



Roadside Inspections

Monthly Training Topic
NV Transport Inc.
Safety & Loss
Prevention



Introduction

Roadside inspections are a part a professional truck driving. The purpose of a roadside inspection is to give the driver and his/ her 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.*



Facts & Statistics

In 2011, there were over 3 million driver inspections and over 2 million vehicle inspections conducted in the United States.

In 2011 approximately 25% of vehicles and/or drivers were taken out of service (OOS) for violations found during roadside inspections.

Top driver violations are log book problems (not current, not signed, etc.), driver's record of duty status is not current and driver not in possession of medical certificate.

Top vehicle violations are inadequate lighting/reflective devices, tire tread depth and oil/grease leaks.



The above facts and statistics are obtained from one or all of the following websites: The AAA Foundation, The Federal Motor Carrier Safety Administration, The National Highway Safety Administration, The National Safety Council

North American Standard Driver/Vehicle Inspection Levels

Level I – North American Standard Inspection

- ***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 Inspection

- ***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 Inspection

- ***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.***

North American Standard Driver/Vehicle Inspection Levels

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.*



Improving Your Odds

Federal regulation requires all drivers to submit to a roadside inspection if requested by a law enforcement official. Many drivers see these inspections as a burden and a waste of their time. Unfortunately, roadside inspections will remain a part of the trucking world. Below are some tips to help you:

- ***Conduct a thorough pre/post trip inspection***
- ***Keep your vehicle clean***
- ***Check your vehicle weight***
- ***When approaching an inspection station, roll down your window***
- ***Check your vehicle documentation (inspections, registration, etc.)***
- ***Check your documentation (logs, medical card, driver's license, etc.)***
- ***Drive courteously and obey the speed limit***
- ***Wear your seatbelt***
- ***Carrier enrollment in PrePass (see subsequent slide)***



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.

Carriers/ drivers must have a good safety record to be accepted into the Prepass program



Out of Service (OOS)

Driver Out Of Service criteria includes, but is not limited to, the following:

- *Hours of service/ Log book violations*
- *Driving with an invalid CDL*
- *Current Medical certificate*
- *Driving under the influence of alcohol or drugs.*

Vehicle Out Of Service criteria includes, but is not limited to, faulty mechanical condition that could lead to an accident or breakdown, such as:

- *Vehicle lights not working properly*
- *Brakes not properly adjusted*
- *Leaking, flat or worn out tires*
- *Fuel system leaks*
- *Inadequate safety equipment*
- *Improper load securement*

Hazardous Material Out Of Service criteria includes, but is not limited to, the following:

- *Improper bill of lading*
- *Missing/ improper placement of placards*
- *Improper blocked/braced loads*

Consequences of being Declared Out Of Service

Monetary fines/ Penalties:

- ***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 - \$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.***

Additional consequences:

- ***Unscheduled down time which can lead to lost revenue.***
- ***Your failed inspection can lead to targeted roadside inspections for your fellow drivers operating under the same DOT number.***
- ***Repeated failed inspections may create a red flag for the carrier and prompt repeated DOT audits.***



Comprehensive Safety Analysis (CSA) and Roadside Inspections

The following violations have a severe impact on driver data and carrier results:

- ***Jumping an out-of-service order***
- ***Operating a vehicle while ill, fatigued, or under the influence***
- ***Violating hours-of-service limits***
- ***Log falsifications***
- ***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***



What to Expect in the Future

Wireless Roadside Inspection Program

New technologies and enforcement strategies could dramatically increase the number of times a commercial vehicle and driver are examined, leading to increased targeted enforcement, creating a greater desire to operate safely, and ultimately reduce the number of truck and bus crashes.

FMCSA Wireless Roadside Inspection program will evaluate the feasibility and value of assessing truck and bus drivers and vehicles up to 100 times more often than is possible using today's approaches.

A "wireless inspection" is a process where public sector entities (people and systems) examine the condition of the vehicle and driver by assessing data collected by on-board systems. The data used in the assessment is termed the "Safety Data Message Set" (SDMS). The SDMS will:

- Be delivered using wireless communications in real time to the public sector infrastructure.*
- Contain basic identification data (for driver, vehicle, carrier, container, and cargo), record of duty status, and vehicle condition data.*

Quiz

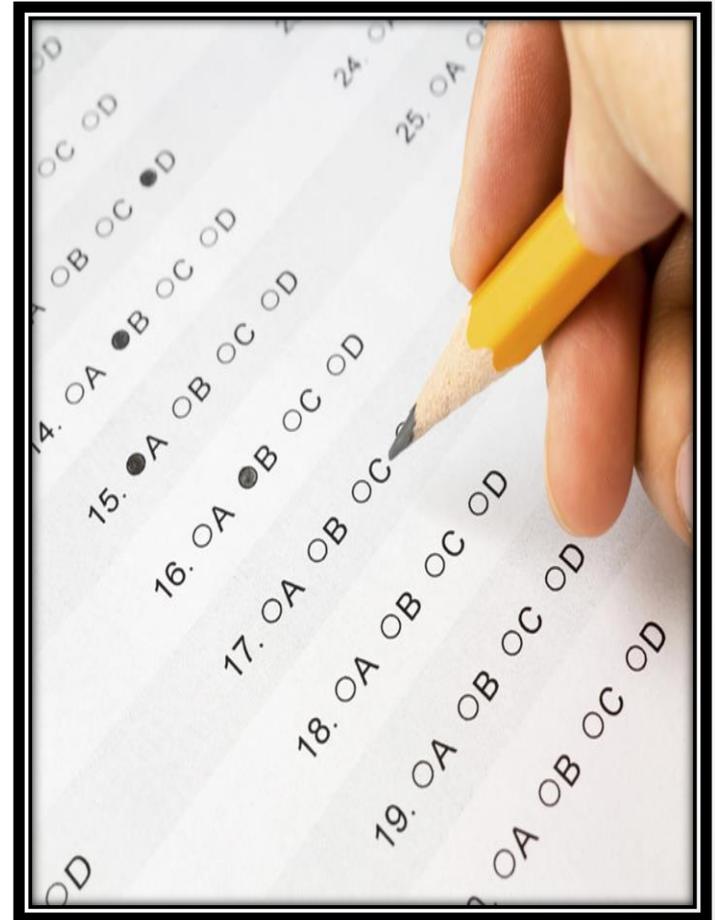
1. **True or False?** *The purpose of a roadside inspection is to give the driver and his/ her vehicle an on-the-spot safety check-up.*
2. **True or False?** *Log violations are one of the top driver violations found during a roadside inspection.*
3. **True or False?** *Prepass is a program that allows drivers to get a one time warning for any violations obtained during a roadside inspection.*
4. **True or False?** *Keeping your vehicle clean is one way to improve your odds during a roadside inspection.*
5. **Which inspection is the most comprehensive?**
 - A. *Level I - North American Standard Inspection*
 - B. *Level II - Walk Around Driver/Vehicle Inspection*
 - C. *Level III - Driver/Credential Inspection*
 - D. *Level IV - Special Inspections*
 - E. *Level V - Vehicle Only Inspections*

Quiz

6. **Which inspection is an examination of only driver documentation?**
 - A. Level I - North American Standard Inspection
 - B. Level II - Walk Around Driver/Vehicle Inspection
 - C. Level III - Driver/Credential Inspection
 - D. Level IV - Special Inspections
 - E. Level V - Vehicle Only Inspections
7. **Vehicle only inspections take place with or without the driver present? (circle one)**
8. **What is the name of the new technology program that could dramatically increase the number of times a commercial vehicle and driver are examined?**
 - A. Safety Data Message Set
 - B. Wireless Roadside Inspection Program
 - C. FMCSA Pathway to the Future
 - D. None of the above
9. **True or False? Roadside Inspections will impact your carrier CSA scores?**
10. **True or False? Roadside inspections are designed to generate violations and cause trouble for drivers and carriers.**

Quiz Answers

1. **True**
2. **True**
3. **False**
4. **True**
5. **A**
6. **C**
7. **Without**
8. **B**
9. **True**
10. **False**



Question or Comments?



Additional Information on Rules and Regulations

This document is intended to be a guide on applicable rules and regulations. Although it may be used as a guide/reference for your training needs, this document is not intended to be used as the standard for FMCSA rules and regulations.

Additional information can be found on the FMCSA website.

The FMCSA website will contain the most accurate and up-to-date information on any and all applicable rules and regulations.

<http://www.fmcsa.dot.gov>

