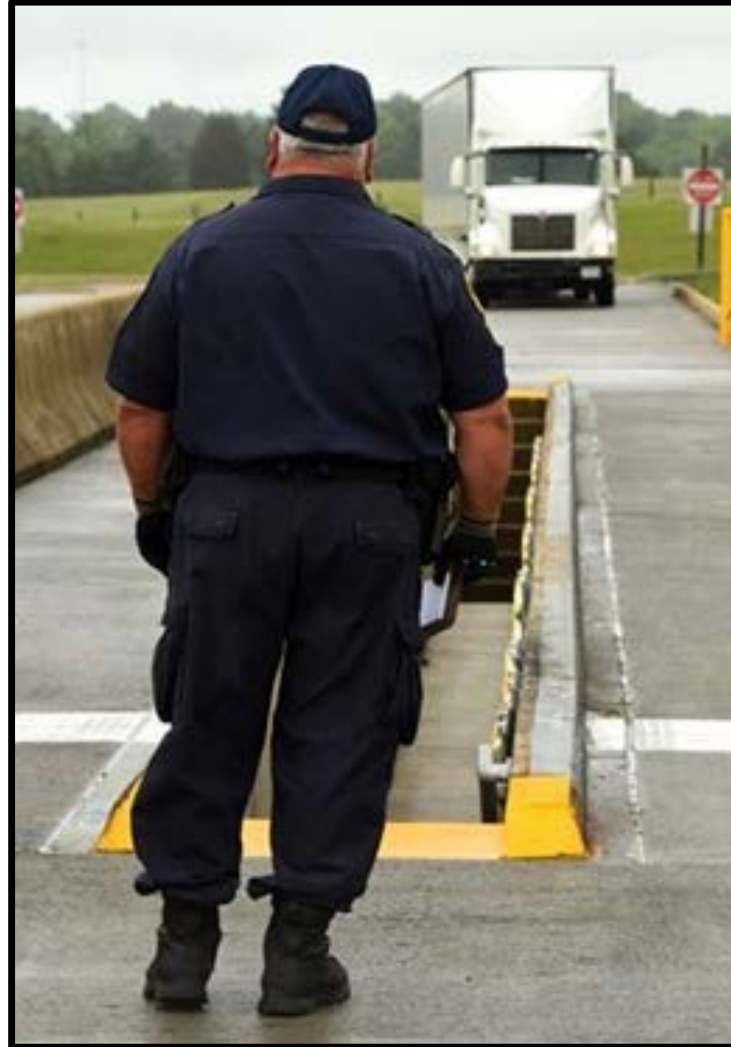
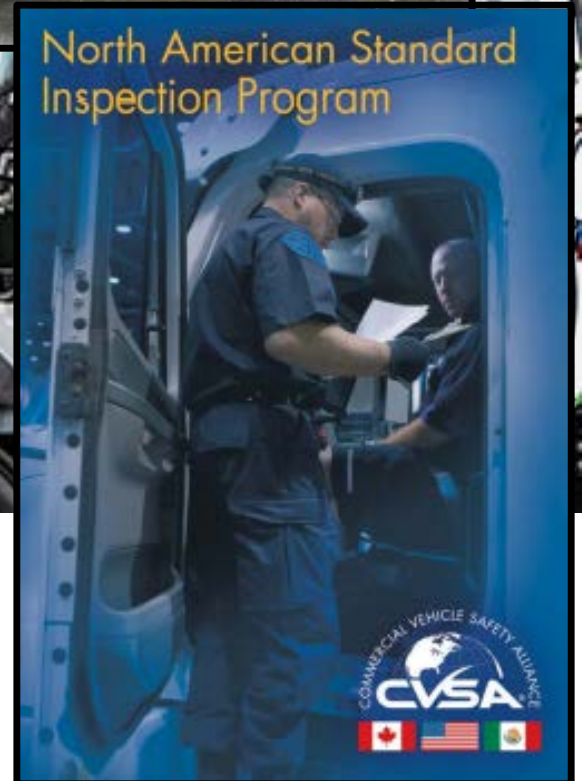


Roadside Inspections



Why inspect a CMV?

- **Safety is the single most important reason you inspect your vehicle. Safety for yourself and for other road users around you.**
- **A vehicle defect found during an inspection could prevent a serious accident or unsafe condition from becoming worse.**
- **Federal and state inspectors can inspect your vehicle at any time, and if found unsafe, can place your vehicle out-of-service.**
- **Always inspect every vehicle you operate without exception.**



- **Roadside inspections are conducted at weigh stations, portable scales, and a variety of other roadside locations, using the Commercial Motor Vehicle Safety Alliance (CVSA) inspection standards and referencing the FMCSRs to verify the current safety condition of vehicles and drivers.**
- **When a driver receives an inspection report from a state or FMCSA official at a roadside inspection, the driver must deliver the report to the motor carrier upon arrival at the next terminal or facility. If the driver is not scheduled to arrive at a terminal or facility within 24 hours, an alternate delivery method must be used.**
- **After receiving a roadside inspection report from a driver, the motor carrier must correct all noted defects, must certify on the form that violations have been corrected, and must mail the completed form to the address shown. This must be done within 15 days following the date of the inspection.**



Your company's safety data appears online in FMCSA's Safety Measurement System (SMS) website. FMCSA updates the SMS once a month with data from roadside inspections, including driver and vehicle violations; crash reports from the last two years; and investigation results. The SMS considers:

NEW YORK STATE POLICE
Commercial Vehicle Enforcement Unit
Troop T
TE3411(9/1)

DRIVER/VEHICLE EXAMINATION REPORT
Report Number: NYSP70341140
Inspection Date: 01/25/2018
Start Time: 09:55 AM End Time: 10:28 AM
Insp. Level: 3 - DRIVER ONLY
HAZMAT Insp: _____

USDOT#: 00180743 PPlate#: _____ CoDriver: _____
MCMKR: 152120 Falt#: _____ License#: _____
State: _____ Date of Birth: _____ State: _____

Location: PHELPS (EXIT 42) MilePost: _____ Shipper: _____
Highway: I-90 Origin: GENEVA NY Bill of Lading: _____
County: ONTARIO Destination: NEWARK NJ Cargo: EMPTY

Unit	Type	Make	Year	State	License #	Equipment ID	VIN#	GVWR	GVWA	GVWA
381	TT	FHHT	1999	IL	1916723	122692	1FUYMCG330420570			
382	ST	FRUE	1992	IL	1493130		1HEV4822NR13111			

BRAKE ADJUSTMENTS: NO BRAKE MEASUREMENTS REQUIRED FOR LEVEL 3 INSPECTIONS

Violation Code	Section	Unit	DOB	Class #	Verif	Crash	Violations Observed
300.8	395.8	D	N		N		DRIVER FAILED TO LIST CITY/STATE FOR CHANGE OF DUTY LOCATION 1/14/18 AT 13:00PM
395.8	395.8	D	N		N		DRIVER INACCURATELY DATED LOG PAGE FOR 1/24/18 AS 1/25/18
395.8F1	395.8F1(1)	D	N		N		DRIVERS RECORD OF DUTY STATUS NOT CURRENT - LAST ENTRY MADE 1/24/18 AT 14:30

HMWt: NO HM TRANSPORTED P/Weight: NO Cargo Tank: _____
Special Checks: _____

1.) NOTE TO DRIVER: Return this report to the motor carrier whose name appears at the top.
2.) NOTE TO INSPECTOR: If entries are made in the violation section above, please sign the report when repairs are completed.
Signature of Inspector X: _____ Title: _____ Date: _____

3.) Sign and return this report ONLY if violations are entered in the violation section.

RETURN ADDRESS:
New York State Department of Transportation
Truck Inspections
80 West Plaza P.O. Box 53
Albany, New York 12212

4.) TRAFFIC TICKETS: If issued, MUST be returned to the COURT whose address appears on the front of the TICKET.
5.) MOTOR CARRIER CERTIFICATION: I hereby certify that all violations entered on this report have been corrected and action has been taken to assure compliance with the NYS Transportation Law and Regulations.
6.) If the vehicle has NOT been repaired and HAS been permanently removed from service, initial here: _____ and sign the report.
Signature of Motor Carrier X: _____ Title: _____ Date: _____

Shipped/Received By: Order # Date Received To:
PAUL F. MOVES 2511 GORGE L. SALGADO

X _____ X _____

NYSP70341140

- The number of safety violations and roadside inspections;
- The severity of safety violations and crashes;
- When violations occurred, with recent events weighted more heavily;
- The number of trucks operated and the number of miles traveled; and
- Acute and Critical Violations found during investigations

FMCSA organizes the SMS data into seven Behavior Analysis and Safety Improvement Categories (BASICS):



How to prepare for a DOT inspection?

Effective pre and post trip inspections catch potential mechanical deficiencies and prevent them from becoming safety hazards on the road. Safety is the single most important reason we inspect our vehicles. Safety for ourselves and for other road users around our vehicles. A vehicle defect found during an inspection could prevent a serious accident or unsafe condition from becoming worse.

Both drivers and carriers can use the following tips to prepare for inspections:

- **Clean the equipment inside and out**
- **Implement and follow a preventive maintenance program to keep vehicles in safe condition**
- **Perform pre-trip, in-route and post-trip inspections for each vehicle operated**
- **Ensure each driver dispatched has available hours to complete the assigned tasks**
- **Ensure all driver credentials are current and in the driver's possession every trip, every day**
- **Secure cargo and equipment properly, including in the cab and check it regularly**
- **Implement and follow a daily gate check program**

What are the most common violations?

Violations are cause for a driver or CMV to be placed out of service. If a driver is placed OOS, another driver may need to come and take over the truck. If the vehicle is in violation, it can either be repaired on site or towed away. Knowing the most common violations can help drivers and carriers better maintain the equipment and keep the necessary documentation on hand.

For drivers:

- Moving violations / unsafe driving
- No or expired medical card
- Invalid, downgraded or expired driver's license
- Not wearing a seat belt
- Exceeding HOS limits
- Operating without the proper CDL endorsements

For vehicles:

- Inoperable lights
- Tire tread depth below 2/32 or 4/32 of an inch
- Oil, grease, transmission fluid or fuel leaks
- No current annual inspection on the vehicle
- Improper cargo securement
- Discharged or unsecured fire extinguisher

Driver Engagement & Vehicle Inspections

What does it mean to be engaged in your driver's vehicle inspection process?

- Understanding the task and verifying daily completion
- Sharing your time and being a mentor
- Sharing your valuable knowledge and experience

What tools are available to managers?

- Give constructive & transparent feedback
- Reinforce expectations consistently
- Observe and ask questions routinely
- Challenge missed opportunities and raise expectations



End of Chapter