

# Roadside Inspections

Thursday, July 13<sup>th</sup>



**Roadside Inspections**

July 13, 2017

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## Roadside Inspections

This webcast will cover ...

- A regulatory overview
- How industry best practices are raising the bar on 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](http://www.jjkeller.com/nptcinfo)

  
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## Meet Your Presenters



**Gary Petty**  
President & CEO  
National Private Truck Council



**Tom Bray**  
Industry Consultant-  
Transportation  
J. J. Keller & Associates



**Tom Moore, CTP**  
Senior Vice President  
National Private  
Truck Council



**Keith Frantz, CTP**  
DOT Compliance Manager  
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# Roadside Inspections

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## Regulatory Overview



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## Overview


- 3.5 million roadside inspections are conducted annually
- State troopers and motor carrier enforcement officers employed by the states are trained for this inspection process
- Primary enforcement tool for the FMCSA
- Data from roadside inspections is used primarily for the CSA program



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## What is it?


- An unplanned and unscheduled inspection of the carrier, vehicle, and driver
- Provides a “snapshot” of carrier, vehicle, and driver compliance
  - Compliance of the carrier, driver, and vehicle at that moment are being checked
  - Compliance after the inspection is not considered when report is completed
    - Officer will document the situation as he/she sees it at the time of the inspection



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### How Drivers/Vehicles are Selected

- Unsafe driving behavior involving a moving violation
  - Speeding
  - Following too close
  - Improper lane usage
  - Unauthorized route
- Failed "sight and sound" test
  - Lights not functioning
  - Bad tires
  - Questionable equipment
  - Driver condition or action



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### How Drivers and Vehicles are Selected

- ISS score
  - 0 to 100
  - Also includes "Recommendation"
    - Inspect, Optional, and Pass
- Random selection
  - Random selection is the least common reason for an inspection in most jurisdictions
    - Performed only if other criteria is not available
- Accidents
  - Post-accident roadside inspection required in many jurisdictions



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### Roadside Inspection Process

- CVSA Level 1: Complete driver and vehicle\*
- CVSA Level 2: Complete driver and vehicle walk-around
- CVSA Level 3: Driver only
  - Note: Driver "screens" and routine traffic stops are NOT inspections
- CVSA Level 4: Special inspection
- CVSA Level 5: Vehicle only\*
- CVSA Level 6: Radioactive inspection (complete driver and vehicle)
- CVSA Level 7: Jurisdictional
- CVSA Level 8: Electronic inspection (no standards at this time)
  - \* 3-month inspection decal may be issued to the vehicle following these inspections. Level 6 has a separate decal program.



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### Roadside Inspection Results

- Three possible outcomes:
  - No violations
  - Violations noted, vehicle allowed to continue
  - Driver/vehicle placed out of service due to extent or nature of violations
- Note: The issuance of a citation, summons, or ticket is a separate issue



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### Roadside Inspection Results

- Copies of the completed MCS-63, ASPEN inspection report, or state equivalent will be provided to:
  - The driver (to be signed by the carrier and returned)
  - The officer's motor carrier enforcement office
    - A copy will be forwarded to FMCSA for use in carrier tracking systems



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### What Do They Find?

- Most common driver violations (2016 data):
  - Log form and manner
    - HOS violations normally account for roughly half of all driver violations written, with form and manner, no log when required, and log not current accounting for half of those
  - Speeding (6 to 10 over the limit)
  - Non-English speaking driver
  - Failure to use seatbelt
  - Driving beyond the 8 hours limit
- "Big Three:" Logs, speeding, and driver qualification



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**What Do They Find?**

- Most common vehicle violations (2016 data):
  - Required light not operating
  - Brake out-of-adjustment
  - Vehicle not periodically (annually) inspected
  - Tire below legal tread depth
  - Oil and grease leak
- "Big three:" Lights, tires, and brakes



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**Beyond Compliance**



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**Why the Regs Aren't Followed**

- Poor communication
- Conflicting goals
- Forms and processes that lead to poor follow-through



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## ***Roadside Inspections***

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### Raising the Bar: Daily Inspections Best Practices

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



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### Raising the Bar: Roadside Inspections Best Practices

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



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### Raising the Bar: Annual Inspections Best Practices

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



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**Audit Your Inspection Practices**

- Out of service rates
- Accident rates
- Equipment violation citations
- Maintenance cost and repair



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**Benefits of Raising the Bar**

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



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**The Fleet Perspective**



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**ADM Trucking Fleet Operations**



- Fleet profile
  - 510 Power Units
  - 1,250 Trailers
  - 40+ million miles
- Network
  - 35 locations



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**What is a roadside inspection**

Roadside inspections are performed to ensure safe drivers and equipment are on the road which will reduce the potential for accidents.



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**Types of inspections**

- Level I- Full Inspection (Post Crash)
- Level II - Walk around
- Level III- Driver Only inspection
- Level IV- Special Event
- Level V- No driver present (Compliance Review)
- Level VI- Hazardous Materials
- Level VII- Jurisdictional
- Level VIII- Electronic- **NEW!**



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## **Roadside Inspections**


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Roadside "Enforcement" is composed of trained state troopers, provincial officers and state/federal investigators



An officer or investigator must be certified by the Commercial Vehicle Safety Alliance (CVSA) to perform an inspection.

Otherwise known as a **Driver/Vehicle Examination Report**

(Citations not documented on an examination report will not affect the CSA score of the driver or carrier)



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### Safety campaigns

Road check June 6-9<sup>th</sup> 2017

International Road check is a three day event that will have additional focus on specific regulations. Typically these inspections are a Full Level I.



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### Safety campaigns

CVSA Brake Safety day is an annual event with the goal to reduce crashes due to poorly maintained brakes and brake components. Level I inspection

- May 3<sup>rd</sup> 2017- unannounced
- September 7<sup>th</sup> 2017

These events replace the previous "Brake Safety Week"



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**Safety campaigns**

**Operation Safe Driver - October**

This is another opportunity to promote safe driving habits within your organization

Decrease

- Distracted Driving
- Speeding

Ensure

- Compliance with seat belts



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**Focused enforcement events**

We are seeing more "focused", special enforcement events, or Level IV inspections. These can involve single or multiple states

Events can be specific to:

- Mechanical checks- brakes
- Unsafe Driving- seat belts, speed
- Hours of service
- Hazardous Materials



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**Focused enforcement events**

**Michigan State Police**

State Police Announce 'Summer of Semi Safe D' Commercial Vehicle Enforcement Operation

Area of Focus	Dates
S-Speed	June 26-30
A-Awareness (intersections, construction zones, lane use)	July 10-14
F-Fasten seat belts, Following too close	July 24-28
E-Education	Aug. 7-11
D-Distracted driving	Aug. 21-25



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# Roadside Inspections


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## Who gets inspected?



The Inspection Selection System- ISS

Recommendation	ISS Inspection Value
<b>Inspect</b> (inspection warranted – top priority)	75-100
<b>Optional</b> (inspection warranted – next level priority)	50-74
<b>Pass</b> (inspection not warranted)	1-49

You will need to Log-In to your CSA Account to find this



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## You received an inspection

You should review with every inspection;

- DOT number
- Drivers name
- Inspection location (supporting document)
- The time of the inspection (supporting document)
- Investigate any noted violations



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## We received a violation




Review the violation with the regulation number noted on the inspection

Was the violation considered "Out of Service"? This adds a multiple (2) to the violation numeric value

- Interview the driver with any noted violation
- Include your maintenance teams with any mechanical defect
- Include the "Shipper" with bill of lading or manifest violation



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## Do I need to return an inspection?

I hereby declare each vehicle with a 'Y' in the OOS column of the violation section of this report to be OUT-OF-SERVICE. No person shall operate such vehicle until all OUT-OF-SERVICE defects have been repaired and the vehicle has been restored to safe operating condition.


Pursuant to Section 24009 CIVC, violations recorded on this SafetyNet Inspection Report must be corrected prior to redispatch. Violations marked out of service must be corrected before the vehicle is operated on the highway. For your commercial HOS, THIS REPORT OR A COPY OF THE VEHICLE UNIT, ALL VIOLATIONS ARE CLEARED. This document should NOT be forwarded to the court for abatement procedures. DO NOT RETURN THIS FORM TO THE CALIFORNIA HIGHWAY PATROL.

Carefully read the statement, states differ with instructions on returning inspections


Ensure the repairs are complete before you sign and return an inspection



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## When do I need to return an inspection?

If a roadside inspection results in a violation you are required to return the inspection to the issuing state.


Typically an inspection must be signed and returned within 15 days

- Fax
- Email
- Snail mail


Penalties can apply for failure to return an inspection



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## Equipment inspection

A proper driver vehicle inspection will capture most roadside violations


Are drivers trained in equipment inspections?

Are drivers completing a DVIR?


Required time to complete an inspection?



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## Equipment inspection

Equipment inspections are required by regulation

- Inspection, Repair, Maintenance (396.3)
- Driver Vehicle Inspection Report (396.11)
- Driver Inspection/ Safe Operation (396.13) Captain of the ship!



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## Equipment inspections

Why?

- It's the law
- To ensure the safety of our drivers and the motoring public
- Reduce breakdowns; not safe, expensive
- Ensure customer satisfaction
- Driver retention



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## Driver inspection

### Level I – North American Standard Inspection



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**Common violations**

- Tires
- Lights
- Brakes


Do you know your top 3 violations?



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**How do we endure a proper driver inspection?**


TRICKS?



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**How do we ensure a proper driver inspection?**

There are several "Tricks" to check on a inspection


- The old, cut the dip stick in half
- Leave a note or a gift card strategically placed around the equipment
- Video cameras
- Hiding in the bushes



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**How do we ensure a proper driver inspection?**

Build a positive safety culture;

- Treat drivers with respect
- Train on your expectations
- Build a positive safety culture
- Walk around the equipment with them while they inspect. Day,Night,Weekends,Holidays,Rain,Snow. Meet with them at their work space.



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**How do we ensure a proper driver inspection?**

You will gain respect and see the results!!



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**How do we ensure a proper driver inspection?**

Acknowledge those receiving a clean inspection

- Newsletters
- Certificates
- Gift cards



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# Roadside Inspections



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### Driver Vehicle inspection report- DVIR

- Drivers are required to complete an DVIR
- Many carriers require a driver inspection document each day
- These can be paper or electronic
- Drivers must be aware of mechanical issues "All Day"
- Defects can be found by "hearing", "feeling", "smell" & "seeing"



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### How do we improve?


Setting Goals

- Do you have goals for each CSA score?
- Are goals reported?
- Our Drivers?
- Maintenance (internal/external)?
- Senior Management?

Keep everyone in the loop



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### How do we improve?


Are drivers being trained?

Orientation

- Annually
- Retrained after a violation
- Are drivers being observed



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## CSA Scores

Are CSA scores reviewed?

- Do you have access to your CSA account/ PIN?
- Access to your "Portal" Account?
- The "Portal Account" provides timely information. You will see the results of roadside inspections as soon as enforcement uploads them



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## Portal Account

**How do I set up an FMCSA Portal account?**  
Published 03/21/2016 01:15 PM | Updated 05/05/2017 01:45 PM


The [FMCSA Portal](#) provides single sign-on access to FMCSA systems via a single password and user ID. It enables Federal, State, and industry users to access the Agency's existing information systems with a single set of credentials and have easy access to safety data about the companies regulated by the FMCSA. Motor carriers, brokers, freight forwarders, intermodal equipment providers, and cargo tank facilities will have secure access to their company information on file with the FMCSA.

Eventually, every FMCSA-regulated entity will need an FMCSA Portal account to access the [Unified Registration System \(URS\)](#) in order to make updates to their company records and/or apply for additional registration.



On January 17, 2017, FMCSA published a [Federal Register notice](#) suspending the January 14 and April 14, 2017 URS effectiveness dates, when provisions of URS would be fully implemented.

To set up your Portal account, [click here](#).

FMCSA website 6/17



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## Portal Account

<https://portal.fmcsa.dot.gov/AccountRequest/AccountRequestForm1.jsp>

FMCSA website 6/17



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**Retention**

Carriers must retain a roadside inspection for 365 days from the date of the inspection.


A driver vehicle inspection report (DVIR), retained for 90 days



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**Data Q**


Violations received on a roadside inspection, if not accurate, can be challenged

Review the violation against the regulation


The inspection will note the regulation number used to determine a violation-393.45(d)



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**Data Q**


Violations will not be removed because some "Forgot it or Couldn't find it"

- Paper log book
- ELD operating instructions
- Permit book
- Triangles,FX


Violations that have been dismissed or reduced in the courts need legal documentation submitted with the challenge



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## Roadside inspection

- ABS test



**ABS Functional Status**

The functional status of ABS is indicated by the ABS malfunction lamp. When power is initially provided to the ABS system, the lamp momentarily turns on to confirm the lamp is working and during this time, a self-test of the ABS is automatically conducted. If any fault is detected during the system test or if a fault is stored in memory because it occurred intermittently on previous occasions, the lamp stays on until the fault is corrected or power is disrupted; otherwise, the lamp turns off. A problem (and a violation) is present either when the ABS malfunction lamp fails to turn on when power is applied to the ABS (the malfunction lamp is failing to operate) or when the lamp turns on and stays on (the ABS system has one or more faults).

Source: CVSA.org 2013-02 – Antilock Brake System (ABS) Inspections



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## Roadside Inspection

**2013-02 – Antilock Brake System (ABS) Inspections**

6. Starting with the ignition switch off

8. Ask the driver to disconnect then reconnect the standard seven-way electrical cable between the power unit and the towed unit(s) while you observe the ABS malfunction lamps on the towed units with required ABS.



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## Question & Answer Session




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Please continue to submit your questions.



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## ***Roadside Inspections***

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### More Questions?



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### Thank you for participating!

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Visit: [www.jkkeller.com/nptcinfo](http://www.jkkeller.com/nptcinfo)  
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