

What to Expect During Roadcheck 2017



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What to Expect During Roadcheck 2017

Nearly everyone who has been in the motor carrier industry for more than a few years knows about the annual “Roadcheck” event. This year’s 72-hour Roadcheck will take place June 6-8, when roadside inspection officers come out en masse to conduct vehicle and driver inspections of commercial vehicles traveling the highways.

The intensive roadside inspection effort, which takes place throughout the United States, Canada, and Mexico is your best opportunity for making a positive impact quickly on your Compliance, Safety, Accountability (CSA) data. Nearly three times more roadside inspections take place on these days than on any other day of the year.

Roadcheck is the best opportunity to raise your CSA scores.

The event is sponsored by the Commercial Vehicle Safety Alliance (CVSA), North America’s leading commercial vehicle enforcement organization. CVSA is an organization that is comprised of state, provincial, local, and federal motor carrier officials and industry representatives from all three North American countries. The event is also supported by the DOT’s Federal Motor Carrier Safety Administration (FMCSA), the Pipeline and Hazardous Materials Safety Administration (PHMSA), Canadian Council of Motor Transport Administrators (CCMTA), Transport Canada, and the Secretariat of Communications and Transportation (Mexico).

The Purposes of Roadcheck

The Roadcheck event gives government, industry, and academia an opportunity to get a measurement of the level of motor carrier safety and security by comparing roadside inspection data to prior years. The 62,796 truck and bus inspections completed during Roadcheck 2016 offered a sizable sample for assessing the current level of motor carrier safety. The Roadcheck event also is an opportunity to highlight safety and security on our highways.

Finally, the Roadcheck event allows an opportunity for those interested in promoting truck and bus safety to participate. In the past volunteers from some state trucking associations have come out to inspection locations to help greet drivers and direct traffic.

A Look Back to Roadcheck 2016

The CVSA estimated that over 10,000 CVSA and FMCSA inspectors participated at approximately 2,500 fixed and temporary inspection locations. On average, 872 vehicles were inspected every hour of the 72-hour event.

Of the 62,796 inspections conducted, more than two-thirds were North American Standard Level I inspections — the most comprehensive roadside inspection. Of those inspections, 21.5 percent of the vehicles were found to have out-of-service violations and 3.4 percent of the drivers were found with out-of-service violations. In comparison, in 1991 (the first year comprehensive data were available) the Level I inspection out-of-service rates were 34.8 percent for vehicles and 5.6 percent for drivers.

| Driver Results | | | |
|---------------------|--------|------------|------------|
| Inspection Type | Passed | OOS (2016) | OOS (2015) |
| All inspections | 96.0% | 4.0% | 4.8% |
| Level 1 inspections | 96.6% | 3.4% | 3.6% |
| Hazmat | 98.3% | 1.7% | 1.5% |
| Bus/motorcoach | 97.1% | 2.9% | 1.9% |
| Vehicle Results | | | |
| Inspection Type | Passed | OOS (2016) | OOS (2015) |
| All inspections | 82.2% | 17.8% | 17.5% |
| Level 1 inspections | 78.5% | 21.5% | 21.6% |
| Hazmat | 87.0% | 13.0% | 11.5% |
| Bus/motorcoach | 93.9% | 6.1% | 6.1% |

Nearly 900 vehicles were inspected every hour.

Roadcheck 2016 placed special emphasis on tire safety. Tire/wheel violations accounted for 18.5 percent of the total percentage of out-of-service violations. In the United States, tire violations represented 13.7 percent of out-of-service vehicle violations.

A motor carrier's and driver's goal for every inspection, of course, is to pass and be awarded a CVSA decal. During Roadcheck 2016, 82.2 percent of the vehicles and 96 percent of the drivers passed the inspection.



Planning for Roadcheck

The annual Roadcheck event, which gets people's attention from across North America to the issue of motor carrier safety, is not the time for a driver to be uninformed and caught off guard in a roadside inspection! Drivers need to be trained on how an inspector inspects a vehicle and how to follow the instructions. Training should also cover how drivers should handle themselves during a roadside inspection.

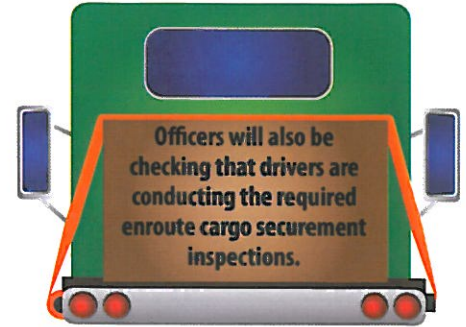
Focus for Roadcheck 2017

CVSA has announced that the special emphasis area at this year's Roadcheck is cargo securement. As well as emphasizing the securement regulations during inspections, officers will also be checking that drivers are conducting the required enroute cargo securement inspections.

Cargo securement was also the special emphasis area during 2016 Roadcheck. The leading load securement violations, by number of violations issued, were:

- 1) failure to prevent shifting/loss of load;
- 2) failure to secure truck equipment (tarps, dunnage, doors, tailgates, spare tires);
- 3) damaged tie downs;
- 4) insufficient tie downs; and
- 5) loose tie downs.

Roadside Inspection Process



A driver could be directed to pull into a fixed or mobile roadside inspection site. The roadside inspection procedure begins with a driver interview. The interview will include a check of the:

- Driver credentials (Driver's License/CDL, medical certificate)
- Driver's hours-of-service compliance (logbook or electronic logging device)
- Carrier and vehicle credential documents (markings, lease agreements, proof of annual inspection, IFTA, IRP, etc.)
- Shipping papers (bills of lading, HM shipping papers, etc.)

During this time, the officer will also be assessing the driver's condition. If the driver cannot answer simple questions, cannot follow simple instructions, or appears to have some type of problem, the officer will investigate the driver further to determine if the driver is impaired, fatigued, or cannot speak English.

If the vehicle will be inspected as well, the officer will also provide the driver with instructions related to the vehicle portion of the inspection.

Common Vehicle Problem Areas

The most common vehicle violations discovered during roadside inspections include:

- Inoperative required light
- Brake out of adjustment
- Inspection, maintenance, repair (a "catch-all" for vehicle violations)
- No current annual inspection
- Tire tread depth below 2/32 (non-steering axle tire)
- Oil or grease leak
- Brake hose not secured against damage
- Discharged or unsecured fire extinguisher
- Having a manual slack adjuster when an automatic slack adjuster is required (brakes)
- Inoperative/defective windshield wipers

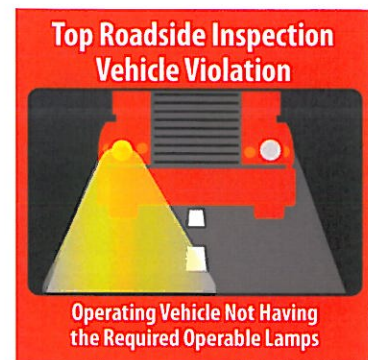
Roadside inspections conducted during Roadcheck typically find the same violations found during roadside inspections conducted throughout the year. For drivers, these violations include:

- Log violation — general form and manner
- Speeding
- Failing to use seat belt
- 30-minute break violation
- False log
- No valid medical certification
- Non-English speaking driver
- 14-hour violation
- Invalid driver's license

Driver logs and medical qualification are top violation areas.

The FMCSA *Analysis and Information Resources Online* shows that the top vehicle violation — by far — at roadside inspections is, “Operating Vehicle Not Having the Required Operable Lamps,” for which 345,126 violations were written during 2016.

Sometimes the roadside inspection follows a traffic stop. The most common moving violation is speeding, along with using a cell phone while driving, improper lane change, and failing to obey a traffic control device.



Outcome of the Inspection

Once the roadside inspection is completed, there are three potential outcomes. The desired outcome is that no violations are discovered. If that is the case, the driver and carrier will be rewarded with a clean inspection on their records.

The second possibility is that violations were discovered, but they were not serious enough to require immediate repair. They will still count against the carrier, and possibly the driver, in the FMCSA's CSA Safety Measurement System. The carrier is given 15 days to complete the repairs, and to sign and return the report attesting to the fact that the repairs are completed.

The final and worst outcome is that a violation was discovered, and the violation is serious enough that the driver and/or vehicle are placed out of service until the problems are corrected. If only the driver is placed out of service, as much as 10 hours' time could be lost. If the vehicle is placed out of service, the vehicle must either be repaired where it is or be towed directly to a repair facility.

As you can see, most violations can be avoided when the driver comes on duty fit for the driving task, has the proper paperwork, the vehicle was inspected, and the driver is focused — not distracted — from the important task of driving.

Preparing Your Drivers

Training drivers for a roadside inspection should cover what the officer will be looking for and making sure the following matters are in good shape:

- The driver is fully qualified and has all his/her credentials and other paperwork.
- The driver has logs, print or electronic, for the current day (today) and the previous 7 days, and today's log is up to date.
- The driver wears his/her seatbelt and follows the rules of the road, with no speeding or unsafe driving.
- The driver inspects the vehicle regularly — including thorough pretrip, en-route, and post-trip inspections — and sees to it that defective items get fixed.
- For trucks, the driver checks the cargo and cargo securement devices after the cargo is loaded, and throughout the trip.

One of the best ways to avoid vehicle violations at roadside inspections is to do a thorough pretrip inspection of the vehicle before the vehicle leaves the yard. Any defects in the equipment must be addressed and repairs made to correct the items before the vehicle is driven.

The few minutes it takes to conduct a pretrip can save an hour or more of waiting for repairs to be completed on the road.

With a special emphasis being placed on cargo securement this year, remind drivers that they must check the cargo and securement devices, regardless of the type of vehicle they are operating, within the first 50 miles after leaving. Then, the driver must check at every duty change, every 150 miles, or after 3 hours of driving time, whichever comes first. If any problems are found, the driver is expected to correct the issue before continuing.

Checking cargo has been an area of confusion for many van and refrigerated drivers. Some think that if they do not have a flatbed, the required cargo inspections do not apply. But they do apply unless the cargo is sealed into the trailer or it is otherwise impractical to check.

Train drivers on what to expect during a roadside inspection. Drivers should be able to understand and respond to the inspector's instructions and hand motions. Also discuss appropriate behaviors during the inspection. There is little reason to challenge the inspector's motives or the manner in which the inspection is conducted. A courteous and respectful attitude will make the inspection process go much smoother. Drivers also need to know how they should respond and communicate with the carrier — you — regarding the outcome.

Training should also be done with those responsible for vehicle maintenance. The company's preventive maintenance program should bring the vehicles in on a regular schedule and replace parts before they can break down on the road.

The CSA Impact

As you know, the CSA program organizes and analyzes roadside inspection data in seven BASICS. Since high scores point to an FMCSA intervention, keeping your scores low is naturally a critical goal.

One way to keep scores low — or to bring high scores down — is to increase the number of “clean” (no violation) inspections you have. The scoring works like this: the CSA math

adds up the “severity” of all your roadside violations in each BASIC and then, in five of the seven BASICs, divides that total by the number of relevant inspections you had, with more emphasis given to the most recent inspections. The resulting number is compared against other carriers’ numbers to determine your overall ranking in the BASIC. Therefore, the more recent, clean inspections you have, the better your scores will be.

Roadcheck 2017 is an opportunity to increase the number of clean inspections you have.

Wrap-up and final thoughts

Roadcheck 2017 is an opportunity. On average, about three times more inspections are done each day during Roadcheck than are done on any other day of the year. For carriers and drivers that are well prepared and want to get some “clean” inspections on their record, June 6-8 would be a good stretch of days to be out on the road.

About the Author

Betty Weiland, Senior Manager of the Transportation Publishing Department at J. J. Keller & Associates, Inc.



With extensive expertise in transportation safety and compliance, Betty serves as editor for the industry standard *Fleet Safety Compliance Manual* and the *Federal Motor Carrier Safety Regulations Pocketbook* and Handbook. She oversees the writing of all other J. J. Keller transportation publications and content. Having monitored and studied the motor carrier safety field for over 30 years, Betty has developed close ties in federal and state regulatory agencies, the enforcement community, and the trucking industry. She is a board member of the National Association of Publicly Funded Truck Driving Schools (NAPFTDS) and serves as secretary of the Policy and Regulatory Affairs Committee for the Commercial Vehicle Safety Alliance (CVSA).

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Since its beginning as a one-man consulting firm in 1953, J. J. Keller & Associates, Inc. has grown to become the most respected name in safety and regulatory compliance. Now over 1,400 associates strong, J. J. Keller serves over 600,000 customers — including over 90% of the Fortune 1000® companies. The company’s subject-matter expertise spans nearly 1,500 topics, and its diverse solutions include ELogs and mobile technology; training via online courses, streaming video or DVD; online management tools; managed services; consulting services; online and print publications; forms and supplies.

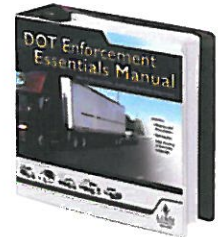
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How We Can Help

As the nation's leading regulatory compliance and best practice experts, J. J. Keller is your reliable source for help complying with motor carrier safety requirements, reducing violations, and preventing crashes. In addition to DOT, we cover OSHA, EPA, DOL, and other agencies.

DOT Enforcement Essentials Manual

This is your authoritative source of information for operating successfully under CSA, including how to prepare your drivers for roadside inspections and FMCSA audits. The manual covers safety evaluations, interventions and self-audits, with up-to-date regulations, best practices, interpretations and explanations. It includes guidance and direction for common concerns, including: how enforcement examines compliance on and off the road; what fleet managers can do to enforce in-house and roadside compliance while mitigating overall fleet risk; how safety data is collected, measured, and evaluated under CSA; how to perform a self-audit using the Safety Measurement System (SMS); what driver information is available to you; and how the FMCSA intervenes in the case of a poor safety ranking.

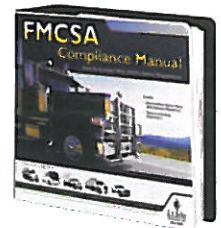


Multiple formats available.



FMCSA Compliance Manual

This manual will help you manage your FMCSR compliance program. Each of the manual's tab-divided sections puts the applicable word-for-word regulations, how-to-comply explanations, and DOT's official interpretations for a specific safety topic all in one spot. You'll get easy-to-understand compliance guidance for: vehicle inspection and maintenance, hours of service, driver qualification, accident procedures, and audits and inspections.

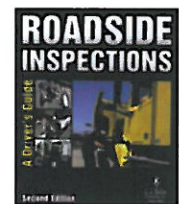


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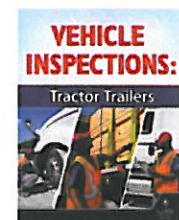
Roadside Inspections: A Driver's Guide, Second Edition

Data discovered during roadside inspections can lead to FMCSA interventions. With this training program, you can effectively train your drivers on the inspection process and what they can do to pass inspections and avoid being placed out of service. Available in DVD, Online Training Course and Pay Per View



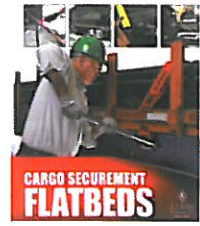
Vehicle Inspections: Tractor-Trailers

Use this training program to help reduce the chance of accidents and breakdowns and avoid having vehicles placed out of service. The program help drivers understand how to perform each of the three types of required inspections (pre-trip, on-the-road, and post-trip), including what to look for and when each inspection needs to be completed. Available in DVD, Online Training Course and Pay Per View



Cargo Securement Flatbeds

Use this training program to help drivers understand flatbed cargo loading and the flatbed cargo securement process. Covers pre-trip and en route responsibilities related to cargo loading, cargo inspection, and cargo securement; the difference between direct tiedown and indirect tiedown methods, and how each method affects the number of tiedowns required; restraining capacity of tiedown devices and how they affect cargo securement; how cargo securement and Compliance, Safety, Accountability (CSA) are related; and securement requirements for several common types of cargo typically hauled by flatbeds. Available in DVD, Online Training Course and Pay Per View



Learn more about Roadcheck 2017 by visiting JKeller.com/Roadcheck.

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