"Safety & Compliance are Never a Compromise"

Keep it moving!

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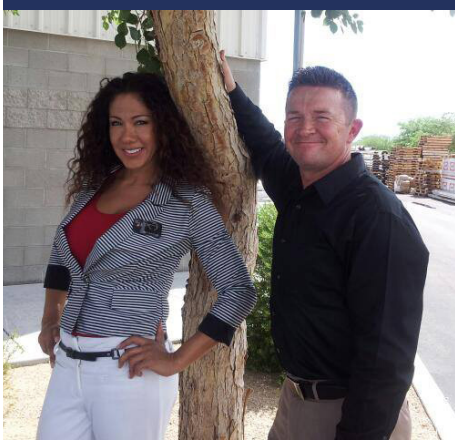

Roadside inspections

A roadside inspection is an examination of a driver and his/her commercial motor vehicle (CMV) by law enforcement. The inspection determines if the driver and/or his/her CMV are in compliance with the Federal Motor Carrier Safety Regulations (FMCSRs) and/or the Hazardous Materials Regulations (HMRs).

Over three million roadside inspections are conducted in the United States each year. These inspections are conducted by law enforcement officers who are trained and follow specific guidelines.

The goal is to assure that both safe drivers and safe vehicles are on the road.

Level I inspection

The Level I inspection is the most common of the roadside inspections. It includes inspection of both the driver and his/her vehicle. The Level I inspection takes about 45 minutes to an hour to complete.

A Level I inspection starts with the inspector greeting the driver and explaining the procedure. The inspector chocks the vehicle and asks the driver to turn off the engine.

The inspector observes the general condition of the driver and the vehicle. Then, the inspector will:

- Conduct a basic interview with the driver, asking questions about the trip;
- Review the driver's license, medical certificate (if applicable), record of duty status, and supporting documents;
- Ask for periodic inspection documentation;
- Check for hazardous materials; and
- Identify the motor carrier by looking at the vehicle's door and/or reviewing documentation (vehicle registration, lease agreement, shipping papers).

The vehicle part of the inspection is next. The inspector will explain the process and describe the hand signals he/she will use.

The inspection starts at the front of the vehicle, proceeds down the driver's side of the vehicle, around the back, and up the right side. The inspector will go under the vehicle to inspect certain components.

At the completion of the inspection, the inspector will hand the inspection

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Roadside inspections *(continued from page 1)*

report to the driver and explain any violations noted. The driver must send this form to his/her motor carrier. The motor carrier must correct any violations on the form sign it, and return it to the issuing agency.

If during an inspection, the inspector discovers serious violations, the driver and/or the vehicle will be issued an out-of-service order. These violations must be corrected before the driver and/or the vehicle can return to service.

ELDs and AOBRDs

The electronic logging device (ELD) requirements have added a new aspect to the roadside inspection. It is very important that all drivers have a solid understanding of the ELD they are using. Automatic on-board recording devices (AOBRD) are no longer allowed for use effective this month (December, 2019).

If using an ELD, the driver must:

- Know how to display or print the data for today and the previous seven days;
- Know how to transfer the data (when requested by the officer);
- Know how to identify and correct basic malfunctions and resolve data inconsistencies; and
- Always carry the ELD manual, malfunction and data transfer procedure instructions, and eight days of blank logs.

A driver should never argue with an officer. He/she should always be calm, patient, and courteous.

The importance of pretrip inspections

A pretrip inspection is performed before each trip to identify problems that could cause a breakdown or accident. Finding and correcting any defects or deficiencies before hitting the road can assist a driver in successfully completing a roadside inspection.

By performing the pretrip inspection the same way every time, a driver is less likely to forget to check an important component.

Vehicle overview. The driver should walk around the vehicle, and:

- Note the vehicle's overall condition;
- Check for unusual wear; and
- Review the last driver vehicle inspection report (DVIR).

Engine compartment. The driver should check fluid levels, hoses for leaks, belts for wear or looseness, the alternator, water pump, air compressor, and the electrical wiring insulation. He/ she should also check the wheels and tires, brakes, steering system, suspension, exhaust, and frame.

Inside the cab. The driver should check all gauges, warning lights, directionals, windshield wipers/ washers, steering wheel, clutch, accelerator, brakes, mirrors, windshield, and safety equipment.

Lights. The driver should check the low beam and high beam headlights and four-way flashers.

Walkaround. The driver should cover the entire exterior of the vehicle starting at the vehicle's left front side and continue to the front, right side, coupling system, rear, left rear, and left side.

Signal lights. The driver should make sure all signal lights are operating properly.

Brake system. The driver should test all brakes, including parking, emergency, and service brakes.

Out-of-service orders

If violations or defects are found and the violations or defects are so unsafe that they must be corrected before operations can resume, the driver and/or the vehicle will be placed out of service.

The inspector will issue an out-of-service order and tell the driver what needs to be corrected or done before the driver and/or the vehicle can return to service.

The consequences can be severe if a driver is convicted of violating an out-of-service order. The driver can be disqualified from operating a CMV and potentially subject to a fine.

CSA data collection

Data collection for Compliance, Safety, Accountability (CSA) occurs during all roadside inspections. The goal is to have a complete picture of both driver and motor carrier compliance.

Violations that are found during an inspection are entered in the CSA system. When no violations are found, that is also entered in the CSA system. It is important to have as many good inspections as possible. All of this data, both good and bad, is analyzed, numerically scored, and organized into one of seven critical safety areas, called Behavior Analysis and Safety Improvement Categories (BASICs). The better the scores in the seven BASICs, the less chance of intervention by enforcement.

Safety focus: Snowplow safety

With snow starting to fall in many portions of the country, now is a good time to review some basic snowplow safety guidelines to be sure that you are allowing snowplows to perform their job so you can perform yours more safely.

- **Slow down.** If weather conditions are bad enough for snowplows to be out, it means that you need to reduce your speed and increase your following distance. Snowplows typically travel at 25-35 mph, which in many cases is significantly slower than the posted speeds. Keep in mind that the driver's field of vision is also severely restricted.
- **Stay behind a snowplow.** Maintain a following distance of at least five to six car lengths to avoid collisions with these slow-moving vehicles as well as damage to your vehicle from the salt, sand, and other road treatment materials being thrown onto the road. In some states, it is illegal to follow a snowplow closer than 200 feet upon any highway having a posted speed limit of more than 35 mph if the snowplow is engaged in snow and ice removal.
- **Never drive next to a snowplow.** A plow can shift sideways after hitting snowpacks, heavy slush, or drifts.
- **Never crowd a snowplow.** It is legal to pass a snowplow, but only do it when a safe and legal passing area is available. This passing area must be clear of snow, ice, and slush. Also keep in mind that plows are wider than most vehicles and portions of the plow or blade may not be visible due to blowing snow.
- **Know where the snowplow is.** On multi-lane roadways, the plow could be in a lane of traffic or on the shoulder.
- **When a snowplow approaches, allow the plow room to operate.** Slow down and move to the right side of the road.
- **Never drive through snow clouds.** These are often referred to as "white outs," and are caused by snow swirling around the snowplow. Keep in mind that it can be difficult to see past the snowplow because of the snow cloud.
- **As with any adverse conditions, turn on your vehicle's headlights.** This allows you to be seen by other traffic.

Keep in mind that the best snow conditions on the road are going to be…you guessed it, right behind the snowplow. So give snowplows plenty of space and let them clear your path so that it is safer to drive.

Sand, salt, or de-icers?*

The snowplow's blades push the snow off of roadways, but how is it determined if salt or sand is spread on the highway?

Salt added to ice or snow lowers the freezing temperature of water. However, when outside air temperature falls below 20 degrees, salt can't adequately lower the freezing temperature. On these colder days, snowplows will lay down sand instead. The advantage of sand is that traction is improved. A disadvantage is that it can leave residue on the roadways that needs to be removed later.

Anti-icing may also be used. Anti-icing prevents the formation of frost and the bonding of snow and ice to the pavement. Anti-icing agents, which are primarily liquids, are applied before or early in a snow storm.

Another alternative are chemical de-icers such as calcium chloride and calcium magnesium acetate. The surface temperature of a snow- or ice-covered road determines de-icing chemical amounts and melting rates. As temperatures go down, more de-icer is needed to melt snow or ice. Research is continuing on chemical de-icers to try and find alternatives to salt and its harmful environmental impact.

Road surfaces

Even when the roadway surface is below freezing, it holds some heat and can help melt snow and ice. The type of road surface impacts its ability to hold heat.

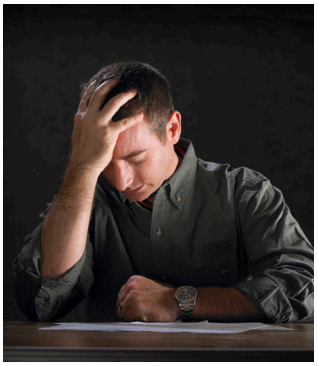
Concrete surfaces cool more rapidly, so snow and ice melt slower on this type of surface. Asphalt surfaces absorb more solar radiation and stay warmer longer so they are better for melting ice or snow.

Regardless of whether snowplows are dispersing sand or salt or the type of road surface you may be on, give snowplows the space they need to keep the roadways clear. After all, we all want to travel as safely as possible.

There's a difference between sadness and depression

"Happiness depends more on the inward disposition of mind than on outward circumstances."

Benjamin Franklin



Prolonged feelings of sadness could actually be depression.

No one is happy all the time. It's normal to feel sad because of a disappointing turn of events, the death of someone you're close to, or another difficult experience. But when you're extremely unhappy for no reason, and sadness is interfering with daily life, you're showing signs of depression.

According to the National Institute of Mental Health, signs include:

- A sad, anxious, or empty mood that persists
- Feelings of hopelessness, or pessimism
- Irritability
- Feelings of guilt, worthlessness, or helplessness
- Loss of interest or pleasure in hobbies and activities
- Decreased energy or fatigue
- Moving or talking more slowly
- Feeling restless or having trouble sitting still
- Difficulty concentrating, remembering, or making decisions
- Difficulty sleeping, early-morning awakening, or oversleeping
- Appetite and/or weight changes
- Thoughts of death or suicide, or suicide attempts
- Aches or pains, headaches, or digestive problems without a clear cause, and which don't go away

If you are concerned about depression, don't keep it to yourself. Talk to a medical health professional or call the National Suicide Prevention Lifeline at 1-800-273-8255.

Depression and social media use

When you're feeling down, social media is not the place to go for a pick-me-up.

Two recent studies found that use of social media can be connected to symptoms of depression. One study, published in the journal JAMA Pediatrics, found that depressive symptoms among teens increased for every additional hour they spent online.

A separate study, from a group of Texas State University researchers, found that negative social media behavior (including comparing themselves to others who were better off) was linked to major depressive disorder in millennials.