

Roadcheck/Inspections

Be ready for Roadcheck 2023

FAQs about roadside
inspections

ME retraining requirements

Spring weight restrictions:
Know your limits

Information and resources to help your drivers operate safely



J. J. Keller
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MESSAGE FROM THE EDITOR

Get your drivers ready for Roadcheck 2023

As spring approaches, it's time to start thinking about Roadcheck 2023! This year's inspection event is scheduled for May 16-18. The focus will be on anti-lock braking systems (ABS) and cargo securement.

This is a great time to talk to your drivers about what they can expect during Roadcheck 2023 as well as to remind them of the importance of their daily pretrip, on-the-road, and post-trip inspections. These regular inspections are what allow you to keep your fleet operating safely, and they also increase the odds of your vehicles scoring well at roadside inspections.

There are some other tips you can give your drivers to help them perform well on roadside inspections, though these items aren't found on the inspection checklist:

1. **Keep the vehicle clean.** Drivers can demonstrate their attention to detail by keeping their vehicles clean. Inspectors are human and may be impacted by their first impression of the vehicle. Make it a good one.
2. **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 officials.
3. **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 drivers are competent and compliant.
4. **Follow the inspector's instructions,** especially 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."

By conducting thorough pretrip, on-the-road, and post-trip inspections, as well as following the four tips above, drivers can put their best foot forward during roadside inspections. ♦



Jen Loomis

Jen Loomis joined J. J. Keller in 2021 on the Content & Consulting Services Transportation Team. As an Associate Editor, Jen edits a variety of products including the *Transportation Safety Training Advisor*, *Driver Report*, and *Driver Training Awareness Program* newsletters. She also provides regulatory support in the area of DOT drug and alcohol testing.



TRAINING BLUEPRINT — ROADCHECK/INSPECTIONS

FAQs about roadside inspections

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

What kinds of inspections are there?

CVSA has eight different levels of roadside inspections, with varying degrees of emphasis and detail. During International Roadcheck, inspectors will conduct Level 1, 2, 3, or 5 inspections.

1. **Comprehensive driver/vehicle inspection:** Includes an examination of required driver documents and a detailed vehicle inspection.
2. **Cursory driver/vehicle inspection:** Includes an examination of the driver's documents and vehicle items that can be inspected without physically getting under the vehicle.
3. **Driver inspection:** Involves checking only documents and items related to the driver.
4. **Targeted inspection:** Involves a one-time examination of a particular item, such as a driver's license or the vehicle's brakes.
5. **Vehicle inspection:** Consists of a detailed inspection of the vehicle that doesn't require the driver's presence. Can be done during a compliance review at a carrier's place of business.
6. **Radioactive cargo inspection:** Designed specifically for select radiological shipments.
7. **Jurisdictional inspection:** Mandated by a jurisdiction but does not meet the requirements of any other level of inspection. Examples include inspection programs limited to school buses, limousines, or taxis.
8. **Electronic inspection:** An inspection conducted electronically or wirelessly while the vehicle is in motion without direct interaction with an enforcement officer.



What information will an inspector want to see from a driver?

Drivers will be expected to have the following information on their person or in the vehicle to provide to an inspector upon request:

- Driver's license;
- Proof of medical certification for those required to carry a medical card;
- Record of duty status;
- Documentation of annual inspection;
- Hazardous materials paperwork; and
- Permit credentials (IRP, IFTA, etc.).

TIP: Discuss with your drivers the importance of having easy access to required paperwork. It may be a good time to discuss options to help drivers keep hard copies or electronic documents organized.

What happens after an inspection is completed?

The driver must return the inspection report to the motor carrier within 24 hours of the inspection. The motor carrier must make sure any defects on the inspection report were corrected before signing the report and returning it to the issuing agency within 15 days. The motor carrier is required to keep a copy of the form for 12 months. If the vehicle passes the inspection, a CVSA decal is then placed on the vehicle. The decal is valid for up to three months.

TIP: Give drivers a fax number, email address, or mailing address they should use to return inspection reports to your motor carrier if they won't return to a terminal within 24 hours.

What happens if a vehicle or driver is ruled out of service (OOS)?

Consequences can be severe if a driver leaves before an OOS situation has been rectified or if the vehicle is driven before the OOS repairs are made. Regulations contain penalties for drivers and motor carriers if an OOS order is not followed. ♦



TRAINING HANDOUT — ROADCHECK/INSPECTIONS

Have permits and supporting documents ready to inspect

During a roadside inspection, you should be prepared to provide inspectors with proper permits, such as:

- 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
- Oversize/overweight permits



Inspectors may also ask to see supporting documents, which are additional pieces of evidence that help verify your on-duty (not driving) time, including:

- Bills of lading, itineraries, schedules, or equivalent documents that indicate the origin and destination of each trip
- Dispatch records, trip records, or equivalent documents
- Expense receipts
- Electronic mobile communication records reflecting communications transmitted through a fleet management system (FMS)
- Payroll records, settlement sheets, or equivalent documents that indicate payment to you ♦





TEST YOUR KNOWLEDGE — ROADCHECK/INSPECTIONS

Directions: Read each statement carefully and mark the best answer.

1. Permits that an inspector may ask to see include:
 - A. IRP cab cards
 - B. IFTA licenses
 - C. State mileage tax permits
 - D. All of the above
2. Supporting documents are:
 - A. Not required
 - B. Always stored electronically
 - C. Additional pieces of evidence to verify your on-duty time
 - D. None of the above
3. Inspectors will allow you to mail supporting documents to them later if you don't have them during an inspection.
 - A. True
 - B. False
4. Certain permits may be presented to an inspector electronically or as a hard copy.
 - A. True
 - B. False
5. Examples of supporting documents include:
 - A. Dispatch records
 - B. Social media posts
 - C. Emails from a supervisor
 - D. A and C

NAME: _____ DATE: _____



Spring weight restrictions: Know your limits

Although consistently warm weather might still be a ways off, it's not too soon to start thinking about spring weight restrictions. Seasonal weight restrictions may vary from one year to the next based on the weather. Typically, effective dates for spring weight restrictions are based on:

- Frost depths measured along state highways,
- Observed road conditions, and
- Weather forecasts.

When the frost line is deep enough to allow moisture to escape and a state or province feels its roads have regained stability, weight restrictions will be removed.

Different road types have different limits

Interstates and state highways have their own weight limits. Weight limits on local and secondary roads may potentially have stricter limits than primary highways. The design of the road will determine how soon the road can return to regular weight limits.

- **Primary roadways** — Interstates and major highways generally have thick, well-graded foundations so they recover more quickly. The final surface is often reinforced concrete, which remains strong and secure regardless of the season.
- **Secondary roadways** — The foundations of these roads aren't as heavy or thick as those of primary roads, so it takes longer for them to return to regular weight limits. Secondary roads are often topped with asphalt, which is not as rigid as concrete. The combination of wet conditions and softer foundations makes the roadways unable to support as much weight as they can during a dry summer or frozen winter.

States and provinces have their own restrictions

While weight restrictions are more prevalent in the northern half of the U.S. and into Canada, any state or province can impose restrictions.

When enforcing spring weight restrictions, state law enforcement will sometimes use portable scales on secondary roads. The portable scales aren't meant to "catch" drivers but are there to remind them of the importance of following spring weight restrictions.

Why are weight restrictions enforced?

Highway infrastructure funds are hard to generate, and states simply can't afford the expenses of repairing or replacing roadways due to heavy loads during the spring.

Monitoring limits

Motor carriers and their drivers can monitor state and province websites for affected highways and the effective dates of spring weight restrictions. Signing up for automatic email or text alerts from the states and provinces is another way to stay up to date.

Spring weight limits will be less than the normal posted weight of the road, and drivers of heavy vehicles should watch for road signs indicating seasonal weight restrictions. Drivers should plan ahead and leave enough time in case a different route needs to be taken to avoid restricted roads. ♦



FMCSA announces medical examiner retraining requirements

Federal Motor Carrier Safety Administration (FMCSA) announced on January 11, 2023, the requirement for the five-year refresher and ten-year recertification training and timelines.

The five-year point for many certified medical examiners (CMEs) on the Registry passed in 2019 or earlier. FMCSA delayed making the five-year refresher course available until July 2022. CMEs due or overdue for the five-year refresher in 2022 must have completed the training within their registry account by December 31, 2022. In 2023 and beyond, CMEs should complete the refresher training between years four and five before the five-year deadline.

CMEs due for the ten-year recertification must take the course via an authorized private-sector provider. Due to the five-year refresher delay, CMEs could upload the proof of completion of the ten-year recertification starting January 1, 2023. Even if a CME is past the ten-year point, they have until December 31, 2023, to complete the course and pass the test. ♦



Answers to quiz on page 5:

1.) D 2.) C 3.) B 4.) A 5.) A



Next Month's Topic: Personal and vehicle security

Each year, thousands of drivers are injured, and millions of dollars are lost in thefts and robberies. In May, we will discuss the best ways to protect drivers and their vehicles from the threat of danger while on the road. ♦

Expert Help: Question of the Month

Question: If a CMV driver leaves his wallet at home, can he get a violation and/or ticket for not having it?

Answer: If the driver cannot present his credentials during a traffic stop or roadside inspection, the driver will be issued a violation and/or citation. The required credentials and violations would be:

- Driver's license — The violation will be either for a state code violation for license not on person (LNP), and/or 391.11(b)(5) for a non-CDL driver or 383.23(a)(1) for a CDL driver for not having the license on his person.
- Medical card — If the driver's medical card information is not on the driver's CDL or available electronically (such as a non-CDL or another type of driver that must carry medical paperwork for some reason), the driver will receive a citation for 391.41(a), not having a medical card.

The officer will normally not place the driver out of service, provided the officer can verify that the driver has a valid license and the driver has not been caught before with no medical card. If the officer cannot verify the driver has a valid license or the driver has a history of no medical card, then the officer will place the driver out of service until the situation is resolved (the driver can leave the inspection site, just not driving a CMV). ♦



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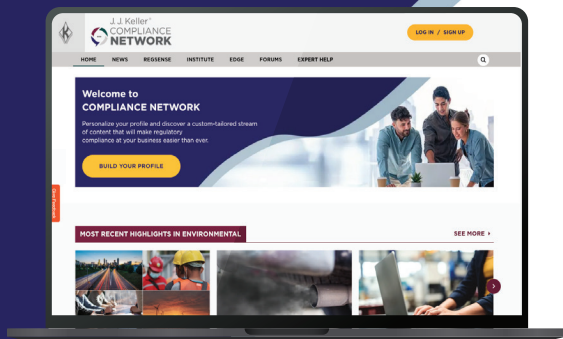
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