Roadside Inspections
July 13, 2017

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. 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
Regulatory Overview

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

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
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

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

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.
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

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

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
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

Beyond Compliance

Why the Regs Aren’t Followed

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

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)

Raising the Bar: Annual Inspections Best Practices

- Consider more frequent inspections
- Enhance internal communications
- Improve vendor relationships
Audit Your Inspection Practices

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

Benefits of Raising the Bar

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

The Fleet Perspective
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.

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!
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.)

Safety campaigns

Road check June 6-9th 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.

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 3rd 2017- unannounced
- September 7th 2017

These events replace the previous “Brake Safety Week”
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

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

Focused enforcement events

Michigan State Police
State Police Announce ‘Summer of Semi Safe’ Commercial Vehicle Enforcement Operations

<table>
<thead>
<tr>
<th>Area of Focus</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Speed</td>
<td>June 30-05</td>
</tr>
<tr>
<td>A Awareness (intersections, construction zones, lane ends)</td>
<td>July 19-14</td>
</tr>
<tr>
<td>P-Overload/overload</td>
<td>July 24-29</td>
</tr>
<tr>
<td>B Distraction</td>
<td>Aug 1-11</td>
</tr>
<tr>
<td>D Distraction driving</td>
<td>Aug 21-28</td>
</tr>
</tbody>
</table>

Who gets inspected?

The Inspection Selection System- ISS

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>ISS Inspection Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inspect</td>
<td>75-100</td>
</tr>
<tr>
<td>Optional</td>
<td>50-74</td>
</tr>
<tr>
<td>Pass</td>
<td>1-49</td>
</tr>
</tbody>
</table>

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

You received an inspection

You should review with every inspection:

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

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.
Do I need to return an inspection?

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

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

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

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?
**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)

**Keith Frantz, CTP**
DOT Compliance Manager
ADM Trucking, Inc.

**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

**Keith Frantz, CTP**
DOT Compliance Manager
ADM Trucking, Inc.

**Driver inspection**

**Level I – North American Standard Inspection**

**Keith Frantz, CTP**
DOT Compliance Manager
ADM Trucking, Inc.
Common violations

- Tires
- Lights
- Brakes

Do you know your top 3 violations?

How do we endure a proper driver inspection?

TRICKS?

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
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.

Keith Frantz, CTP
DOT Compliance Manager
ADM Trucking, Inc.

You will gain respect and see the results!!

How do we ensure a proper driver inspection?

Acknowledge those receiving a clean inspection
• Newsletters
• Certificates
• Gift cards

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DOT Compliance Manager
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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”

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

How do we improve?

- Are drivers being trained?
  - Orientation
    - Annually
      - Retrained after a violation
  - Are drivers being observed
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

Portal Account

How do I set up an FMCSA Portal account?

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DOT Compliance Manager
ADM Trucking, Inc.

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

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)

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
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 selftest 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 truck is powered up or until the fault is cleared or power is disconnected; otherwise, the lamp turns off. A problem (and a warning) is present either when the ABS malfunction lamp is turned on when power is applied to the ABS (the malfunction lamp is taking to be operated) 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.

Question & Answer Session

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Please continue to submit your questions.
J. J. Keller & National Private Truck Council Webcast

Roadside Inspections
Thursday, July 13th

More Questions?

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Thank you for participating!

Please join us for our next webcasts:

Hours of Service and the 34-Hour Reset
October 18, 2017
Electronic Logging Devices
October 19, 2017

Visit www.jjkeller.com/nptcinfo for more information

Thank you for participating in today’s webcast!

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