots of discussion and debate on having this as a factory option in trucks, but expect some limited availability 2022
- Backup Cameras
 - Testing in Fall 2022



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4 Pillars of DTI safety program





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Education

- Start early
- 5 W's
- How will this affect me?




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Transparency

- Be honest
- Share as many facts as you can
- Share the facts behind the decision



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Training

- Importance
- Topics
- 5 W's

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Accountability

- Policy
- Coaching
- Discipline

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Implementing Active Safety Technology

- Start the communication early. Plant the seed
- Communicate the Why?
- Be honest and as transparent as you can
- Share strategic and long-term plans
- Obtain driver involvement in the testing
- Communicate the rollout and policies
- Update driver handbook quarterly with new policies

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Coaching

- Culture & Coaching
- Develop your coaching bench strength
- Driver touches make coaching easier
- Use videos of event if available
- Track and follow up on progress
- Have a limit on amount of coaching before it leads to discipline



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Mistakes/Pitfalls

- Mistakes we have made
 - Mis-communication
 - Bait & Switch
 - Camera Placement
 - Management acceptance & understanding of the technology



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Question and Answer Session



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More Questions?



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Understanding & Improving Your CSA Scores

May 18, 2022 – 10:00 AM Central Time

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