

Transportation Safety

Training ADVISOR

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Roadside Inspections

Are your drivers ready?

Getting ready for
Roadcheck 2024

UCR fees may jump 25%

Crash-prevention tech is
making strides

Information and resources to help your drivers operate safely



J. J. Keller
& Associates, Inc.
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MESSAGE FROM THE EDITOR

Unleash your inner Sherlock Holmes

There's never a wrong time to jump into an investigative mindset that will help uncover potential compliance issues during roadside inspections. Have your drivers take a page from Sherlock Holmes' book, put on a funny hat – or whatever PPE you have laying around – and whip out the magnifying glass. It's time for a thorough pretrip inspection!

Pretrip inspections can help prevent breakdowns, unnecessary repairs, and crashes. Additionally, what better way to prepare for both scheduled and unscheduled roadside inspections than by putting on that detective's hat and really inspecting the vehicle with a fine-toothed comb?

Advise your drivers to start with these 11 critical components outlined in 392.7. Each must be determined "safe" before driving:

1. Service brakes (including trailer brake connections)
2. Parking (hand) brake
3. Steering mechanism
4. Lighting devices and reflectors
5. Tires
6. Horn
7. Windshield wiper or wipers
8. Rear-vision mirror or mirrors
9. Coupling devices
10. Wheels and rims
11. Emergency equipment



Drivers who transport intermodal equipment must also make sure that all the components of the vehicle, listed in 392.7, are in "good working order" before heading out on the road.

Thorough pretrip inspections are vital for ensuring safety, compliance, and efficiency in the transportation industry. By identifying and addressing potential issues before the trip, drivers can prevent accidents, comply with regulations, and minimize disruptions to the supply chain.

Be sure to remind drivers how important it is to look out for the small details when performing pretrip inspections. With this good habit built right into your company's regular protocols, roadside inspections, and Roadcheck 2024, will be elementary, my dear! ♦



Lucero Truszkowski

Lucero Truszkowski joined J. J. Keller & Associates, Inc. as an Associate Editor in 2022. Lucero edits, writes, and researches content on a variety of topics, including transportation, human resources, and driver training. She holds a Master of Science (MS) in Professional Writing from New York University.



TRAINING BLUEPRINT — ROADSIDE INSPECTIONS

It's roadside inspection time!

Professional drivers should always be ready for roadside inspections, since they can happen without warning and can come with serious consequences if the driver is unprepared.

What better time to motivate your team than by prepping for Roadcheck 2024 now to ensure your drivers are ready all year long?

TIP: Make sure your drivers understand the importance of roadside inspections and how the gathered data can impact the company's Compliance, Safety, Accountability (CSA) scores.

Getting ready for Roadcheck 2024

The Commercial Vehicle Safety Alliance's (CVSA) International Roadcheck is an annual three-day event across Mexico, the U.S., and Canada. This is the largest commercial motor vehicle (CMV) enforcement program in the world where inspectors check about 15 trucks and motorcoaches per minute during the 72-hour window, according to the CVSA. This year's Roadcheck event spans from **May 14-16, 2024**.

Inspectors will use the North American Standard Out-of-Service Criteria to help identify vehicle- and driver-related out-of-service conditions. Vehicles placed out of service cannot be operated until out-of-service conditions have been corrected. Last year's 2023 Roadcheck focused on anti-lock braking systems (ABS) and cargo securement and ended in 59,429 total inspections.

Inspection best practices

There are some general best practices that will help prepare your drivers, no matter what the focus.

1. **Maintain the vehicle's condition.** First and foremost, make sure drivers check that the vehicle is in good operating condition by checking the fluids, cooling systems, spark plugs and wires, timing belt, etc. Regularly checking these elements helps keep the vehicle at optimal conditions at all times.
2. **Keep the vehicle clean.** Drivers can demonstrate their attention to detail by keeping the vehicle clean. Inspectors are human and may be impacted by their first impression of the vehicle. Make it a good one!
3. **Be patient.** Inspections take time, but trying to rush an inspector along won't do your drivers any favors. Remind your drivers to be patient, professional, and polite to inspection professionals.

4. **Know what will be inspected.** Make sure drivers know what paperwork they need to have available for inspectors, as well as how to transfer reports from their electronic logging devices (ELDs) to an inspector. This is another way to show officials that your drivers are competent and compliant.
5. **Follow the inspector's instructions.** This is especially important during the vehicle inspection. The officer will give drivers specific instructions during the inspection to let them know what to do. As an example, some officers will use a whistle to signal when they want the brakes applied or released, while other officers will simply yell "apply" and "release."

TIP: Along with these best practices, make sure your drivers know the importance of having access to all the required paperwork and documentation.

Types of roadside inspections

The CVSA has eight levels of roadside inspections. Each level has a varying degree of emphasis and detail. Although Roadcheck 2024 will consist of mostly Level I comprehensive driver/vehicle inspections, drivers should be prepared for inspections every day of the year.

1. **Comprehensive driver/vehicle:** Examination of driver documents, plus a detailed inspection of the vehicle.
2. **Cursory driver/vehicle:** Examination of driver documents, plus a simple inspection of the vehicle.
3. **Driver:** Examination of documents and items related to the driver.
4. **Targeted:** A one-time examination of a specific item, such as a driver's record of duty status or a vehicle component.
5. **Vehicle:** Detailed inspection of the vehicle only.
6. **Radioactive cargo:** Inspection of certain types of radioactive cargo.
7. **Jurisdictional:** An inspection mandated by a jurisdiction that doesn't meet the requirements of any other level of inspection.
8. **Electronic:** Conducted wirelessly or remotely, not necessarily requiring interaction with an inspector. ♦

TIP: If your company has specific inspection requirements or policies, consider distributing and discussing them to refresh drivers' memories ahead of a potential roadside inspection.



TRAINING HANDOUT — ROADSIDE INSPECTIONS

During a roadside inspection, be prepared to:

- Answer basic interview questions about the trip,
- Present a driver's license for inspection, and
- Provide a record of duty status.

You may also need to provide a:

- Medical examiner's certificate, or
- Skill performance evaluation.



Don't forget the permits:

- International Registration Plan (IRP) cab cards (electronic or paper)
- International Fuel Tax Agreement (IFTA) licenses (electronic or paper) and decals,
- State authority credentials,
- State mileage tax permits,
- Temporary trip permits, and
- Oversize/overweight permits.

If using an ELD:

- Know how to display or print data for today and the previous seven days,
- Know how to transfer the data (when requested by an inspector),
- Know how to identify and correct basic malfunctions,
- Know how to resolve data inconsistencies, and
- Always carry:
 - The ELD manual,
 - Malfunction and data transfer procedure instructions, and
 - Eight days of blank logs. ♦



TEST YOUR KNOWLEDGE — ROADSIDE INSPECTIONS

1. During a roadside inspection, you should be prepared to:
 - A. Demonstrate your ability to inspect the vehicle
 - B. Answer questions about your trip and duty status
 - C. Discuss your understanding of vehicle permits
 - D. All of the above

2. You must know how to identify and correct malfunctions for your ELD.
 - A. True
 - B. False

3. The best way to get through an inspection is to:
 - A. Be patient
 - B. Be courteous
 - C. Never argue with an inspector
 - D. All of the above

4. A minor violation during a roadside violation will put you and your vehicle out service for 24 hours.
 - A. True
 - B. False

5. Which of the following are you NOT expected to provide during an inspection?
 - A. Record of duty status
 - B. Training records
 - C. Permit
 - D. Driver's license ♦

NAME: _____ DATE: _____



UCR fees could jump 25 percent for 2025

Under a new proposal, fees for 2025 Unified Carrier Registration (UCR) would increase by an average of 25 percent above fees paid for the 2024 registration year. This amounts to between \$9 and \$9,000 per entity, depending on the applicable fee bracket.

Proposed fees still lower than previous years

The UCR fee structure is a bracket system. Fees are based on the number of vehicles a company owns or operates. Proposed fees for 2025 are as follows:

Number of power units	0-2	3-5	6-20	21-100	101-1,000	1,001 and above
Proposed fees for 2025 and subsequent years	\$46	\$138	\$276	\$963	\$4,592	\$44,836

Despite the proposed 25 percent increase, the proposed fees are still less than the fees paid for registration years 2019-2022:

Number of power units	0-2	3-5	6-20	21-100	101-1,000	1,001 and above
Proposed fees for 2025 and subsequent years	\$46	\$138	\$276	\$963	\$4,592	\$44,836
2024	\$37	\$111	\$221	\$769	\$3,670	\$35,836
2023	\$41	\$121	\$242	\$844	\$4,024	\$39,289
2020-2022	\$59	\$176	\$351	\$1,224	\$5835	\$56,977
2019	\$68	\$204	\$407	\$1,420	\$6,766	\$66,072

Crash-prevention tech is making strides, but barriers remain

Much progress has been made toward encouraging motor carriers and drivers to adopt crash-prevention technologies like forward collision warning systems, automatic emergency brakes, and adaptive cruise control, but barriers remain, according to a new report from the Federal Motor Carrier Safety Administration (FMCSA).

The report summarizes the progress made in Phase I of the agency's "TechCelerate Now" program, a multi-year effort to improve driver and carrier acceptance of advanced driver assistance systems (ADAS).

Increase is required by statute

The UCR Plan provides for fee adjustments when revenue collections result in a shortfall or surplus from the amount authorized by statute:



- If the required payments to the states and the cost of administering the UCR Plan exceed the amount in the depository, the UCR Plan must collect additional fees in subsequent years to cover the shortfall.
- If there are excess funds after payments to the states and for administrative costs, they are retained in the UCR Plan's depository, and fees in subsequent fee years must be reduced.

Based on these criteria, UCR Plan administrators have recommended an increase in fees for 2025 by an average of 25.0 percent.

Who must file under UCR

The following entities engaged in interstate commerce are subject to annual registration under the UCR program:

- Private property carriers;
- For-hire passenger, property, and exempt commodity carriers;
- Freight forwarders;
- Leasing companies; and
- Brokers.

Carriers domiciled in Canada or Mexico operating in the United States are also subject to UCR registration.

The UCR filing period opens October 1, with registration fees due by December 31 each year. ♦

Survey says

Launched in 2019, the program began with research, outreach, and data collection. Surveys conducted before and after the outreach efforts found that 4 percent of drivers and 13 percent of carrier executives indicated that the program positively influenced an ADAS purchase decision.

As part of the program, the FMCSA developed an online return-on-investment (ROI) calculator to help motor

carriers determine how much money can be saved through ADAS adoption. Despite potential savings, there's still a lot of hesitation in the industry.

"Uncertainty about reliability, usability, maintenance requirements, and ROI are the primary factors contributing to slow adoption and negative perception of the technologies," the report states.

Drivers are skeptical

Drivers were found to be more skeptical about the benefits of ADAS than carrier executives. In fact, over 50 percent of driver respondents said they thought active steering control, driver-facing cameras, and automatic emergency braking could be harmful to safety.

Carrier executives ranked driver acceptance of technologies as one of the top three factors considered when deciding to install ADAS technologies (the other two are the possibility of lower insurance premiums and the cost to purchase the technology).

As a result, the report says future efforts should be focused on drivers who may worry about ADAS taking too much control. There will also be more focus on insurance education, warning systems, and outreach approaches.

Last fall, the FMCSA awarded a contract for Phase 2 of the program, which will include an expanded national outreach and education campaign, measurement of ADAS safety impacts and the effectiveness of the campaign, and additional reporting of results.

Find more details in the full report at <https://www.fmcsa.dot.gov/Tech-CelerateNow> ♦



Expert Help: Questions of the Month

Question: If a mechanic drives a motor carrier's vehicle to their shop for service and had a roadside inspection along the way, is the motor carrier responsible for the violation?

Answer: The inspection and violation would be assigned to the carrier shown on the side of the vehicle as the carrier operating it (or the carrier listed on a rental agreement in the case of a rental agreement). If the driver (mechanic in this case) is not operating the vehicle for the company whose name is on the side of the vehicle, then this would be a violation of the marking regulations in 390.21 and could be cited along with any other violations discovered during the roadside inspection.

Question: Is there a regulation concerning where or how far a DOT officer can ask a driver to travel to perform a Roadside inspection?

Answer: The U.S. DOT definitely does not have one, but there could be state laws that address it. The guidance that the Commercial Vehicle Safety Alliance (CVSA) gives to its members is as follows:



"Select a safe location, preferably a paved, level surface away from traffic and able to support the weight of the vehicle. Avoid hills, curves, soft shoulders and construction sites. You must be visible to oncoming traffic. Select a site where a vehicle can safely be placed out of service, if possible."

It may come down to the authority vested in the officer by state law, or in how the officer was trained, or even just the officer's professional discretion. If an officer orders a driver to do something far out of the ordinary, such as traveling 20 miles off route for an inspection, then it would be up to the driver or motor carrier to challenge it in court as a violation of either state law or the Constitutional protection against unreasonable search and seizure. ♦



Next Month's Topic: Construction Zones/Safety

For most drivers, the phrases "work zones" and "road construction" are associated with thoughts of congested roads, delays, and unsafe drivers. When dealing with an adverse driving condition, it is extremely important that all drivers use additional caution and follow safe driving practices. ♦

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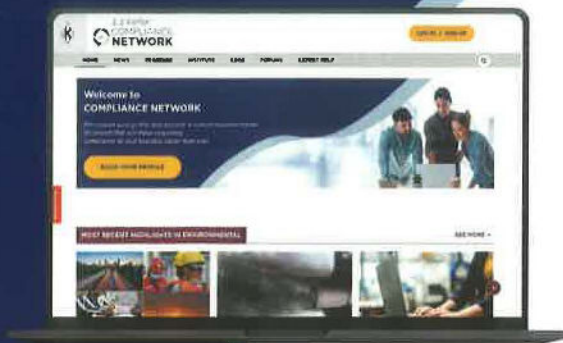
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