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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 session
- 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 Speakers




Gary Petty
President & CEO
National Private Truck Council



Tom Moore, CTP
Executive Vice President
National Private Truck Council




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




Norlene Gray, CDS, CTP
Transportation & HR Safety Manager
Brakebush Transportation, Inc.

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Required Electronic Safety Systems

Tom Bray
J. J. Keller & Associates, Inc.



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Antilock Braking System (ABS): \$393.55

- 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
- Must be functioning at all times



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Antilock Braking System (ABS): §393.55

- Malfunction warning lights required
 - Tractor warning light on dash
 - Trailer warning light on dash required as of March 1, 2001
 - Trailer warning light on left rear corner of the trailer
- Checking ABS now part of annual inspection
- “Key on” test part of Level I and II roadside inspection
 - If malfunctioning, a violation but not an out-of-service violation



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Electronic Stability Control (ESC): §571.136

- Pitch, roll, and yaw sensors determine when vehicle is becoming unstable
- Engine defueled and smart braking applications reduce speed
- Required on:
 - Most tractors as of August 1, 2017
- Currently no violation if it is not functioning



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ELDs: Part 395 and Appendix

- Required for drivers that must log and are not covered by one of the ELD exemptions
- Must be getting data from the vehicle's ECM
- ELD must track driver's compliance with the HOS regulations using vehicle data to determine when the driver is driving
- Technical standards found in Appendix A to Subpart B of Part 395



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ELDs: Part 395 and Appendix

- Most system have non-required options, including:
 - Instant communications/HOS updates
 - HOS compliance auditing
- Driver performance tracking, including:
 - Hard braking
 - Idle time
 - Fuel mileage



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Current Proposal

- Automatic emergency braking
 - Proposal published July 6, 2023
 - Ties into National Roadway Safety Strategy (safer vehicles)
 - On the vehicle and functioning
- Update to ESC
 - Part of July 6, 2023, AEB proposal
 - Require it on more vehicles (any vehicle 10,001 or more)
 - Require it be functioning
- Comments due by September 5, 2023



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Under 21 Pilot Program

- Electronic safety systems required
 - Automatic manual or automatic transmission
 - Active braking collision mitigation system
 - Forward-facing video event capture system
 - Governed speed of 65 miles per hour (speed limiter)



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Not Required, but Proposed Changes to CPDP

- Crash Preventability Determination Program (CPDP)
- Crashes that fit the eligibility standards and are found not-preventable are not used in carrier's Crash BASIC scoring
- Proposal would allow any crash to be reviewed if video footage shows crash as non-preventable
 - Currently, video can be used to support preventability determination for crashes that fit the eligibility criteria



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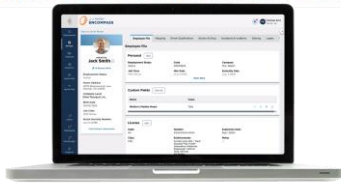
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FREE Whitepaper! Ask Us About



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VEHICLE TRACKING DRIVER APPS DASH CAM TECHNOLOGY ELOGS & EDVIRS FLEET MANAGEMENT COMPLIANCE & GUIDANCE



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How Fleets Are Using
Electronic Safety Systems

Tom Moore, CTP
National Private Truck Council

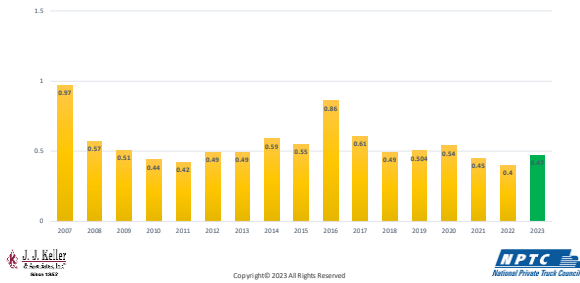


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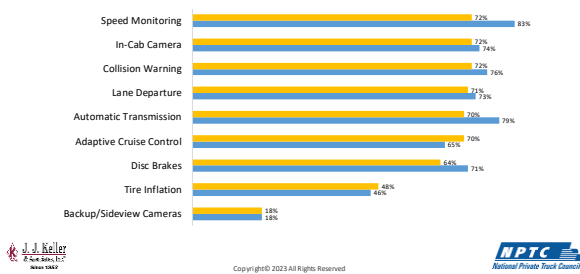
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DOT Recordable Accidents



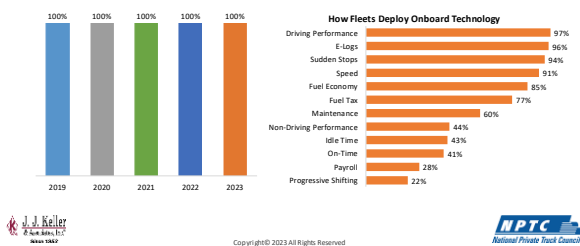
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Active Safety Technologies



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Onboard Technology Adoption

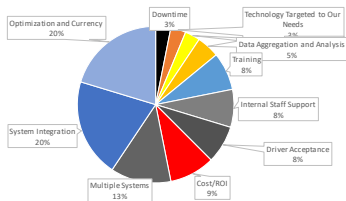


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Other Technologies

- Back-up Cameras/Proximity Sensors
- On-Board Weight Scales
- Liftgate Performance Monitoring
- Wheel-end and/or brake monitoring
- Light and Electrical Monitoring

Technology Challenges



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

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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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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Norlene Gray, CDS, CTP
Transportation & HR Safety
Manager




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Brakebush Transportation, Inc.






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Brakebush Transportation, Inc.

- **Corporate Headquarters** - N4993 6th Drive Westfield, WI
- **Plant** - Wells, MN
- **Plant** - Irving, TX
- **Cold Storage** - Grand Prairie, TX
- **Plant** - Mocksville, NC
- **Terminal** - Thomasville, NC
- **Yard** - Charleston, MO

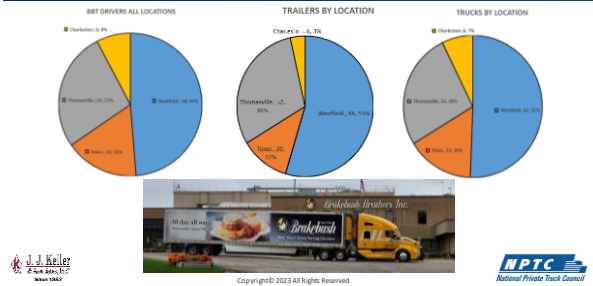





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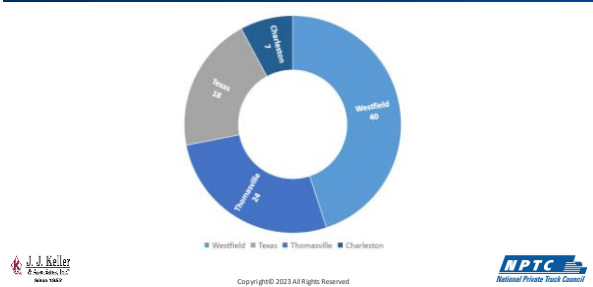
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Brakebush Assets by Locations



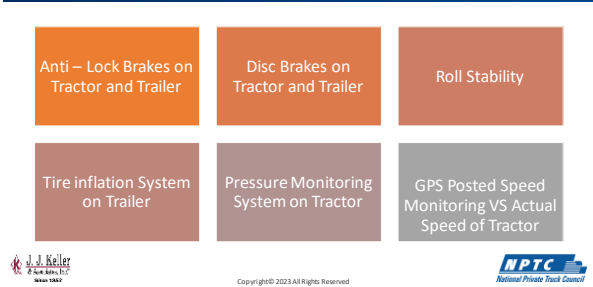
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Brakebush Drivers All Locations



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Safety Technology Currently used by BTI



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Safety Technology Currently used by BTI

Steering Wheel Controls

Adapt Cruise/Following Distance Detection

Forward Collision Mitigation

Lane Departure Warning

ELD Overspeed in Cab Alarm

Hood Mirrors



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Other Safety Technology BTI is Considering



DYNAMIC STEERING – 2 SEMI TRUCKS IN THE FLEET WITH THIS TECHNOLOGY



ELECTRONIC MIRROR SYSTEMS



360 CAMERA SYSTEMS – CURRENTLY TESTING.



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Implementation and Communication of Technology



Education – Why we are adopting it and what it will be used for.



Policy – How the incoming information will be handled and who has access to it.



Training – Training the back office and the drivers.

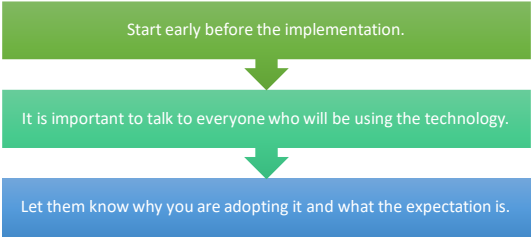


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Education and Communication



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Policies to Handle the New Information

- It is important to be clear who should be monitoring the information.
- How will the information be handled.
- Who has access to the information.
- What are the expectation and outcome from using it. Review on a regular basis.



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Training

- The office needs to know how to use it and who is monitoring it
- Drivers need to know how to use it on their end and how the information is being handled. What is expected from them.
- Everyone needs to know the policy.



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Opportunities



How can I use this the information to improve the business, safety and user experience.



Coaching opportunities.



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Coaching

It is important to coach a driver when unsafe habits are caught by technology.

Document coaching

Take steps in a written warning notice - Discipline if after coaching the behavior continues.

Follow your policy



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Technology is Always Evolving

- Keep an open mind when implementing new technology there is always a learning curve and understanding how to use it and the information it provides can take time.
- There will always be the next best thing out there.
 - Ask your self what do we want to accomplish.
 - Are we duplicating service.
 - See if you can test it.



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Questions
and
Answers



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More Questions?



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Hours-of-Service:
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September 27, 2023 – 10:00 AM Central Time

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