Vehicle Maintenance Requirements and Best Practices
October 16, 2019

Vehicle Maintenance Requirements

This webcast will cover ...

- A regulatory overview
- Best practices in compliance
- A case study in implementation
- Question & Answer

Attention Attendees:

- Thank you for attending!
- You will be muted during the event.
- Please use the Q&A feature to send in questions to us. 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

Meet Your Presenters

Gary Petty
President & CEO
National Private Truck Council

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Senior Vice President
National Private Truck Council

Marc Scibilia, CTP
Director of Safety and Maintenance
Atlas Trucking Company
Vehicle Maintenance: What the Regulations Require

Key Requirements

- Vehicle must be in compliance at all times
- A systematic maintenance plan must be in place
  - Preventative Maintenance
  - Annual Inspections
- Daily driver inspections
- Recordkeeping requirements

<table>
<thead>
<tr>
<th>Vehicle part</th>
<th>Subpart</th>
<th>Section</th>
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<tbody>
<tr>
<td>Lights and reflectors</td>
<td>Subpart B</td>
<td>§393.9 to .31</td>
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<td>Brakes</td>
<td>Subpart C</td>
<td>§393.40 to .55</td>
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<td>Windows</td>
<td>Subpart D</td>
<td>§393.60 to .63</td>
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<td>Fuel systems</td>
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<td>Coupling devices</td>
<td>Subpart F</td>
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<td>Miscellaneous (tires, wipers, mirrors, horn, speedometer, etc.)</td>
<td>Subpart G</td>
<td>§393.75 to .94</td>
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<td>Emergency equipment</td>
<td>Subpart H</td>
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<tr>
<td>Frame, cab, wheels, steering, and suspension</td>
<td>Subpart J</td>
<td>§393.201 to .209</td>
</tr>
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Systematic inspections

• You must **systematically** inspect and maintain all vehicles under its control for more than 30 days (§396.3)
• Carrier establishes program, and then follows and documents

Normal program development

• Obtain OEM recommendations on:
  • Items to be checked and maintained
  • Intervals for inspection and maintenance
  • Consider your history with current, similar, or past vehicles

Preventive maintenance template

• PM-A: “Check-out” or “Safety check”
• PM-B: Full service plus PM-A
• PM-C: Annual inspection (including FMCSA annual)
• PM-D: Seasonal or special
Annual Inspection

- Vehicle must undergo thorough inspection once per year (within 12 months of the last one)

Recordkeeping

- Regulatory requirement: §396.3
  - Vehicle information
    - Make
    - Model
    - Year
    - VIN
    - Fleet number assigned
    - Tire size
  - Last and next maintenance activity
  - Records of all inspection, maintenance, and repairs over the previous 12 months

Maintenance and Records

- Your vehicles: It’s up to you
- For your rental vehicles – your rental provider will be handling this
- For your leased vehicles –
  - This will be determined by the lease contract
Daily Driver Inspections

- Pre-trip
- Enroute
- Post-trip/DVIR

Beyond Compliance

Why the Regs Aren’t Followed

- Poor communication
- Conflicting goals
- Forms and processes that lead to poor follow-through
Where Is Maintenance Conducted?

- Combination: 36% (2015), 20% (2016), 25% (2017), 23% (2018), 20% (2019)

Daily Inspections Best Practices

- Hire Intelligently
- Train drivers
- Arm them with the right tools
- Ensure follow-up with all personnel
- Develop scorecards
  - Pay a driver incentive tied to inspection performance with inspections as one metric

Roadside Inspections Best Practices

- Weekly and spot inspections
- Review CSA data monthly
- Compare your data to CSA Vehicle data to locate problems
- Track ALL roadside inspections for trending
- Address vehicle issues that repeat through maintenance adjustments (improve schedules or checklists)
Annual Inspections Best Practices

• Consider more frequent inspections
• Enhance internal communications
• Improve vendor relationships

Audit Your Inspection Practices

Establish Key Performance Indicators (KPIs)
• Out of service rates
• Accident rates
• Equipment violation citations
• Maintenance cost and repair
• Breakdown percentage
• Cost of breakdown
• Miles between breakdowns

PM Currency Rates
50% Track Breakdown Rate = 4.5
Leading Causes of Breakdowns

Benefits of Raising the Bar

- Lower overall maintenance costs
- Increased fuel mileage
- Improved driver retention
- Improved on-time percentages

The Fleet Perspective: 
Atlas Trucking Company
Atlas Trucking Company

Atlas Trucking Company / Atlas Fleet Services

• Founded in 1999 as the in-house carrier for Eaton Steel Corporation
• 120+ Trucks (both company drivers and owner-operators)
• Flatbed carrier primarily steel bars and slinky coil
• Specialize in heavy haul and over-dimensional freight
• Atlas Fleet Services handles all maintenance for Atlas Trucking as well as outside customers
• State of the art 73,000 square foot shop located in Taylor MI.
• Combining safety and service for success

Equipment Specs

• Equipment specs play a big role in safety and what you need it to do in your application.
• Work with the dealer and manufacturer to get the right equipment for the job.
• Regional? Local? Heavy Haul? Non-CDL?
• Buy vs lease, full service lease or contracted maintenance?
Some Specialized Equipment

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Director of Safety and Maintenance
Atlas Trucking Company

Heavy Haul
- 8 Axle
- Step decks
- RGN trailers

Specialized Tractors
- Gross Weight up to 160k

Michigan Heavy Haul
- 160k combined weight

Driver involvement
- Driver involvement is essential, they must know the equipment.
- Have a technician walk them through the equipment and answer any questions they may have.
- Teach techs and drivers how to operate specialized equipment that is specific to your fleet.

Driver Communication
- DVIR (Driver Vehicle Inspection Report)
- On-line training
- Pre-trip training
- Email/Phone calls
- One on one (Boots on the ground)
Three Types of Maintenance

Normal wear and tear can result in lower efficiency of your equipment.

1. Preventative - Normal PM's (Wet or Dry), DOT inspections.
2. Predictive – Oil samples, alignments, winter prep
3. Corrective – Occurs after a breakdown

Technology and Safety

- Lane Departure Warning
- Lane Keep Assist
- Adaptive Cruise Control
- Roll Stability Control
- Maintenance challenges, radars, sensors, software updates, etc.
- Future technologies

Maintenance Challenges

- Just like on the trucking end of the industry there is limited capacity at dealers and shops.
- Work with your equipment provider to secure some sort of repair agreement. The more you buy the quicker they get you in.
- Find a good private or for-hire repair facility to help with the log jams at dealerships
One Size Doesn’t Fit All

- How are you going to maintain your equipment?
  1. Outsource
  2. In-House
  3. Contract Maintenance Programs
  4. Combination
- Chose what is right for your operation

You’re in Control

- Whether you do your maintenance or send it out, you are in control. Ask questions. Ask for a root cause of failure so the breakdown doesn’t happen again.
- Can you improve on an existing product?
- Never sit idly by and hope the issue is fixed and won’t happen again. Be proactive in everything safety and maintenance.

Ask!!!!

- You are not alone in this industry. Whatever challenges you’re facing, someone has faced the similar challenge.
- Never be afraid to reach out to your peers.
- Continue to use organizations such as the NPTC for resources.
- Enjoy what you do, don’t stress and have fun!
Question & Answer Session

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More Questions?

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Please join us for our next webcast

How Fleets Are Implementing Advanced Vehicle Safety Systems to Drive Safety Improvements

Thursday, October 17, 2019
Visit www.jjkeller.com/nptcinfo to register
Thank you for participating in today’s webcast!

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