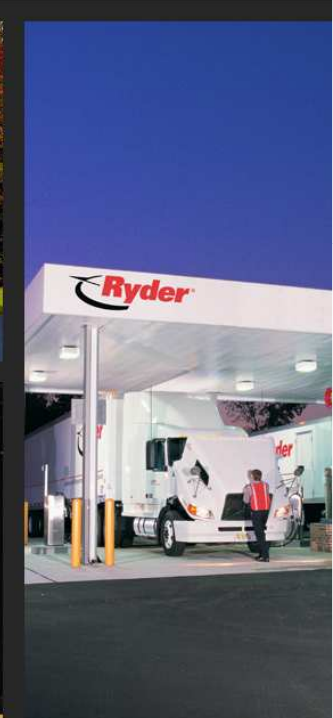




Roadside Inspections



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Why are Roadside Inspections Conducted?

The Purpose of Roadside Inspections

- ▶ The purpose of a roadside inspection is to give you and your vehicle an on-the-spot safety check-up.
- ▶ Roadside inspections are a means of enforcement of the motor carrier safety laws established to help ensure a safer highway environment.
- ▶ Roadside inspections are referenced in the Federal Motor Carrier Safety Regulations. **Section 395.13** refers to out-of-service conditions for drivers. **Section 396.9** acknowledges vehicle inspection activities and out-of-service situations.



Why are Roadside Inspections Conducted?

Who Conducts Roadside Inspections?

- ▶ Qualified inspectors conduct roadside inspections.
- ▶ They are trained through courses developed and maintained by the Commercial Vehicle Safety Alliance (CVSA).



Why are Roadside Inspections Conducted?

What is PrePass?

- ▶ **PrePass** is a commercial motor vehicle pre-authorization process which can reduce the number of roadside inspections for a driver or all drivers of a particular carrier.
- ▶ To participate, a carrier must apply for the service, providing carrier credentials, permit and insurance information, load information and safety status.
- ▶ If the information is acceptable, transponders are issued for each vehicle in the carrier's fleet and drivers are allowed to bypass scales if they receive the proper signal from the transponder.

Federal Regulations: The Six Levels of Inspections

Level I – North American Standard Inspections

- ▶ Most comprehensive of the inspections, it includes examination of compliance with the critical elements of both driver and vehicle regulations. *A Level I inspection takes about 45-60 minutes to complete.*

Level II – Walk-Around Driver/Vehicle Inspections

- ▶ Very similar to the Level I inspection, except the inspector will not check items that require the inspector to physically get under the vehicle. *The Level II inspection takes about 30 minutes to complete.*

Level III – Driver/Credential Inspections

- ▶ An examination of only those documents pertaining to the driver and hazardous materials (if applicable). Your commercial driver's license (CDL), medical certificate, logbook and hours of service, and documentation of the annual vehicle inspection will be examined. The inspector will also check for the presence of hazardous materials.

Federal Regulations: The Six Levels of Inspections

Level IV – Special Inspections

- ▶ Usually a one-time examination of a particular item. These examinations are normally made in support of a study or to verify or refute a suspected trend.

Level V – Vehicle-Only Inspections

- ▶ Follows the vehicle portion of the Level I inspection, and may take place without a driver present. It is usually conducted at a carrier's place of business during a compliance review. It includes all the vehicle components inspected under the Level I inspection.

Level VI – Enhanced NAS Inspection for Radioactive Shipments

- ▶ Follows a higher inspection standard than the regular Level I North American Standard Inspection. It is used only on select shipments of radioactive material.

Federal Regulations: The Six Levels of Inspections

A vehicle that passes a Level I or Level V inspection will be awarded a decal. “Pass Inspection” means that no violations were found. Decals are affixed to the vehicle and remain valid for no longer than three months. Generally, vehicles displaying a decal are not subject to re-inspection unless a problem is observed.

The quarter in which an inspection is performed is indicated by the color of the decal issued:

January, February, March – Green

April, May, June – Yellow

July, August, September – Orange

October, November, December – White

How Should You Prepare for Roadside Inspections?

Prepare Yourself and Your Vehicle

- ▶ Keep your vehicle clean and neat.
- ▶ Properly conduct pre-trip inspections to spot potential problems and get them corrected.
- ▶ Keep your documents in a central location so they are easily accessible.
- ▶ Keep your logbook up to date.
- ▶ Drive safely.



How Should You Prepare for Roadside Inspections?

What to Expect from the Inspector

- ▶ Generally, you will be greeted by the inspector and asked to pull over to a designated area for the inspection.
- ▶ The inspector will identify himself or herself and explain the inspection level procedure.
- ▶ The inspector will chock the wheels of the vehicle and ask you to turn off the engine.
- ▶ The inspector may check your documents, including your CDL, medical certificate, driver's log and hours of service, and documentation of the annual vehicle inspection.
- ▶ The inspector will check for seat belt usage and the illegal presence of alcohol, drugs, weapons or other contraband.
- ▶ The inspector will observe your general appearance and your vehicle's overall condition.

How Should You Prepare for Roadside Inspections?

How to Conduct Yourself

- ▶ Act in a courteous and professional manner.
- ▶ Rude, disrespectful behavior and a defensive or combative attitude will raise the suspicions of an inspector.
- ▶ Respectfully and honestly answer all questions such as where you started, where you are going, and how long you have been on the road.
- ▶ If a conflict should arise or if you become uncomfortable with the questions being asked, avoid debating or disagreeing with the inspector.
- ▶ Contact your immediate supervisor or other qualified carrier representative to discuss questions that you do not know how to answer.
- ▶ Common sense and cooperation are the best course of action.



CVSA Out-of-Service Criteria

“North American Uniform Out-of-Service Criteria”

- ▶ It is a list of violations that are so unsafe that they must be corrected before operations can resume.
- ▶ An out-of-service order can be issued to the driver, the vehicle, or both.

Driver Out-of-Service Criteria

- ▶ Includes such things as:
 - Hours of service violations.
 - Driving with an invalid CDL.
 - Driving under the influence of alcohol or drugs.

Vehicle Out-of-Service Criteria

- ▶ Includes such things as faulty mechanical condition that could lead to an accident or breakdown
 - Leaking, flat or worn out tires.
 - Broken or major damage to components in the trailer's bay area.
 - Fuel system leaks or loose fuel tank.
 - Improper load securement.
 - Improper or inadequate placarding.

CVSA Out-of-Service Criteria - Vehicles

The following items are a general listing of what is examined on tractor vehicles during roadside inspections:

- ▶ **Brake System** – the number of defective brakes is equal to or greater than 20 percent of the service brakes on the vehicle or combination including:
 1. Any missing, broken or loose component.
 2. Audible air leaks.
 3. Exceeding adjustment limits.
 4. Cracked, loose, too thin or missing linings or pads.
 5. Wheel seal leaks.
 6. Hubcap leaks.
 7. Inoperative parking brake.
 8. Cracked or broken drum.
 9. Worn hoses or tubing.
 10. No low air warning at 55 psi and below.
 11. Inoperative or missing valves.
 12. Air compressor loose or defective mount.

CVSA Out-of-Service Criteria - Vehicles

▶ **Coupling Devices:**

1. Missing or loose bolts on the mounting frame.
2. Missing or loose bolts on the mounting plates and pivot brackets.
3. Movement of more than 3/8 inch (9.5 mm).
4. Cracked welds or components.
5. Missing or loose parts.

▶ **Pintle Hooks:**

1. Loose mounting, missing or ineffective fasteners, or insecure latch.
2. Cracks in assembly.
3. Any welded repairs.

▶ **Frame:**

1. Any crack in frame or cross member.
2. Loose cross members.
3. Any frame component in contact with tires.

CVSA Out-of-Service Criteria - Vehicles

▶ Exhaust System:

1. Any exhaust leaks.
2. In contact with wiring, fuel supply, or any combustible part of the vehicle.

▶ Fuel System:

1. Any leaks.
2. Loose fuel tank.

▶ Lighting System:

1. Both headlamps are inoperative (low beam).
2. Inoperative or missing stop lamp.
3. Inoperative tail lamps.
4. Inoperative rear turn signals.
5. Inoperative lamp on rear of projecting load.



CVSA Out-of-Service Criteria - Vehicles

▶ Safe Loading:

1. Any loose or insecure part or item that could fall onto roadway.
2. Aggregate working load limit (WLL) of device is less than 1/2 the weight of cargo being secured.
3. No edge protection.
4. Articles likely to roll not properly restrained.
5. Articles placed beside each other not properly restrained.
6. Articles not properly secured from moving in forward direction.
7. Loose, damaged or missing tie-downs.



CVSA Out-of-Service Criteria - Vehicles

▶ **Suspension:**

1. Any loose or damaged U-bolts.
2. Any damaged spring hanger.
3. 25% or more broken leaves in any spring assembly.
4. Any broken main spring leaf.

▶ **Steering Mechanism:**

1. Any loose, missing or damaged part or component.
2. Worn, faulty or obviously repair-welded universal joints.
3. More than 45° slack in steering wheel.
4. Any cracks or obvious welded repair on all other steering components.
5. Any leaf or portion of leaf missing or separated.
6. Broken coil spring.
7. Missing rubber spring.
8. Any leaf in contact with a tire, rim, brake drum or frame.
9. Broken torsion bar spring.
10. Deflated air suspension.

CVSA Out-of-Service Criteria - Vehicles

▶ **Steering Tires:**

1. Any steer tire with less than 2/32" (1.6 mm) tread.
2. Sidewall cut, wear or damage that exposes ply cord.
3. Breaker strip or casing ply is showing in the tread.
4. Observable bump, bulge, or knot, or tire comes in contact with vehicle.
5. Tire is flat or has noticeable leak.
6. Weight exceeds tire load limit.
7. regrooved, recapped, or retreaded tire on steer axle of passenger-carrying vehicle.

▶ **All Other Tires:**

1. Tire is flat or leaking.
2. Exposed plies or cords.
3. Observable bump, bulge or knot.
4. Less than 1/32" tread.
5. Weight exceeds tire load limit.
6. Tire comes in contact with vehicle (or its mate in a dual set).
7. Missing or loose tread width.



CVSA Out-of-Service Criteria - Vehicles

▶ **Trailer Bodies:**

1. Broken or major damage to components in the bay area.

▶ **Wheels, Rims and Hubs:**

1. Bent, broken, cracked or damaged part or component.
2. Any weld crack.
3. Missing or defective lug.

▶ **Windshield Wipers:**

1. Inoperative, missing or damaged blades on the driver's side.

▶ **Placarding:**

1. Improper placards.
2. Improper number of placards (more than 50% missing).

CVSA Out-of-Service Penalties

Out-of-Service Violation Requirements

- ▶ **Vehicle** – The inspector will place an “Out-of-Service Vehicle” sticker on the vehicle for violations that are likely to cause an accident.
- ▶ **Driver** – A driver placed “Out-of-Service” may be prohibited from further operation of a CMV for a specified period of time or, for some violations, until a required condition is met.
- ▶ If you or your vehicle is placed out of service, you cannot continue operating until the condition of the order has been corrected.
- ▶ If you violate an out-of-service order, you will be subject to a fine and a disqualification period.
- ▶ Contact your carrier if you are placed out of service.



CVSA Out-of-Service Penalties

Penalty Schedule

- ▶ **First violation** – Disqualification for 90 days to one year.
- ▶ **Second violation during 10-year period** – disqualification for one to five years.
- ▶ **Third or subsequent violation during 10-year period** – disqualification for three to five years.
- ▶ **Fines** – §383.53 sets a range of fines from \$1,100 to \$2,750 for drivers who violate an out-of-service order; Carriers are also subject to fines from \$2,750 to \$11,000.

Results of a Failed Roadside Inspection

You

- ▶ Unscheduled down time = lost revenue
- ▶ Schedule interruptions
- ▶ Fines

Your Fellow Drivers

- ▶ A failed inspection could result in more drivers, of vehicles operating under the DOT number, being pulled in for inspections.
- ▶ The company vehicles may become more obvious to inspectors, resulting in more random inspections for all drivers of its vehicles.

Your Carrier

- ▶ Repeated failed roadside inspections can indicate a red flag when it comes to DOT audits, resulting in an increased number of audits.
- ▶ Failed inspections can cause a reduced rating for PrePass, and continued failed inspections can result in your carrier being cancelled out of the program.

CSA 2010 and Roadside Inspections

What it is

- ▶ CSA 2010 is the performance-based monitoring system the FMCSA uses to track and evaluate carriers and drivers.
- ▶ Roadside inspection data is one of the critical data elements used in the CSA 2010 system.
- ▶ Any violation noted on a roadside inspection report is “scored” when the report is entered into the CSA 2010 system.
- ▶ The violation is assigned to the appropriate Behavioral Analysis and Safety Improvement Category (BASIC) which includes:
 - Unsafe driving
 - Driver fatigue (includes hours of service)
 - Driver fitness
 - Controlled substances and alcohol
 - Vehicle maintenance
 - Cargo-related (securement and violations of hazardous materials regulations)
 - Crash indicator (DOT recordable crashes)
- ▶ If a carrier’s or driver’s score in any of the BASICs is over a pre-determined threshold, the carrier or driver could be subject to FMCSA interventions.

CSA 2010 and Roadside Inspections

Violations That Have a Serious Impact on a Driver's and a Carrier's Data:

- ▶ Jumping an out-of-service order
- ▶ Operating a vehicle while ill, fatigued, or under the influence
- ▶ Violating hours-of-service limits
- ▶ False logs
- ▶ Driving a CMV while disqualified
- ▶ Required vehicle light not operating
- ▶ Defective tires
- ▶ Suspension defects
- ▶ Steering system defects
- ▶ No flags and/or lights on a projecting load
- ▶ Cargo not secured



Conclusion

Roadside inspections are a means of enforcement of the motor carrier safety laws established to help ensure a safer highway environment.

Do all that you can to keep both your vehicle and yourself in good operating condition to avoid violations at roadside inspections.



Roadside Inspections Quiz

1. Roadside Inspections are conducted by the Department of Transportation under guidelines developed by the :
 - a. Federal Highway Administration (FHA).
 - b. Department of Transportation (DOT).
 - c. Commercial Vehicle Safety Alliance (CVSA).
 - d. Comprehensive Safety Analysis (CSA).
2. The most common and comprehensive roadside inspection is:
 - a. Level I – North American Standard Inspection.
 - b. Level II – Walk-Around Driver/Vehicle Inspection.
 - c. Level III – Driver-Only Inspection.
 - d. Level V –Vehicle-Only Inspection.
3. The chances of getting pulled over for a roadside inspection are pretty slim.
 - a. True.
 - b. False.

Roadside Inspections Quiz

4. During a walk-around inspection while en-route, you noticed that you had one marker light out, but didn't have a replacement bulb with you. Now you are getting pulled into a scale for inspection. What should you do about the burned out light?
 - a. Ignore it - maybe the inspector won't see it.
 - b. Tell the inspector that it doesn't matter, because it's daytime and you don't need your lights.
 - c. Tell the inspector that you have a light out, but you are planning on getting it fixed at the nearest truckstop ahead.
 - d. It's minor so wait until your vehicle goes in for servicing.

5. If you are placed out of service, you should:
 - a. Fix the problem and leave without telling anyone.
 - b. Ask the inspector if you can go to the truckstop and wait.
 - c. Ask another driver for a ride to the truckstop to wait for assistance.
 - d. Contact your carrier.

Quiz Answers

1. Roadside Inspections are conducted by the Department of Transportation under guidelines developed by the:

c. Commercial Vehicle Safety Alliance (CVSA).

2. The most common and comprehensive roadside inspection is:

a. Level I – North American Standard Inspection.

3. The chances of getting pulled over for a roadside inspection are pretty slim.

b. False.

4. During a walk-around inspection while en-route, you noticed that you had one marker light out, but didn't have a replacement bulb with you. Now you are getting pulled into a scale for inspection. What should you do about the burned out light?

c. Tell the inspector that you have a light out, but you are planning on getting it fixed at the nearest truckstop ahead.

5. If you are placed out of service, you should:

d. Contact your carrier.