GUARDIAN

A Publication of the Commercial Vehicle Safety Alliance

Volume 24, Issue 4
4th Quarter 2017

What to Expect When the Electronic Logging Device Mandate Goes Into Effect on Dec. 18, 2017

Plus...

Understanding the Responsibility of Properly Documented Violations During an HM/DG Inspection

CVSA Now Accepting Nominations for the 2018 International Driver Excellence Award

GUARDIAN
Fourth Quarter
Volume 24, Issue 4
www.cvsa.org

GUARDIAN

IN THIS ISSUE

GUARDIAN
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Phone: 301-830-6143 • Website: www.cvsa.org

"Guardian" is published quarterly by the Commercial Vehicle Safety Alliance with support from the Federal Motor Carrier Safety Administration. CVSA and FMCSA are dedicated to government and industry working together to promote commercial vehicle safety on North American highways.

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PRESIDENT'S MESSAGE

Our Alliance

By **Capt. Christopher Turner**, *Kansas Highway Patrol*

Ladies and gentlemen, before I dive into my first message, I want to thank you for allowing me to be your president. I am excited for this year, and many more productive years, with CVSA. It has been a rough couple of years as roadway fatalities have been rising. But, one of the reasons I appreciate commercial motor vehicle safety is that we always move forward, looking for ways to save lives. We have plenty of work ahead of us; let's roll up our sleeves and get to it.

For my first message, I want to discuss our Alliance: what CVSA provides to its members, where we have been and where we are headed. Questions I often hear are: What is CVSA? What does it do for its members? Because I am actively involved with committees and the CVSA Board of Directors, I rarely think of these questions anymore, but they are important. The answers should remain in our thought process as we complete our work for CVSA. I want to explore what services we provide and who we are, because together we (the members) are the Commercial Vehicle Safety Alliance; CVSA is what we make it.

Let's start with the basics of what the Alliance is and what it does, which are critical to understanding its role and function. CVSA is a nonprofit association comprised of local, state, provincial, territorial and federal commercial motor vehicle safety officials and industry representatives from the United States, Canada and Mexico. Our role is to promote uniformity and best practices, in addition to our out-of-service criteria which serves to establish enforcement tolerances for underlying safety regulations.

CVSA fulfills its role by bringing enforcement and industry together through in-person meetings and throughout the year as committees and programs work through their agendas. I've heard people say that CVSA just provides decals and an out-of-service criteria. While CVSA does provide these services (the out-of-service criteria is a substantial undertaking by all of our committees), CVSA is so much more than decals and the out-of-service criteria.

CVSA is an opportunity to have one voice to further consistency and best practices throughout North America.

Currently, we have the following committees and programs:

- Driver-Traffic Enforcement Committee
- Enforcement and Industry Modernization Committee
- Hazardous Materials Committee
- Information Systems Committee
- Passenger Carrier Committee
- Policy and Regulatory Affairs Committee
- Size and Weight Committee
- Training Committee
- Vehicle Committee
- North American Inspectors Championship Program
- North American Standard Inspection Program
- North American Standard Level VI Inspection Program
- Cooperative Hazardous Materials Enforcement Development Program
- Operation Airbrake Program
- Operation Safe Driver Program
- International Roadcheck Program
- International Driver Excellence Award Program
- College Scholarship Award Program

CVSA provides the venue and opportunity for us to come together. Participation in committees and programs drives where CVSA is headed. Through CVSA, we have a unified opportunity to positively impact safety in a cooperative environment. CVSA also provides the opportunity to speak directly to our federal regulatory agencies. Of course, as individual members, we can speak to our regulatory agencies, but not with the same continuity. Through CVSA, we have a forum to understand the challenges of each jurisdiction and perspectives from industry to successfully overcome challenges and save lives by working together.

It is important to understand who our industry (associate) members are. Our associate members are comprised of international vehicle experts, vendors and others in the transportation industry. When we come together to promote safety priorities, we can hear from the experts on vehicle components, the vendors whose technologies will save lives and our industry partners who are often the first adaptors of these technologies and who must comply with the federal regulations.

Once our committees and programs set our direction, CVSA staff must carry out these

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CVSA brings enforcement and industry together to share the best and brightest ideas from our members.

Continued from page 1

objectives. Staff:

- Ensures the out-of-service criteria is up to date, printed and disseminated
- Ensures the CVSA decals are purchased and good quality
- Writes correspondences, as directed
- Manages program goals, such as setting up the North American Inspectors Championship and seeing it through to fruition
- Reports our collective activities during safety initiatives
- Works with the National Training Center
- Writes applications for and manages grants
- Reviews CVSA policy and makes changes as voted
- Maintains membership databases
- Finalizes policy positions as voted upon by the membership
- Represents us at other meetings, such as meetings held by the International Association of Chiefs of Police, Canadian Council of Motor Transport Administrators (CCMTA), American Association of Motor Vehicle Administrators (AAMVA), International Registration Plan (IRP), American Trucking Associations (ATA) and local associations

CVSA staff reports back to us and the cycle starts all over again.

My message provides a snippet of what CVSA is and does throughout the year. If I were to breakdown everything CVSA does, I would take up the entire magazine. In short, together, we are CVSA.

As I close my first message, I want to review our significant accomplishments from last year and our priorities for the upcoming year. 2017 was significant for CVSA. We continued implementation of our strategic plan, worked with Congress on extensive funding issues and finished our transition to being incorporated.

In 2018, we will focus on consistency in training and enforcement. We also have new challenges to face. Electronic logging devices (ELD), for example, require additional training to understand the rule and exceptions.
The board tasked staff to ensure members are updated on our progress and initiatives throughout the year. We will see some changes to this magazine; our program and committee staff liaisons will provide updates on their work. We will also pursue innovative ways to advance our safety message through education and outreach and we will investigate whether technologies, such as mobile applications, can further our goals. Also, we will begin our new committee on crash standards and analysis.

I began my message with a question: What is CVSA and what do we do? CVSA brings enforcement and industry together to share the best and brightest ideas from our members. CVSA serves as one voice to further consistency and best practices throughout North America. We also have a unified voice when speaking to Congress about serious safety concerns and economic challenges which affect us all. CVSA reflects our efforts. CVSA is ours. ■

EXECUTIVE DIRECTOR'S MESSAGE

Advancing Commercial Motor Vehicle Safety

By **Collin B. Mooney**, *MPA, CAE, Executive Director, Commercial Vehicle Safety Alliance*

The construction of the interstate highway system in the United States opened the door to trucking as a primary means for moving cargo throughout the country. Similar national highway networks in Canada and Mexico have made trucking and bus transportation more attractive throughout North America. As a result of this continued growth, today's safety in commercial motor vehicle transportation continues to pose a complex challenge.

Founded in the early 1980s, the Commercial Vehicle Safety Alliance (CVSA) has established itself as a major factor in developing safety standards and practices for the motor carrier industry. The Alliance's committees and programs provide this structured approach to facilitate discussion, design and implement effective safety practices and programs, all in pursuit of a safer transportation network.

Over the past 35 years, the Alliance has grown to international proportions and is recognized by governments and industry as a catalyst for bringing together the various interests needed to establish and enforce commercial vehicle safety laws, regulations, standards and practices. The Alliance serves as the focal point for bringing together the key players to address the major issues that affect commercial motor vehicle safety – a unique and challenging concept involving the regulators and the regulated.

As the melting pot for truck and bus safety issues, the Alliance remains well positioned to continue its leadership role in helping the member jurisdictions, the enforcement community and the commercial vehicle industry develop the vehicle maintenance and compliance standards, operating policies, inspection procedures, training programs, data collection efforts and applicable laws and regulations to ensure safe and efficient movement of people, commercial goods and hazardous materials. To accomplish this, the Alliance has evolved over the years from a project or task-driven organization to one with a more strategic approach that anticipates areas of need, develops strategies to address those needs and targets specific resources to implement those strategies.

Because of the breadth and depth of our membership and our strategic partnerships with a variety of industry stakeholders, the organization has demonstrated that it can be the dominant agent for bringing together all interested parties engaged in commercial motor vehicle safety. CVSA's foundation is rooted in the North American Standard Inspection Program, which continues to be the Alliance's most successful roadside inspection and enforcement initiative. This program alone is indicative of how influential the Alliance is and the extent to which its programs can solidify both the enforcement community and the commercial motor vehicle interests around effective safety programs that benefit the safety of both industry and the public.

Over the years, CVSA has structured its operations to expand its leadership role and help its membership in several ways:

- Adapting emerging technology for safety improvements in a rapidly changing transportation environment
- Leveraging scarce resources to develop safety improvements and building consensus around their application
- Serving as the focal point for resolving issues that affect enforcement and efficiency
- Providing a voice to make the public aware of the contribution of the commercial vehicle industry and its commitment to safe transportation of people and cargo
- Leading the way in setting international standards and supporting international compliance of motor carrier laws and regulations

As organizations evolve over time, the Alliance must be designed with sufficient flexibility to accommodate changes within its environment. As a result, CVSA must recognize the importance of continuing to move our strategic framework forward in an effort to take full advantage of our unique position among regulatory, enforcement and industry elements in order to ensure that the Alliance's activities continue to respond to the needs of the membership.

As we continue into our 36th year, I'm once again encouraged with the progress that we've made as an organization and I look forward to furthering this success over the next year. Wishing everyone all the best in 2018. ■

LETTERS TO THE EDITOR

Electronic Logging Devices and Driver Fatigue

By **Michael Millard**, *Transportation Management Specialist, Office of Secure Transportation, Office of Training Resources, Resources Division, Logistics and Property Management Branch, National Nuclear Security Administration, U.S. Department of Energy*

Electronic logging devices (ELDs). They are upon us, despite attempts from some transportation organizations to delay or stop them altogether. As of Sept. 12, 2017, it was posted that agencies would cite and penalize carriers/drivers for ELD violations starting Dec. 18, 2017; however, placing vehicles out of service (OOS) for ELD violations will not start until April 2018.

I have read articles, blogs and comments stating that the upcoming ELD mandate would cause drivers to rush through their work day, not take breaks and operate while fatigued, leading to more accidents.

I recently answered questions by an attorney regarding the hours-of-service (HOS) exception in 395.1(k). I suspect that much of the transportation industry is forgetting there's a prohibition in 392.3 against driving while ill or fatigued.

In 2014, a Wal-Mart driver had a high-profile crash in New Jersey. The driver's HOS were legal; however, due to being awake for approximately 36 hours, there were fatigue issues, per 392.3. Wal-Mart paid a settlement with the accident victims and agreed to develop a program to check its drivers for fatigue.

As safety professionals, it's important that we are proactive in developing tools to recognize driver fatigue. Drivers with sufficient hours to run legally doesn't automatically allow the driver to drive if fatigued. It is important that guidelines are established to identify the level of fatigue in which it is no longer safe for a driver to operate a vehicle.

For the most part, drivers depend on the wheels to be turning to be paid; so downtime, with a few exceptions, is unpaid time for the driver. The ELD mandate will not stop falsification of records of duty status (RODS); however, in my opinion, ELDs will reduce the number of false RODS. ELDs will identify hours-of-service violations, but they will not identify driver fatigue.

The HOS are designed to assist drivers in acquiring the rest needed to safely operate their vehicle, take breaks to refresh (30-minute break within eight hours of driving) and operate their vehicle for a reasonable amount of time

(11/14 hour rule, 10/15 hour rule and 60/70 hour rule). The HOS mandates rest periods, but it does not mandate sleep periods. Do not confuse time in the sleeper berth with sleep. Drivers in the sleeper berth aren't necessarily sleeping. Without standardized tools, the methods for identifying fatigue become problematic and prone to challenges in our court system.

Another issue is that fatigue can become difficult to identify following an accident as adrenaline can stimulate the driver, masking fatigue. To help identify fatigue, post-accident interview questions should be aimed at identifying fatigue prior to the accident.

Drivers capable of utilizing exceptions in 395.1 are subject to 392.3 Ill or Fatigued Operator and the recent introduction of 390.6 Coercion Prohibited. Exceptions in 395.1 allow drivers to ignore the HOS under certain conditions, provided they are rested and capable of driving safely. Based on 390.3, it is the driver's decision to inform their supervisor if they need rest and the transportation entity (e.g., motor carrier, shipper, receiver, broker, etc.) cannot coerce a driver to violate the Federal Motor Carrier Safety Regulations (FMCSRs).

Fatigue is similar to alcohol; it effects each person differently, making it difficult to assess when fatigue impairs a driver. Fatigue becomes especially dangerous from 3-6 a.m. We have been conditioned that these hours are meant for sleep, so it takes considerable effort to battle the effects of fatigue. Artificial stimulants (e.g., caffeine and energy drinks) may delay the effects of fatigue but also may result in a sudden crash of the body's system, making a driver unsafe behind the wheel.

As safety professionals, we need to identify potential issues related to fatigue. When guidelines are developed regarding fatigue, it will be important to allow latitude for safety professionals to make judgement calls for instances when a driver's actions mandate the driver take a break.

Whether you're a safety director, fleet manager, CEO or sworn officer, it is our duty, as safety professionals, to protect the public and drivers. We can empathize with a driver about financial hardships as a result of acquiring the needed rest; however, we must place safety first. Senior management, elected officials and senior government officials should be examining ways to identify fatigue and ways to ensure the driver only operates a vehicle when alert and capable of recognizing hazards to avoid instances similar to the June 2014 incident that took lives and caused injury and suffering.

Getting Ready for Electronic Logging Devices

By **Robin Kinsey**, *Hours of Service and Electronic Logging Device Training Specialist, Geotab Inc.*

On Dec. 18 of this year, when the compliance date for electronic logging devices (ELDs) goes into effect, a new era will begin. Electronic logging will usher in greater compliance, productivity and, most importantly, safety. In addition to the more than 3 million truck drivers, inspectors and law enforcement personnel across the United States will also be impacted by the ELD mandate.

For many, preparations for electronic logging are already well underway. At the 2017 North American Inspectors Championship (NAIC), enforcements officials had the opportunity to learn more about the ELD mandate and get a hands-on look at the different ELD devices, exploring the navigation and practicing looking for violations. One challenge that inspectors will face is to learn how to interface with the number and variety of ELDs out there to get the information they need.

The goal of this article is to provide some insight on what's the same among ELDs and how these devices differ.

ELDs: Similarities and Differences

How are the various ELDs similar? First and foremost, if compliant, they will conform with the technical specifications for ELDs, and will be certified by the manufacturer and registered with the Federal Motor Carrier Safety Administration (FMCSA).

What's different? In short, there could be a lot of differences. The functionality of an ELD can vary greatly, from doing the basics to providing extra capabilities for fleet management. At 2017 NAIC, one notable standout among ELDs was support for other languages, such as Spanish or French. Here is an overview of some features that many fleets look for in an ELD:

- Plug and play
- Easy to use
- Bring your own device (BYOD)
- Support for Android and iOS devices
- Compatible with light, medium and heavy-duty vehicles
- Open platform for additional integration
- Goes beyond ELD
- Robust security

An open platform solution means that the ELD can be upgraded with extra features that can support greater efficiency and potential cost savings for a carrier. Additional ELD features could include driver vehicle inspection reports (DVIRs), International Fuel Tax Agreement (IFTA) support, routing, risk management, accident reconstruction, driver coaching and third-party add-in solutions, like cameras, temperature sending and tire pressure monitoring. Some carriers will be looking to integrate their ELD data with their other business systems.

Another difference among ELD solutions with regard to data collection is whether they are time-based or event-based. Time-based means that periodically the device is pinged to provide information on where it is and how fast it's going, and then it records that information. The frequency of this polling can range from every 1-15 minutes. On the other hand, an event-based solution records and transmits data every time there is an event change (e.g., location, speed, harsh braking, harsh acceleration, harsh cornering, engine diagnostics, etc.).

Cloud-Based ELD Technology

Many industries have already embraced the use of smartphones and the cloud, and the transportation industry is no exception. A cloud-based ELD leverages the cloud to ensure a reliable, accurate and stable flow of data. The advantages of using a cloud ELD for monitoring and recording hours-of-service compliance information include reliability, no back-office intervention, no pairing process, reduced device power consumption, cross-platform compatibility and log accuracy.

All in all, for truck drivers, inspectors and law enforcement, the ease of use of an ELD will be of utmost importance for streamlining day-to-day activities, keeping business moving and ensuring compliance. ■

Updating Company Policies and Procedures:

Another Important Step Toward Successful ELD Implementation

By **Dave Osiecki**, *President, Scopelitis Transportation Consulting LLC; ELD Consultant, PeopleNet*

Reviewing and updating company policies and procedures is an important and necessary step toward successful electronic logging device (ELD) implementation. Most carriers have formal safety and compliance-related policies and procedures that should be reviewed and updated as part of the transition to ELDs. The following are some issues that should be considered by carriers during this review process.

Use of Trucks by Drivers While Off-Duty

Professional truck drivers operating their trucks (unladen) for personal reasons while on the road and off the clock is nothing new. In fact, personal use (called "personal conveyance" or "PC" by government regulators) is a common and accepted industry practice. As a result, the ELD rules accommodate this type of off-duty truck use. For employee drivers and company-owned trucks, it's the carrier's choice on whether it will allow use of PC. Does your company have a policy allowing it? If so, does it need to be updated? If not, should your company consider having a policy? Is your company aware of FMCSA's guidance on PC?

Moving Trucks on a Yard

Before ELDs, when a driver moved a truck on a yard, the hours-of-service rules required the driver to record that time on his paper log. It was an honor system. ELDs will automatically capture every truck move on a yard and record it as driving time, unless the driver pushes the "yard moves" button. If the yard moves button is pushed, the ELD will record that time as on-duty not driving time (line 4). If a mechanic or other non-driver moves a truck on a yard (or on a highway to road-test a truck) and doesn't log in to the ELD device, the ELD will label the person as an unidentified driver and it will capture the time as unassigned driving time. Does your company have a policy on non-drivers moving trucks on a yard or on the road? Does your company have a policy on whether non-drivers who move trucks on a yard/road are given an ELD user account? If not, you'll need a policy.

Unassigned Driving Time

One of the newer concepts with ELDs is unassigned driving time. As mentioned, ELDs will capture truck movement, even if no one is logged in to the ELD. Each one of these unassigned driving time events must be reviewed by the driver of that truck during his/her next login and that time must be accepted or rejected by the driver. If the driver rejects the time, the rules require carrier staff to review all unassigned driving time events and assign them to the appropriate driver or explain in a note on the ELD record why it is unassigned. Does your company have a policy and procedure on who will handle this responsibility? Does your company have or need a policy designed to limit the number and type of unassigned driving time events?

Editing of ELD Records

Drivers will make mistakes while using ELDs and many of them will be honest mistakes. The new rules accommodate this reality and allow drivers and carrier staff to make needed edits. Does your company have a policy regarding whether you prefer drivers or company staff to make needed edits? Should you consider how quickly edits must be made? What if a driver wants to edit his/her ELD record days after it was submitted?

ELD Malfunctions

ELDs are computers and computers can and do fail. When they do, the ELD rules require drivers to notify the carrier in writing within 24 hours and default to a paper log during the malfunction time period. Also, the rules require malfunctioning ELDs be fixed or replaced within eight days. Does your company have policies and procedures covering these new requirements? What is the preferred company procedure for drivers to communicate a malfunction in writing within 24 hours (e.g., an email, a text message, listing it on a DVIR)? Who in the company is responsible for working with your ELD vendor when an ELD malfunctions? If your vendor cannot provide a solution within eight days, who in the company is responsible for working with FMCSA on an extension?

Safety and Compliance Bonuses

If you have a bonus program for drivers tied to safety and/or compliance performance, does it address hours-of-service compliance and ELD use? If not, should you consider it to help facilitate driver acceptance of ELDs and proper use?

Disciplinary Policies

Paper logs allowed and required drivers to log all working and off-duty time in 15-minute increments. With this paper log limitation, a driver, who may have been a few minutes past the maximum driving time, likely reflected it on the paper log as exactly 11 hours of driving time. ELDs will capture every minute of driving time, which means 11 hours and 5 minutes of driving time will be reflected as just that. And, it is a violation. Does your company's disciplinary policy for hours-of-service violations address this new ELD reality? A similar scenario could develop for drivers not taking 10 or more hour off-duty between work shifts. Does your company policy address this as well?

Anti-Harassment

The new ELD rules include language that strictly prohibits a carrier from using information obtained from the ELD to force a driver to violate applicable hours-of-service rules or drive while ill or fatigued. This rule is separate and distinct from FMCSA's anti-coercion rule. Does your company have a policy designed to ensure compliance with this new anti-harassment rule? And, if a driver believes the company may be in violation of this rule, does your company have a procedure in place to handle this type of driver complaint? Are drivers aware of the process to file such complaints with FMCSA?

This list is not exhaustive. It is intended to get carrier personnel thinking about current policies and procedures that may need to be updated and new company policies that may be needed. ■

Drive into Winter

Changing Weather Conditions and How to Stay on Top of Them

By **Fred Fakkema**, *Vice President, Compliance, Zonar*

As the winter months approach and the temperature drops, truck drivers must prepare for new obstacles when driving. With the cold comes snow, black ice, compromised visibility, darker days and frigid temperatures that can increase vehicle malfunctions and driver performance. In fact, according to the National Highway Traffic Safety Administration (NHTSA), 17 percent of all vehicle crashes occur in winter conditions. To help drivers get prepared for this year's winter season, here are some ways commercial motor vehicle drivers can be prepared to battle harsh weather conditions.

Safety Inspections Are Your Friend

Safety inspections are even more important in the winter months. A proper safety inspection will check for a number of things, including proper tire inflation. A low tire can reduce fuel mileage and seriously impact a driver's steering control. Colder temperatures can also manipulate tire pressure levels by about 2 percent for every 10-degree change in air temperature. In addition, an inspection will also examine all wipers, brake lines and fluids which can freeze in colder temperatures. Fleet managers can also be kept "in the know" with fleet monitor technologies that give them real-time trip inspection reports.

Winterize Your Vehicle

Get your truck prepared for winter by investing in snow tires or even chains if you anticipate drivers traveling through rougher climates. Over time, tires lose traction which can be especially dangerous on icy roads. Snowy conditions can create lots of slipping and make starting, braking and steering very difficult without solid tire traction.

Whenever you get in your truck, fully clean off your windshield, mirrors and lights since visibility can be compromised if it is snowing or getting darker earlier. In fact, in 11 U.S. states, it is legally required that drivers remove all snow from their windshield and windows to avoid being fined. This is also a good time to check your belts, wipers, hoses and tires as it can be more devastating if they malfunction during the winter season.

Snow? Slow Down

Snowy roads are nearly impossible to miss for the majority of truckers. According to the Federal Highway Administration, 70 percent of the nation's roads are located in snowy regions (average of more than 5 inches of snowfall per year). In addition, nearly 70 percent of the U.S. population lives in these snowy regions. The safest move you, as a driver, can make is to not speed during winter storms. There can be high winds and compromised visibility which can prevent you from seeing obstacles or icy pavement. In times like these, you need to be able to brake and maneuver appropriately, which can only be done at a safe speed. If you're speeding and cannot operate effectively, you risk not only hurting yourself and the vehicle, but also damaging the cargo inside and facing penalties. Avoid slamming on the brakes as this can lead to brake locking and loss of control. To give fleet managers piece of mind, there are solutions that can monitor driving habits in real-time to help you stay safe.

Know You Surroundings

It's important to not only be prepared for dangerous conditions but also to know how to react to other drivers. Braking distance and reaction time are both compromised in winter weather. You need to maintain a greater following distance and have the ability and room to safely accelerate and brake more slowly in anticipation of surrounding vehicles' compromised mobility. A good rule of thumb is to check your mirrors every eight seconds to make sure you are aware of what is happening around you. Before changing lanes, indicate with your signal for at least four seconds prior to give drivers around you time to react.

Be Prepared

There are ways you can be prepared for winter travel even before you start your vehicle:

- Tune into CB radio to get early warnings of road closures and hazardous conditions.
- Always keep a tank at least half full to avoid condensation build up in the lines and the potential for freezing or ice buildup.
- Never drive tired. Make sure you get a good night's sleep before attempting to drive in any weather, but especially during winter driving.
- Have a plan if your truck gets stuck in a skid. Keep both hands on the wheel, slow down, focus on where you want the vehicle to go even if you start to spin, tap the brakes and try to let the engine do the braking for you.

While winter driving can be very dangerous, you can prepare yourself to make your drive safer. Just be sure to slow down, prep your vehicle and be aware of your surroundings. Above all, use your best judgement. If conditions seem too dangerous, safely pull over and wait it out. ■

CALL FOR GUARDIAN SUBMISSIONS

CVSA is always looking for interesting, relevant content for its quarterly magazine. We would be happy to consider your news, ideas, insights and articles on the issues facing the commercial motor vehicle safety community for upcoming editions of "Guardian."

Submit your article to communications@cvsa.org for possible inclusion in the next edition of the magazine.

Questions?
Contact CVSA at 301-830-6152 or communications@cvsa.org.

Tips to Help Carriers Boost Relationships with Enforcement

By **Steve Vaughn**, *National Director of Field Operations, HELP Inc.*

There are actions carriers can take to make sure they have good relationships with law enforcement officers and inspectors. Many of you have already established those relationships and are receiving the benefits. Of course, having a good relationship doesn't mean inspectors look the other way or cut carriers some "slack" when inspecting vehicles; rather, it provides an avenue for the open and honest exchange of ideas, questions, training and other valuable information. This exchange can make carriers safer and law enforcement personnel better informed as to the unique challenges facing carriers.

How do you create this relationship? First impressions count. Your initial approach in discussing your issues with the officer or the agency may determine what kind of response you are going to receive. If you are excessively impolite or condescending, there is obviously a greater possibility the level of cooperation on the agency's part could be adversely affected.

A more productive method is to take a professional approach and politely explain your concern. Your phrasing and tone does matter. If you make a comment like, "You guys are always inspecting my trucks and you are harassing me," you might get some frustration off your chest, but the opportunity to build value with the contact was just diminished.

Also, bring in another person if you feel it might help you clearly state your position. For instance, if you feel you are getting a high number of inspections on your vehicles, you may want to have your safety manager approach the agency and indicate your company feels it is having trucks inspected too frequently. You and/or your safety manager can inform them that you'd like to find out if there is something your company is doing (or not doing) that is creating the issue.

In other words, don't immediately put the agency on the defensive – take a proactive and inquisitive approach. Let them know you are earnestly seeking their assistance in making things better. Ask the agency or officer to share some safety tips and find out if they provide training programs for drivers, safety managers and other carrier personnel. If they don't provide training, let them know you will pass the tips they gave you on to your drivers. Most enforcement personnel are more than willing to share with the carrier, safety manager and driver ways that problems can be eliminated so that safe and legal commercial motor vehicle operations will result.

While it may seem a bit peculiar given the circumstances, asking the agency to have someone speak during a driver or technician training session may lay the foundation for a productive relationship. Most enforcement officials are willing and eager to share their knowledge and, most of all, help you improve safety on the road. As I have said before, the ultimate goal for all of us is safety. ■

Three Trends That Will Transform Fleet Tracking as We Know It

By **Daren Lauda**, *General Manager, Teletrac Navman North America*

It's no secret that recent technological advancements in GPS fleet tracking have given way to unprecedented business advantages for fleets today. Antiquated, highly-manual processes have been revolutionized within the last several years, reshaping how fleets operate and satisfy their customers' needs each day. But, the transformation won't stop there.

As we look ahead to 2018, there are three major factors that will further disrupt fleet management as we know it. Although it remains to be seen what the true impact will be on the trucking industry and how fleets can best address those changes, we do know that the changes are coming. And they're coming fast.

Factor #1: Amazon.com

I recently heard someone say, "Amazon is not the 1,000-pound gorilla in the room. It's the 10,000-pound gorilla," referencing the seismic impact that the e-commerce company will have on not only fleets, but logistics management in general. That's because Amazon has set the stage to create its very own supply chain.

If you consider the costs associated with using a third-party vendor, like FedEx or UPS, to ship hundreds of thousands of Prime orders, Amazon has a major financial incentive to take over this segment of the supply chain. The wheels were put in motion with the purchase of Whole Foods in June, enabling Amazon to leverage stores for more products and, most importantly, local deliveries, which removes a huge price tag from their cost structure.

Factor #2: Autonomous Vehicles

Thanks to new developments from companies like Uber, Waymo, Volvo and Daimler, the prospect of self-driving vehicles is no longer the stuff of science fiction. The race is officially on for the first fully functional autonomous truck. While industry pundits predict it will take five to 10 years for a successful implementation, we will quickly begin to see Level 3 conditional automation (as established in SAE's levels of automation) on our highways and roughly 65 percent of highways are currently ready for Level 3 conditional automation.

Fully autonomous trucks are widely expected to deploy in an exit-to-exit fashion initially. This means that supply chains will need to rely on multiple vehicles to transfer goods. We, therefore, should expect to see greater emphasis placed on moving freight from exit to exit to hub to last mile, rather than moving goods from point A to B. The use of autonomous vehicles will require a level of supply chain modernization wherein tracking freight could become more important than tracking vehicles themselves.

Factor #3: ELD Mandate Data

In the final stretch leading up to Dec. 18, fleet owners are quickly readying vehicles and training drivers to comply with FMCSA's electronic logging device (ELD) mandate. While most view ELDs purely in the context of compliance, ELDs can fundamentally reshape modern trucking – for those who choose to embrace it.

Looking ahead to a post-Dec. 18 world, the vehicle tracking data gleaned from these in-cab devices will be used to identify long-term trends and areas for improvement. Integrated telematics systems, which connect the gaps between the road and office, offer fleets greater productivity, cost savings and driver safety. We'll see fleets that embrace these benefits have a significant advantage over the competition. ■

THE LEGISLATIVE AND REGULATORY RUNDOWN

By **Adrienne Gildea**, *Deputy Executive Director, Commercial Vehicle Safety Alliance*

Update on Capitol Hill

December will be a busy month for Congress, as members attempt to wrap up their fall business before heading home for the holidays. In addition to discussions on tax reform and a possible infrastructure package, Congress spent the fall months working to finalize fiscal 2018 spending bills. On Sept. 8, 2017, Congress passed a continuing resolution funding the federal government at fiscal 2017 levels through Dec. 8, 2017. Congress will need to address fiscal 2018 funding before the 8th to avoid a government shutdown. While a number of appropriations bills have been completed in both the House and the Senate, differences remain between the proposals and larger ticket policy issues continue to threaten to derail negotiations on a final spending bill.

The House and Senate Appropriations Committees both completed their work on the transportation funding bill in the summer. Both bills provide the CMV-related grants at the full Fixing America's Surface Transportation (FAST) Act levels for fiscal 2018, which for most is an increase over fiscal 2017 levels. As a result, if or when a full fiscal 2018 transportation funding bill is passed, states can expect to see a slight increase in their Motor Carrier Safety Assistance Program funding.

Meanwhile, CVSA and other stakeholders continue to prepare for the next highway reauthorization. While the current bill, the FAST Act, does not expire until 2020, groups are already beginning to develop and promote positions on various issues. At the 2017 CVSA Annual Conference and Exhibition, the Policy and Regulatory Affairs Committee formed the CVSA Reauthorization Task Force. The task force will be chaired by Alan Martin and will include participants from each of the CVSA regions, locals and associate members. The group will meet at the 2018 CVSA Workshop, in Portland, Oregon, and will begin discussing and developing positions for the Alliance on critical issues facing the CMV safety and enforcement community.

Autonomous Vehicle Discussions Continue

In the summer and fall of 2017, work on developing a national autonomous vehicle framework began in earnest. On Sept. 6, 2017, the House passed its autonomous vehicles bill, the Self Drive Act, with bipartisan support. However, the bill focuses only on personal vehicles and does not address commercial motor vehicles. Later that month, the Senate Commerce Committee held a hearing to discuss how commercial motor vehicles should fit into autonomous vehicle legislation. While many at the hearing supported incorporating large trucks and buses into autonomous vehicle policy, others expressed concerns that doing so would slow down the process. They argue that commercial and personal autonomous vehicle policies will differ significantly and the two issues should move separately. In the end, the committee followed the House and introduced autonomous vehicle legislation that excludes commercial motor vehicles. In November, House transportation leaders indicated that they would begin work on autonomous vehicle legislation for commercial motor vehicles.

Not to be outdone, the administration also took steps to address self-driving vehicles. In September, the National Highway Traffic Safety Administration (NHTSA) released new federal guidance on autonomous vehicles, titled "Automated Driving Systems (ADS): A Vision for Safety 2.0." The guidance significantly scales back previously released voluntary guidelines issued by the previous administration. In addition, the U.S. Department of Transportation announced and began a series of listening sessions on autonomous vehicles. According to reports, NHTSA is currently working on the next iteration of the agency's guidance document.

FMCSA Nominee Moves Forward

In late October, the Senate Commerce Committee held a hearing to consider a number of nominees for transportation-related slots in the administration, including Raymond Martinez, who has been nominated to serve as administrator of the Federal Motor Carrier Safety Administration (FMCSA).

In his remarks, Martinez committed to taking in stakeholder input to produce outcomes that are safety-based, data driven and economically sound. He assured members of the committee that safety would remain a focus of the agency, if confirmed. He also voiced support for the electronic logging device mandate, while also committing to work with those in the industry who may be significantly impacted by the requirement. Martinez's nomination requires Senate confirmation.

On Oct. 31, 2017, a nomination hearing was held for Raymond Martinez to be administrator of the Federal Motor Carrier Safety Administration.

CVSA Establishes Standing Guide on Policy Positions

At the 2017 CVSA Annual Conference and Exhibition, the CVSA Board of Directors approved the creation of a CVSA Policy Guide, which was developed by the Policy and Regulatory Affairs Committee. The document, which is available for download on the CVSA website, will serve as the foundation for CVSA legislative activities, public statements, etc., going forward, as well as serve as a source for CVSA members and stakeholders who are interested in better understanding where the Alliance stands on various issues. ■

National Training Center Conducts Online Examination Pilot

By **Ron Crampton**, *NTC Director;* ***Margie McQueen***, *Safety Programs Manager; and* ***Jeanette Staton***, *Training Specialist, Federal Motor Carrier Safety Administration, U.S. Department of Transportation*

On June 30, 2017, the Federal Motor Carrier Safety Administration (FMCSA) National Training Center (NTC) partnered with Tpr. Jeremy Disbrow of the Arizona Department of Public Safety (DPS), to conduct a pilot of the first-ever online examination of the North American Standard Part B (NAS-B) Course.

NTC understands the importance of providing quality instruction and timely test results. Every day, there are federal and state commercial motor vehicle enforcement employees whose jobs are contingent upon NTC providing timely test results. NTC is constantly working to innovate and provide exceptional customer service to their state and federal partners. With the advances in online testing, NTC saw the perfect opportunity to develop online exams. Online exams would provide accurate test results within minutes of exam completion, versus waiting two to five days.

NTC used a cloud-based assessment management system for its online testing. This cloud-based tool allows the test administrator to create, deliver and report on surveys, exams and quizzes and, most importantly, to analyze results. The reporting and analytics features provide assessment intelligence with a broad range of predefined reporting and analytics tools – including item analysis, test analysis and reporting – and enabled NTC to analyze and share results with stakeholders.

Accessibility is important with any training or training tool. NTC is often required to meet the needs of participants with disabilities. The online testing tool delivery platform includes several standard templates that feature text sizing and contrast controls that were made available to participants. The tool also supports participants using screen-readers.

NTC worked with Arizona DPS for more than two months preparing for the pilot of the online administration of the NAS-B exam. There were 12 participants from various state, local and military agencies. NTC and Arizona DPS tested the internet capabilities of the host site used to administer the exam and several mock exams were conducted to identify and resolve any functionality problems with the online testing tool.

The students that were participating in the piloted exam received their username and password four days prior to the course, which enabled them to log into the online testing site and become acclimated with the tool. The exam was added to their learning profiles the morning of testing.

The NTC test administrator monitored the dissemination, progress and completion of the exam. The exam results were sent to NTC testing coordinators for a second analysis, then shared with the safety programs manager and Tpr. Disbrow.

“Overall, this is a great idea in concept and the majority of students said they preferred the online testing versus the Scantron testing,” said Tpr. Disbrow.

The pilot was a success and NTC looks forward to conducting more pilots to enhance learning and training initiatives. ■

FMCSA Works to Get Medical Certification Information in Nlets

By **Nikki McDavid**, *Chief, Commercial Driver's License Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation*

Did you know that the Federal Motor Carrier Safety Administration (FMCSA) has been working closely with law enforcement officials to ensure federal, state and local officers are provided with the most updated, complete medical information on U.S. commercial driver's license (CDL) holders?

FMCSA has been working with the National Law Enforcement Telecommunications System (Nlets) to ensure that the complete medical certification information, already located in Commercial Driver's License Information System (CDLIS), is also available to Nlets users. We are pleased to announce that FMCSA has successfully integrated the medical certification information in CDLIS to the Nlets software and this enhancement will help make the nation's roads safer for all drivers.

The CDLIS Program is a nationwide database that enables state driver's licensing agencies (SDLAs) to ensure that each commercial motor vehicle driver has only one driver's license and one complete driver record. Each SDLA uses CDLIS to complete various procedures, including transmitting out-of-state convictions and withdrawals, transferring the driver record when a CDL or Commercial Learner Permit (CLP) holder moves to another state and responding to requests for driver status and history. Driver data from the states' databases is the authoritative source of CDL records. Nlets is an information-sharing system available to law enforcement agencies and the objective of that system is to provide secure information exchange between federal, state and local agencies and support services of justice-related computer programs.

FMCSA has been providing CDLIS information on license status and history for U.S. licensed CDL holders to U.S. and Canadian law enforcement via the Nlets network to ensure that only safe and qualified drivers are operating on our nation's highways. This medical certification information is now available to all Nlets authorized agencies using a new CDLIS-specific destination-code option.

It is important to note that use of this destination code is optional, so enforcement officials need to be sure to select this new destination code – a "CL" code entered at the destination field – to actually access CDLIS content. If not chosen, a review of CDL status, history and additional information, such as medical certification status, may not be available.

Users have had longtime access to the main driver status and history information by use of the "DQ" and "KQ" codes. Through this recent Nlets integration, some state users will also be able see the available medical certification fields from the DQ or KQ results. If medical certification information is not included in either the DQ or KQ results and the CDL status indicates "licensed," enforcement personnel can assume that the medical certification is valid, as long as the query is searching the driver's licensing state.

However, to ensure state users receive the CDLIS information directly from the CDL/CLP driver's SDLA, select the CL destination code. The search using the CL code is specific to CDLs/CLPs and no other operator's license types. If a DQ or KQ code is entered, the user may receive status, history and additional information like medical certification only from the state entered, which may not be the driver's SDLA. Ultimately, licensing status and medical certification can only be confirmed with the driver's SDLA and most reliably through the CL destination code results.

Explanation of Updates Made to Nlets and Steps to Access Medical Certification Data

This section explains the updates made to Nlets and clarifies the information that CDLIS is now transmitting for Nlets users. Again, this information is only available from a search completed on Nlets by selection of the CL destination code to obtain CDL or CLP information from the home/licensing SDLA via the CDLIS network.

Running a Search on a CDL/CLP

Per normal procedures, enter Nlets to obtain general license information for the driver being inspected. After reviewing this information, choose the CL destination code from the selection menu specifically for a CDL or CLP driver inquiry. Remember that this is optional as some states do not have the CL inquiry available to them. In order for this information to be available, each state must have performed the necessary Nlets programming to utilize the CL inquiry; however, to obtain complete information on CDL/CLP status, this CL selection must occur. Nlets is directed to send a query to CDLIS. CDLIS will generate and transmit to the user's Nlets screen complete driver information, including medical certification information. The CL code located on the top line of the response confirms that the correct inquiry was made.

The pertinent information Nlets is now providing through the CDLIS network includes the medical certificate expiration date and if the CDL/CLP driver is medically certified. The medical information may be found in an area labeled "Additional Information," depending on how each state programmed its layout response. Look for "field names" such as "medical certification expiration date" and "medical certification status code" to identify the compliance-related information for inspectors and officers to evaluate during an inspection or stop. If questions arise regarding the accuracy of a paper document provided by a driver or if information from the CL response is incomplete, the CL response can be confirmed by contacting the SDLA or the National Registry of Certified Medical Examiners at https://nationalregistry.fmcsa.dot.gov.

Inspectors and officers are asked to ensure that the driver is not operating under an expired medical certificate or without being medically certified. These medical certification fields allow users to determine if a driver's medical information is correct and up to date. FMCSA anticipates that this will alleviate current challenges in determining whether a driver is medically certified to operate a commercial motor vehicle.

FMCSA is committed to providing training on these updates to Nlets and wants you to be on the lookout for information announcing this very important training opportunity. ■

Crash Preventability Demonstration Program

By **Catterson Oh**, *Compliance Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation*

The Federal Motor Carrier Safety Administration's (FMCSA) safety programs use data from 3.5 million roadside inspections and 150,000 crashes each year to prioritize its enforcement resources on those motor carriers that pose the greatest safety risks on our nation's roads. Studies show that crash involvement is a strong indicator of future crash risk.

However, stakeholders have expressed concern that the Crash Indicator Behavior Analysis Safety Improvement Category (BASIC) in the Safety Measurement System (SMS) may not identify the highest-risk motor carriers for interventions and that the listing of crashes on the SMS public website, without an indication of preventability, can give an inaccurate impression about the risk posed by a company.

As a result, on Aug. 1, 2017, FMCSA's Crash Preventability Demonstration Program started accepting Request for Data Reviews (RDRs) through the DataQs system. Crashes eligible for the Crash Preventability Demonstration Program must have occurred on or after June 1, 2017, and must have been one of eight specific crash types. The Crash Preventability Demonstration Program is expected to last a minimum of 24 months.

Types of Crashes Eligible for the Demonstration Program

FMCSA is reviewing RDRs for the following types of crashes submitted through DataQs:

1. The commercial motor vehicle (CMV) was struck by a motorist who was driving under the influence (or related offense).

2. The CMV was struck by a motorist driving in the wrong direction. *Eligible crashes are those where the vehicle that struck the CMV was operating completely in the wrong lane and in the wrong direction. These crashes include when the vehicle that struck the CMV completely crossed the median or center line and traveled into opposing traffic. These crashes do not include when the vehicle that struck the CMV swerved across the center line but did not travel entirely in the wrong lane and in the wrong direction.*

3. The CMV was struck in the rear. *FMCSA is defining "struck in the rear" to mean only crashes when the rear of the CMV was struck. Crashes where the CMV was struck on the side near the rear of the vehicle are not considered eligible.*

4. The CMV was struck while it was legally stopped or parked, including when the vehicle is unattended.

5. The CMV struck an individual committing or attempting to commit suicide by stepping or driving in front of the CMV.

6. The CMV sustained disabling damage after striking an animal in the roadway.

7. The crash was the result of an infrastructure failure, or falling trees, rocks or other debris.

8. The CMV was struck by cargo or equipment falling from another vehicle.

Request for Data Review

Motor carriers or drivers may participate in the demonstration program by submitting an RDR and compelling evidence (e.g., police accident reports, videos, photos, insurance documents, etc.) that a crash was not preventable. FMCSA is considering all relevant evidence submitted. For crashes with a preliminary determination of not preventable, a notification of the preliminary determination is posted on DataQs for 30 days. During this period, any member of the public with documentation or data to refute the preliminary not preventable determination can submit information/documentation through the DataQs system.

Preventability Determinations Displayed on SMS

FMCSA will continue to list all crashes on SMS, but reviewed crashes display notes reflecting the results of the review. The public display of the reviewed crashes includes notations that read:

- Not Preventable: "FMCSA reviewed this crash and determined that it was not preventable."
- Preventable: "FMCSA reviewed this crash and determined that it was preventable."
- Undecided: "FMCSA reviewed this crash and could not make a preventability determination based on the evidence provided."

The Crash Indicator BASIC percentiles will remain displayed in the motor carrier and enforcement views of SMS reflecting two calculations: one with and one without the not preventable crashes.

Early Observations

Monthly number of RDRs submitted to the program: 500

Most common crash type: The CMV was struck in the rear RDRs have been received from nearly 300 different companies

Though FMCSA is displaying SMS results for motor carriers and the enforcement community, the crash preventability determinations made under the demonstration program will not affect a carrier's safety rating or ability to operate. The determinations will not change how FMCSA makes enforcement decisions. FMCSA division offices and the state partners should review all crashes as they normally would during an investigation.

Moving Forward

Throughout the demonstration program, FMCSA will maintain data so that at the conclusion, the agency can conduct certain analyses. It is expected that FMCSA analyses would include, but not be limited to, the cost of operating the test and its extrapolation to a larger program; future crash rates of carriers that submitted RDRs; future crash rates of motor carriers with not preventable crashes; impacts to the SMS crash rates; and improvements to prioritization.

The analysis will be used to examine the industry's assertions that crashes of these types are not preventable and that removing these crashes from the motor carriers' records would result in a better correlation to future crash risk, as well as to inform future policy decisions on this issue.

For questions regarding the Crash Preventability Demonstration Program, contact FMCSA at Crash.Preventability@dot.gov. ■

Domestic Anhydrous Ammonia Removed From List of Materials Requiring a Hazardous Materials Safety Permit

By **Paul Bomgardner**, *Hazardous Materials Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation*

On Aug. 30, 2017, the Federal Motor Carrier Safety Administration (FMCSA) issued notification to 245 motor carriers that a Hazardous Materials Safety Permit (HMSP) is no longer required for domestic transportation of anhydrous ammonia.

FMCSA made this change because anhydrous ammonia is identified in the Hazardous Materials Table (HMT) as a Division 2.2 material when transported domestically (49 CFR 172.101). In addition, because 173.116(a) provides that there are no hazard zones assigned to Division 2.2, FMCSA no longer considers this material as meeting the criteria for hazard zone C or hazard zone D, as specified in 173.116(a) and 385.403(e).

It should be noted that anhydrous ammonia, when transported domestically, continues to meet the definition of material poisonous by inhalation in 49 CFR 171.8(3) and must be marked and described as an inhalation hazard pursuant to Special Provision 13.

FMCSA advised motor carriers holding a HMSP exclusively for the transportation of anhydrous ammonia domestically to contact the agency at fmcsa.hmsp@dot.gov to be removed from the HMSP Program. The email should include the company name and USDOT number, a point of contact and a brief statement as to the reason for removal, including that the carrier does not transport any other material requiring an HMSP. This email notification serves as the carrier's formal request, which will be placed in the permanent motor carrier file. This change cannot be made online.

This change only impacts anhydrous ammonia in Division 2.2. A HMSP is still required when transporting anhydrous ammonia classed and described as UN1005, ammonia, anhydrous, 2.3 Poison Inhalation Hazard or Toxic Inhalation Hazard, Zone D, in a packaging with a capacity greater than 13,248 liters (3,500 gallons).

Inspectors are cautioned to remain aware of how anhydrous ammonia is being transported so that proper enforcement actions can be taken.

For questions or concerns, contact FMCSA's Hazardous Materials Division at 202-385-2400 or fmcsa.hmsp@dot.gov. ■

New Training Course on Inspecting High-Voltage Hazards of Electric Drive Commercial Motor Vehicles

By **Quon Kwan**, *Program Manager, Technology Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation*

FMCSA, in partnership with CVSA, has developed a training course on inspecting high-voltage electric drive commercial motor vehicles (CMVs).

High-voltage systems are not currently inspected as part of the North American Standard (NAS) Inspection Procedures for CMVs. NAS Inspection Procedures do not include review of any high-voltage component. However, high-voltage systems can still pose serious, even life-threatening, risks. This training is meant to raise awareness on the risks associated with high-voltage systems and enable CMV inspectors to conduct supplemental inspections on high-voltage components. While designed for inspectors, this course could be useful to owners, operators or anyone else who may be exposed to these vehicles.

The course covers:

- Introduction to high-voltage electric-drive vehicles
- High-voltage CMV identification
- High-voltage hazards
- Low- and high-voltage systems
- Dangers of high voltage

This course, available at https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/training-high-voltage/story_html5.html, is approximately one hour in length and includes six modules with content, graphic displays and a video demonstration of how a hybrid electric vehicle operates. There are knowledge checks throughout the training. Additionally, the end of the course contains an examination which covers topics from throughout the course. A certificate is provided when the examination is passed.

NOTE: *This training application functions optimally when viewed in Google Chrome or Safari. Certain functionalities related to the interactive knowledge checks and post-quiz review may be limited in Internet Explorer or Firefox.*

For more information, contact FMCSA Technology Division Program Manager Quon Kwan at quon.kwan@dot.gov. ■

FROM THE DRIVER'S SEAT

Winter Driving Requires Extra Precaution

By **Bill Krouse**, *Professional Truck Driver, YRC Freight, America's Road Team Captain*

For a truck driver in Minnesota, the winter months can spell days full of anxiety and uncertainty. Drivers here are mostly understanding of the patience it takes to operate a vehicle in snow and ice, but those bad conditions also mean people are more willing to make risky decisions to make up for lost time. There are a few key parts of the day where I see some unsafe behaviors and I'm sure my friends in the law enforcement community are aware of these too.

One of the main opportunities for all motorists, myself included, to focus our attention and improve our behavior is during side-of-the-highway activities. Whether it's a crash or an officer speaking to a motorist about a driving behavior, we need to all be aware of what's going on along the shoulder of the road. For truck drivers, the best thing an officer can do when addressing an accident or ticketing a motorist is to set up flares or emergency signs in visible places. Officers in Minnesota do a great job of this and it really helps. Since I'm in an elevated position in the cab of my truck, I can see any warning signs earlier than other vehicles, which allows me to move into the left lane so that other motorists can follow my lead and also see the emergency situation. Because I drive thousands of miles a week, it's inevitable that I'll come up to an emergency situation and the earlier I can make informed decisions, the better off the people around me (in smaller vehicles) will be.

It's also important for the people around my truck to understand the limitations of trucks. When our trucks are fully loaded, it takes more than a football field plus both end zones to come to a complete stop. On the flip side, when our trailers are empty, they can be pushed around by the wind. These problems are especially bad during winter when icy or wet road conditions can reduce tire grip and make it even more difficult to stop. Trucks have long stopping distances. So, when cars cut in front of us, professional truck drivers like to slow down to build a cushion, knowing that we need extra space to stop. That's why as I'm touring the country spreading safety messages alongside other America's Road Team Captains, we emphasize the need for extra space. Drivers shouldn't be scared of us. After all, we're highly trained professionals; but they need to know that giving us extra space can make our jobs a lot easier.

We all have a responsibility to practice safe driving when out on the roads. This may sound obvious, but one of the best ways to improve your safety is by being physically and mentally prepared to drive. Truck drivers know to keep their emotions out of their work and to focus fully on the task at hand. I think law enforcement officials understand that concept, too. In the winter, it's even more important to avoid distractions. We can make distractions less tempting by putting our phones out of reach, making sure our kids are buckled up and acting safely in the back seat, and planning our routes in advance. Simple things like leaving early and mapping out a low-traffic route can go a long way. And we can think further in advance than that. We can start taking care of essential car maintenance when the weather is still nice or pack emergency supplies in the trunk if we're going on long trips. All of this adds up and reduces risk, which is really important.

Trust me. By taking care of the things we can control, we eliminate chances to be distracted or take risks on the highway. Our families and neighbors count on truck drivers and law enforcement officers to be safe and responsible; and in the same vein, we rely on the motoring public to do the same. ■

What to Expect on Dec. 18, 2017

A Synopsis of an Electronic Logging Device Experience

By **LaTonya Mimms**, *Enforcement Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation*

Beginning on Dec. 18, 2017, motor carriers required to record drivers' hours of service (HOS) by preparing a record of duty status (RODS) must use an electronic logging device (ELD) or an automatic onboard recording device (AOBRD). This begins Phase II of the Federal Motor Carrier Safety Administration's (FMCSA) ELD implementation.

While the majority of the trucking industry is subject to the ELD requirement, some limited ELD exemptions include:

- Drivers who use paper logs no more than eight days during any 30-day period
- Driveaway-towaway drivers (when the vehicle driven is the commodity) or the vehicle being transported is a motor home or a recreational vehicle trailer (with at least one set of wheels of the vehicle being transported being on the road surface while being transported)
- Drivers of vehicles manufactured before model year 2000
- Short haul operations

What to Expect During an Inspection on or after Dec. 18, 2017

Drivers subject to the ELD rule will be required to record their HOS using an ELD or AOBRD and electronically transfer ELD data, using one of the two data transfer options – telematics or local – to the inspecting safety official. The previous seven days' RODs for a driver starting to use an ELD on Dec. 18, 2017, must be presented to a safety official at the inspection by one or a combination of the following methods:

- Paper log
- Printout from device installed with logging software
- Display screen of device installed with logging software with electronic signature capabilities
- The HOS information can be entered into the ELD using the edit function

The safety official will retrieve the transferred ELD data by using software called eRODS. Potential HOS violations identified by eRODS must be verified by the safety official by interviewing the driver, reviewing annotations made by the driver on the ELD data or comparing the violations to supporting documents in the driver's possession. All HOS violations and ELD violations will be documented on the inspection report. The issuance of a citation and enforcement action will be at the discretion of the safety official. Vehicles will not be placed out of service until April 1, 2018.

What to Expect During an Investigation on or after Dec. 18, 2017

Because drivers have 13 days to provide their ELD data to their motor carrier, the HOS investigation process will not change until Dec. 31, 2017. HOS investigations conducted after Dec. 31, should continue to evaluate six months of logs through a combination of paper logs, printouts from devices installed with logging software and/or ELD edits. While not required, the motor carrier has the option to edit the ELD data to add HOS generated before Dec. 18, 2017.

During or prior to an investigation, the motor carrier may be required to electronically transfer all ELD data that has been selected by the safety official via one of the two data transfer methods: telematics

or local. The safety official will use eRODS to retrieve and analyze the ELD data. All HOS violations identified by eRODS will be verified by the safety official by interviewing the motor carrier and/or driver(s), reviewing annotations made on the ELD data, reviewing ELD reports required to be maintained by the motor carrier and using supporting documents. All HOS violations and ELD violations will be documented on the investigation report and enforcement action will be left to the discretion of the safety official.

The Significant Differences Between Enforcing the ELD Rule During Phase II of ELD Implementation

The inspection and HOS investigation experience will vary slightly during Phase II of the ELD rule. The following chart illustrates the significant differences between how the ELD rule was enforced during Phase I and how it will be enforced during Phase II:

PHASE I	PHASE II
Voluntary use of ELDs	**Carriers subject to the ELD rule are required to record drivers' HOS using an ELD**
ELD data reviewed via the display screen of the ELD or printout from the ELD	**ELD data must be transferred electronically to the safety official via one of the two methods: telematics or local**
Manual verification of drivers' and motor carriers' HOS compliance	**ELD data can be retrieved from and analyzed by eRODS to verify HOS compliance**
HOS violations were documented only	**ELD violations will be documented (starting Dec. 18, 2017, for inspections and Dec. 31, 2017, for HOS investigations)**

Motor carriers that are not subject to the ELD rule are still subject to the requirements of 49 CFR Part 395 and can continue to record driver's HOS on paper logs, AOBRDs or devices installed with logging software.

Motor carriers that have incorporated AOBRDs into their operation prior to Dec. 18, 2017, may continue to use their AOBRD until Dec. 16, 2019.

Visit FMCSA's ELD website (www.fmcsa.dot.gov/eld) for more information on the ELD rule, implementation, compliance and to view a list of registered ELDs. ■

CVSA Holds Its 2017 Annual Conference and Exhibition

On Sept. 17-21, 2017, CVSA held its Annual Conference and Exhibition in Whitehorse, Yukon, Canada. Approximately 300 government officials, enforcement and industry members attended the conference in support of the Alliance's mission to improve commercial motor vehicle safety and uniformity throughout North America.

The general session, which kicked off the annual conference, included regulatory updates from the Canadian Council of Motor Transport Administrators/Compliance and Regulatory Affairs (CCMTA/CRA) and the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA). The general session also included a presentation on the State of the Alliance by CVSA Executive Director Collin Mooney. In addition, award winners were acknowledged for the North American Inspectors Championship (NAIC) and CVSA's 2017 college scholarships.

As one of his last duties as CVSA president, Julius Debuschewitz of Yukon Highways and Public Works presented the coveted CVSA President's Award to Sgt. Thomas Fuller with the New York State Police, CVSA Associate Member President Jason Wing with Walmart Transportation LLC and Arther McFarland of the Mississippi Department of Public Safety.

Next year's CVSA Annual Conference and Exhibition will take place on Sept. 23-27, 2018, in Kansas City, Missouri. ■

Arther McFarland of the Mississippi Department of Public Safety (left) receives the CVSA President's Award from 2017 CVSA President Julius Debuschewitz of Yukon Highways and Public Works.

2017 CVSA President Julius Debuschewitz presents CVSA Associate Member President Jason Wing of Walmart Transportation LLC with the CVSA President's Award.

CVSA ADDS NEW INSPECTION BULLETIN ON DISPLAY OF GHS LABELS ON BULK PACKAGING

This recently posted Inspection Bulletin provides guidance on the Globally Harmonized System (GHS) of classification and labeling of chemicals, pictograms or labels and their display on bulk packages while in transportation. Inspection Bulletins provide important information to inspectors to augment the existing inspection program.

Visit **www.cvsa.org/inspections/inspections/inspection-bulletins** to view the new Display of GHS Labels on Bulk Packages Inspection Bulletin and all other active bulletins.

My First NTC EQAT Experience and a Bittersweet Retirement Sendoff for a New Friend

By **Kerri Wirachowsky**, *Director of Roadside Inspection Program, Commercial Vehicle Safety Alliance*

I wanted to take this opportunity to extend my thanks to the National Training Center (NTC) leadership (Ron Crampton and Margie McQueen) for inviting myself and CVSA Director of Multimedia Development Ken Albrecht to participate with the Education Quality Assurance Team (EQAT) on the updates to the Part A (Driver Inspection), Part B (Vehicle Inspection) and Passenger Carrier Vehicle Inspection (PCVI) course material.

As most of you know, I am new to the staff of CVSA. I have been involved with the Region V Canadian EQAT for many years with my previous role in Ontario, but this was a new and welcomed opportunity for me to work with the U.S. team to get acquainted with their course content and familiarize myself with NTC.

I was fortunate enough to know all the members of EQAT (some better than others at the start of the summer). Through previous CVSA meetings and the North American Inspectors Championship (NAIC), I already had the opportunity to work with Keith Kerns (Ohio), Ron Jenkins (Oklahoma) and Jeremy Disbrow (Arizona). I quickly got to know Matt Epling (West Virginia) and Dana Moore (Texas) and was immediately impressed with the knowledge these CVSA members have of the regulations and out-of-service criteria and their willingness to work together to complete various tasks. During the EQAT meetings, we were fortunate to have subject matter experts Luke Loy and Peter Chandler from the Federal Motor Carrier Administration (FMCSA) attend two of the three meetings. This was beneficial for the "debate" sessions that inevitably come up when issues were discussed.

It was a pleasure working with such a dedicated, hardworking team of people and Ken and I look forward to continuing our partnership with NTC and EQAT to provide assistance when needed in order to produce the best product possible.

Despite my appreciation of the overall team, I think their leader, Richard "Dick" Morrison, the training specialist from NTC, made the biggest impression on me. Many of you know him, some for many years. Through my previous involvement with CVSA as Vehicle Committee chairperson, I had heard plenty of accolades about Dick over the years, but I was never fortunate enough to meet him until this summer. First of all, I want to thank him for welcoming myself and Ken with open arms when we arrived at the first EQAT meeting (for me the first and for Ken the first in many years). For that I am grateful. I was impressed with the respect that all the other members of this team had for Dick and I quickly came to realize why. He is extremely knowledgeable in all aspects of the roadside program and he genuinely cares about the inspector, putting them first when any decision is being made.

It didn't take long before I found myself calling him my friend and was looking forward to working with him in the future. I learned that he was on his second career after working for the Indiana State Police and had been working for FMCSA since 1999. During the summer, he let us know that he would be retiring and although we were all thrilled for him and his future, the news was bittersweet.

The team made many updates to all three courses during the summer. During the last meeting in August 2017, we had the privilege of working with Dick Morrison on the PCVI EQAT, the last before his retirement. It was evident that it was not easy for him, nor was it easy for the other members of the team, including Ken and myself, to say goodbye at the end of the week. The guys had a special get together for him, where they presented him with a keepsake that any Notre Dame fan can appreciate. NTC also took the opportunity to recognize the hard work he had done over the years.

I wish Dick all the best in his upcoming retirement and something tells me that he will keep busy. I appreciate his friendship and his dedication to the program. NTC has some big shoes to fill with Dick leaving but I know they will do their best to find someone that can measure up.

Dick will be missed by all that had the privilege of working with him. May his retirement be long, healthy and happy. ■

Dick Morrison is pictured holding his gift – a football signed by previous Notre Dame head coach Lou Holtz.

Understanding the Responsibility of Properly Documented Violations During an HM/DG Inspection

By **the CVSA Hazmat Committee**

Today, the data collected by roadside inspectors and documented on inspection reports carries more weight than it did in the past. Roadside inspection reports directly affect the Compliance, Safety, Accountability (CSA) scoring of motor carriers and is used to determine if a compliance review is necessary. Additionally, inspection reports are looked at by other inspectors who stop the same motor carrier, vehicle or driver. Federal and state jurisdictions use this data to prosecute civilly and criminally.

When it comes to hazardous materials or dangerous goods (HM/DG), a high weight of responsibility applies to these documented HM/DG inspection violations, requiring the inspector to do a little more work. The shipper or offeror can be identified as the responsible/culpable party in addition to the driver or motor carrier. As with all violations documented on our inspection reports, the inspector needs to make sure the proper party is held responsible for the violations discovered. A shipper or offeror has an important role in the proper transportation of HM/DG. If a violation is found by the inspector, that inspector must determine if the driver, motor carrier or shipper/offeror is ultimately responsible for the violation. Not all jurisdictions are able to cite the shipper but properly documenting that the shipper is responsible for a violation will increase the accuracy of the data collected on the inspection report. This documentation will be used by federal and state jurisdictions to assign the violations to the appropriate party. This is also paramount to the function of the CSA Program.

Most of the software used by inspectors has the capability of identifying shippers as the responsible party for classification, packaging and preparing the hazard communications of the product being shipped. By using the shipping papers, the inspector will have the necessary information to enter multiple shippers into the inspection software. By a simple click of the mouse, the inspector can select the shipper/offeror as the most responsible party for ensuring compliance. However, by selecting the motor carrier for every HM/DG violation, incorrect data will be collected, allowing shippers/offerors to go unnoticed. It will also give the motor carrier undeserved violations, CSA points and scrutiny in compliance reviews and future roadside inspections.

The inspector's driver interview and examination of all available documents is critical in identifying the proper shipper/offeror of the HM/DG. The driver and their documents can help determine which entity last handled the material and who is the current shipper/offeror. Contacting the last documented offeror or shipper is an option to make this determination. Determining the most responsible party for the HM/DG violation may require the inspector to call the carrier and the last documented shipper/offeror. ■

CVSA TO HOST TWO-DAY BRAKE SAFETY SYMPOSIUM IN MAY 2018

CVSA will hold its Brake Safety Symposium on May 15-16, 2018, in Schaumburg, Illinois.

CVSA is hosting this two-day symposium to provide interested attendees with an informative program covering commercial motor vehicle braking and brake-related technologies, regulations, inspection procedures, tools and maintenance concepts all focused on improving knowledge and understanding in order to increase safe operation of commercial motor vehicles.

We welcome roadside inspectors, instructors, drivers, owner operators, maintenance technicians, government regulators, enforcement officials, safety directors, engineers, crash investigators and others seeking to learn more about commercial motor vehicle brake and brake-related technologies, regulations, inspections, and related maintenance issues and solutions.

Registration will open in February 2018.

Visit www.cvsa.org/eventpage/events/brake-safety-symposium for more information.

CVSA is Accepting Nominations for the 2018 International Driver Excellence Award

CVSA is accepting applications for its annual International Driver Excellence Award (IDEA), an award that recognizes the extraordinary careers of professional commercial motor vehicle drivers and their commitment to public safety.

The award acknowledges individuals who go above and beyond the performance of their duties as a professional truck or bus driver, distinguishing themselves conspicuously and beyond the call of duty through the achievement of safe operation and compliance for an extended period of time.

The 2018 IDEA winner will receive:

- A check for $2,500
- A crystal trophy
- Airfare for the winner and one guest to Portland, Oregon, to receive his/her award on Monday, April 9, 2018, during the general session of the CVSA Workshop
- Two-night hotel stay at the Hilton Portland Downtown in Portland, Oregon

Nominees must have:

- At least 25 cumulative years of crash-free driving in a commercial motor vehicle with a clean driving record for the past three years
- No felony convictions
- No safety-related driving suspensions in the past three years
- No driver violations in the past three years, excluding form and manner violations

CVSA is accepting nominations through Friday, Jan. 12, 2018. Complete nomination packets must be received in full by the deadline date. No exceptions.

The winner will be announced in March 2018 and presented with his/her award during the general session at the CVSA Workshop in Portland, Oregon, on Monday, April 9, 2018.

Visit www.cvsa.org/program/programs/idea for more information and to download the 2018 nomination form. ■

Industry Members: Be Part of CVSA's Driver Recognition Award Program by Co-sponsoring 2018 IDEA

IDEA co-sponsors receive exclusive benefits associated with that program, such as your logo in the on-site program book and on the CVSA website, your logo on the giant check presented to the winner and a two-minute speaking portion at the general session to assist with presenting the winner with his/her award. This is in addition to the benefits you'll receive as an overall CVSA sponsor.

To learn more about the exclusive benefits associated with IDEA sponsorship, visit www.cvsa.org/program/programs/idea/idea-sponsorship.

CVSA Releases Results from Brake Safety Day

On Sept. 7, 2017, enforcement personnel throughout Canada and the United States conducted 7,698 inspections on commercial motor vehicles as part of CVSA's Brake Safety Day. Fourteen percent of the vehicles inspected were placed out of service specifically for brake-related violations.

The goal of Brake Safety Day is to conduct roadside inspections, and identify and remove vehicles with critical brake violations from our roadways in an effort to reduce the number of crashes caused by or made more severe by brake system deficiencies on commercial motor vehicles.

Inspection data from Brake Safety Day featured the following notable results:

- In all, 7,698 inspections were conducted as part of Brake Safety Day.
- The United States conducted 6,361 commercial motor vehicle inspections; Canada conducted 1,337.
- 14 percent (1,064) of all inspections conducted resulted in a vehicle being placed out of service for brake-related violations.
- 22 percent (1,680) of vehicles inspected were placed out of service for vehicle violations of any kind.
- 78 percent of the vehicles inspected did not have any out-of-service conditions.
- A total of 40 jurisdictions participated – 31 U.S. states and nine Canadian provinces/territories.

Brake Safety Day also captures data on how well antilock braking systems (ABS) are maintained in accordance with federal regulations. ABS help the driver to stop in the shortest possible distance under many conditions and to maintain steering control in situations when tires start to slip. Many participating jurisdictions surveyed ABS compliance. ABS violations were counted when the malfunction lamp did not work or the malfunction lamp stayed on, indicating a fault of some kind. The findings are as follows:

- 5,456 air-braked power units required ABS; 11 percent (610) had ABS violations.
- 3,749 trailers required ABS; 14 percent (540) had ABS violations.
- 821 hydraulic-braked trucks required ABS; 5 percent (45) had ABS violations.
- 49 buses required ABS; 10 percent (five) had ABS violations.

"Brake-related violations are the largest percentage of all out-of-service violations cited during roadside inspections. CVSA's Brake Safety Day provides an opportunity to enhance brake safety," said CVSA President Capt. Christopher Turner with the Kansas Highway Patrol. "Our goal is to reduce the number of crashes caused by faulty braking systems, by conducting roadside inspections, educating drivers, mechanics, owner-operators and others on the importance of proper brake inspection and maintenance."

Properly functioning brake systems are crucial to safe commercial motor vehicle operation. Improperly installed or poorly maintained brake systems can reduce braking efficiency and increase the stopping distance of large trucks and buses, posing serious risks to driver and public safety. ABS, combined with the brake system, provide a platform for stability control and for other safety-enhancing systems to function.

Brake Safety Day is part of CVSA's Operation Airbrake Program in partnership with the Canadian Council of Motor Transport Administrators (CCMTA) and the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA). More than 3.4 million brakes have been inspected since the program's inception in 1998. ■

CVSA Transitions to 2017-2018 Leadership

CVSA President Capt. Christopher Turner

CVSA Vice President Capt. Scott Carnegie

CVSA Secretary Sgt. John Samis

CVSA transitioned to new leadership for the 2017-2018 term on Sept. 20, 2017, at the CVSA Annual Conference and Exhibition in Whitehorse, Yukon, Canada.

Capt. Christopher Turner of the Kansas Highway Patrol is the new president of the Alliance. Capt. Scott Carnegie of the Mississippi Highway Patrol is CVSA's vice president. Sgt. John Samis of the Delaware State Police was elected by the membership to the position of secretary.

CVSA President Capt. Christopher Turner has served in law enforcement for 20 years and manages the Kansas Highway Patrol's Motor Carrier Safety Assistance Program (MCSAP), motor carrier inspectors fixed/mobile weight enforcement and crash reconstruction teams. Capt. Turner served as chair of both the CVSA Election and Finance Committees, vice chair of CVSA's Programs Initiatives Committee and vice chair of the Adjudicated Citations Ad Hoc Committee. Capt. Turner has moderated several technology forums for CVSA and served as a region member of the American Association of Motor Vehicle Administrators' (AAMVA) Law Enforcement Standing Committee and the Federal Motor Carrier Safety Administration's (FMCSA) Performance Standards, Measurements and Benchmarks Working Group.

CVSA Vice President Capt. Scott Carnegie has been with the Mississippi Highway Patrol for 24 years and is currently the director of the Motor Carrier Division. He leads multiple aspects of Mississippi's commercial motor vehicle enforcement and operations programs which include: commercial driver's license, information technology, compliance investigations, safety audits, and outreach and enforcement operations. Capt. Carnegie also served as the CVSA Region II vice president on the CVSA Board of Directors and is the current chair of the CVSA Finance Committee. He recently completed his term as chair of the CVSA Election Committee and served on a CVSA ad hoc committee on training-related issues and actively participated in strategic planning for the future of the Alliance.

CVSA Secretary Sgt. John Samis has been with the Delaware State Police for 24 years and is currently the MCSAP supervisor of its Commercial Motor Vehicle Unit. He served CVSA Region I for two years as the vice president and for the last two years as the Region I president. Sgt. Samis is the incoming chair of the CVSA Election Committee and has been a member of the CVSA Finance Committee for the past two years. For the last four years, he attended CVSA's yearly leadership meetings in Washington, D.C. He was also an active participant in developing CVSA's strategic plan.

CVSA's immediate past president Julius Debuschewitz of Yukon Highways and Public Works will be unable to serve his term as past president. Per the CVSA bylaws, the board of directors shall be comprised of the three most recent past presidents able to serve. As a result, previous past presidents Sgt. Tom Fuller of the New York State Police and Deputy Chief Mark Savage of the Colorado State Patrol have each agreed to serve one more term as past president.

Other Leadership Changes

- Sgt. Scott Dorrler with the New Jersey State Police is the Region I president.
- Sgt. Eric Bergquist of the Maine State Police is the Region I vice president.
- Capt. John Broers with the South Dakota Highway Patrol is the Region III president.
- Capt. John Hahn of the Colorado State Patrol is the Region III vice president.
- Lt. Daniel Wyrick of the Wyoming Highway Patrol is Region IV's vice president.
- Sean Mustatia of the Saskatchewan Ministry of Highways and Infrastructure will serve as Region V vice president.
- Maj. Chris Nordloh of the Texas Department of Public Safety is the Size and Weight Committee chair.
- Chief David Lorenzen of the Iowa Department of Transportation is the chair of the Operation Safe Driver Program. ■

INSPECTOR'S CORNER

Take the Extra Time to Do It Right

By **Rommel Garcia**, *Commercial Vehicle Enforcement Unit, Traffic Enforcement Division, Houston Police Department, 2017 NAIC Grand Champion*

Most commercial motor vehicle drivers are very professional, respectful and highly skilled drivers. Their equipment is always in top shape. They perform their job to the best of their ability and comply with all the regulations set on them. Short cuts of any type are not in their vocabulary. But unfortunately, a few drivers take small shortcuts with regretful results.

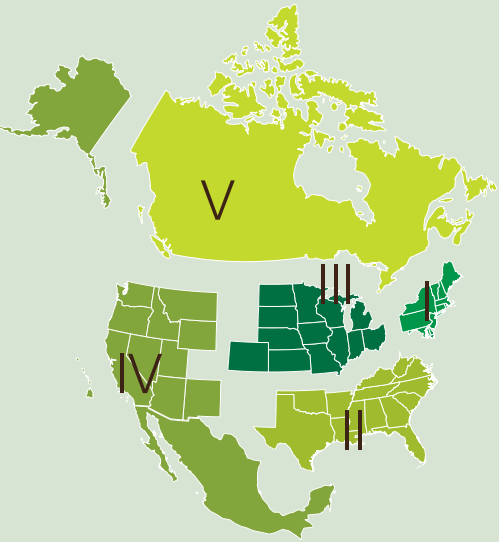
Not everyone is guilty of this, but some short cuts could lead to a lot of unnecessary trouble. We shouldn't get complacent and hope for the best. There is a reason why a load was lost in the middle of the freeway or a bridge was struck with an over height load. Take the time to check your load and equipment. Make sure that you can clear all the low bridges with your over height load.

After spending the last nine years inspecting commercial motor vehicles in the city of Houston, I have noticed that most of the violations I discover on an inspection (Level I or II) could have been avoided if the driver had done one thing – the pre-trip inspection. If the driver would have performed a pre-trip inspection on their vehicle as required and taken corrective actions on their findings, they could have avoided violations and possibly an accident.

A few years ago, I responded to an incident involving a commercial motor vehicle. Shortly after getting onto the freeway, the vehicle dropped two 10,000-pound metal coils from its trailer. I believed he had just left the yard and driven maybe 2-3 miles. Normally, after arriving at the accident scene, I inspect the binders, chains and anchor points to see what failed and caused the loss of the load. To my surprise, I could not find any securement device on the trailer or on the freeway. I asked the driver about his securement and his response was that he hooked up to the trailer and the load was covered with a tarp. No pre-trip inspection was performed and because of that he did not notice that the previous driver took his chains back after unhooking from the trailer. A simple pre-trip inspection could have prevented this situation.

I also urge my colleagues not to let their pride get in the way of being helpful. Stay up to date and informed of the most recent changes. We should be providing the right information and guidance when asked questions about the regulations. We all know how difficult the Federal Motor Carrier Safety Regulation (FMCSR) and the Hazardous Materials Regulation (HMR) books can be to understand. I have no problem telling a driver, "I am sorry, I don't know," instead of providing the wrong information. Take the time to explain all the violations you find on the inspections. It's the only way to make sure the driver understands what was wrong with the vehicle, so the proper repairs can be made and the mistakes are not repeated.

Let's keep working together to make our roads safer and stay safe. ■



REGIONAL MAP

Region I
Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Puerto Rico, Rhode Island, US Virgin Islands and Vermont

Region II
Alabama, American Samoa, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Virginia and West Virginia

Region III
Colorado, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Northern Mariana Islands, Ohio, South Dakota and Wisconsin

Region IV
Alaska, Arizona, California, Guam, Hawaii, Idaho, Mexico, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming

Region V
Alberta, British Columbia, Manitoba, New Brunswick, Newfoundland and Labrador, Northwest Territories, Nova Scotia, Nunavut, Ontario, Prince Edward Island, Quebec, Saskatchewan and Yukon

REGION I

Puerto Rico's Public Service Commission is Committed to Reducing Incidents Involving Commercial Motor Vehicles

By **Luis García Fraga**, *President, Puerto Rico Public Service Commission*

The government of Puerto Rico recently approved the Administrative Transformation Law of the Public Service Commission, which simplifies and uniforms the requirements that must be met by all operators of ground transportation passengers. Public Service Commission President Luis García Fraga, explained that this ruling incorporates the new trends of the industry, while strengthening the rights of the citizens to choose between all available transportation alternatives in a regulatory framework that guarantees public safety and fair competition. Along those lines, it also converts our inspectors as agents of public security.

The new law will give access to new technology platforms, like Uber, Lyft and Pink Car, among others, while eliminating unnecessary requirements for all operators. As public policy, Governor Ricardo Rosselló has instructed us to improve all administrative procedures to update services along with the elimination of bureaucratic obstacles. Improving administrative procedures to ensure faster services is certainly one of our main goals. Economic development is a priority and along those lines, in Puerto Rico, we are allowing new platforms to strengthen our environment. Nevertheless, all companies must prove that they have adopted the mechanisms to comply with mandatory regulations and provisions to ensure the safety of our passengers and public transport.

These officers were trained to intervene properly with drivers and may conduct alcohol tests, use sensors to measure speed, seize the license plate of vehicles that are out of service or operating without proper authorization, conduct criminal arrests for violations under the agency's jurisdiction and issue traffic tickets.

As a public policy of Governor Ricardo Rosselló, Puerto Rico's Public Service Commission has also begun a transformation plan to consolidate services and ensure federal and state laws compliance. One of our main goals is to improve administrative procedures to ensure better and faster services. Also, we have allowed other platforms to offer their services to strengthen our industry and contribute to the economic growth of the island. ■

REGION II

Florida Highway Patrol Educates CMV Drivers at the 2017 National Truck and Step Van Driving Championship in Orlando, Florida

By **Chief Derek D. Barrs**, *Troop Commander – Troop J, Office of Commercial Vehicle Enforcement, Florida Highway Patrol*

On Aug. 10- 11, 2017, Lt. Col. Troy Thompson, Lt. Kevin Vaughn and Chief Derek D. Barrs of the Florida Highway Patrol spoke to several hundred commercial motor vehicle drivers who were competing in the National Truck and Step Van Driving Championships (NTDC), held in Orlando, Florida. This is a competition of professional truck drivers hosted each year by American Trucking Associations (ATA).

The NTDC competitors are made up of the winners in eight classes of competition from 50 state trucking associations' Truck Driving Championships. This is considered to be one of the trucking industry's largest and most effective safety programs. These annual competitions inspire tens of thousands of drivers to operate crash-free for the right to compete in this event.

During the NTDC competition, each driver has a chance to demonstrate his or her driving and inspection skills, knowledge and professionalism through a series of tests. The drivers undergo a written examination, personal interview, pre-trip inspection test and finally, the most visible, the skills test. The championship is a great incentive for professional truck drivers to operate safely, because they must be crash-free for at least one year prior to the competition. Many of the competitors have millions of crash-free driving miles to their credit.

While speaking to the drivers, we were able to discuss the importance of pre- and post-trip inspections, annual vehicle inspections, hours-of-service compliance, the dangers of distracted driving and the department's ARRIVE ALIVE campaign.

This is the second year the Florida Highway Patrol has been asked by ATA to partner with them and talk about safety with the competitors in the annual NTDC. We were again honored to work in partnership with the ATA to help make our roadways safer for all motorists. ■

Enforcement and Industry Team Up in Florida to Teach Teens About Driving Safely Around CMVs

By **Lt. Col. Troy L. Thompson**, *Office of Commercial Vehicle Enforcement, Florida Highway Patrol*

On Sept. 25, 2017, Tpr. George "Chip" Holland and Tpr. Brian Spivey of the Florida Highway Patrol teamed up with FedEx driver and Florida Trucking Association driver representative Jorge Acosta at the Blountstown High School in Calhoun County, Florida.

They held five classes with 20 students each for a total of 100 students for the day.

They taught students about the "no zone" areas around commercial motor vehicles when driving. They covered stopping distance along with weight and size of commercial motor vehicles as it relates to crashes and blind spots. They also addressed the Move Over Law, general safety around commercial motor vehicles, the safe distance of travel, mental preparedness and distracted driving.

A portion of the class involved sitting in a commercial motor vehicle to have a "driver's view" of a professional driver. Then, the students moved to the patrol unit parked behind the FedEx truck to allow them to experience following too closely and the blind spots covered under the "no zone" topic. Superintendent Ralph Yoder made a surprise visit and actively listened to Tpr. Holland's safety talk.

We would like to thank Jorge Acosta from FedEx and thank the Florida Trucking Association, Blountstown High School, Superintendent Ralph Yoder and Brittany Riddle for allowing us the opportunity to be a part of the safety outreach. ■

REGION II

Florida's Hurricane Irma Response

By **Lt. Col. Troy L. Thompson**, *Office of Commercial Vehicle Enforcement, Florida Highway Patrol*

Lt. Erick McGuire with the Florida Highway Patrol assists in clearing downed trees as part of the Hurricane Irma response effort.

Hurricane Irma was an extremely powerful and catastrophic hurricane, the strongest observed in the Atlantic, in terms of maximum sustained winds, since Hurricane Wilma in 2005. It was also the first major hurricane to make landfall in Florida since Wilma.

On Sept. 4, 2017, Florida Governor Rick Scott declared a state of emergency for Florida. By Sept. 6, many of the major cities in South Florida had ordered mandatory evacuations or recommended evacuations of coastal and interior locations due to Hurricane Irma's size and large cone of uncertainty. This led to the largest evacuation in state history, estimated to exceed 1 million residents and visitors. This caused heavy congestion on Florida's three primary north-south limited access corridors. Throughout the evacuation process, Governor Rick Scott maintained continuous communication with Florida's residents and visitors, while the Florida Highway Patrol and Florida Department of Transportation along with our partnering agencies led the process for an orderly evacuation, which included the activation of emergency shoulder use and emergency escort of fuel tankers to petroleum stations along the evacuation routes.

On Sept. 10-11, Hurricane Irma made landfall and traveled vertically along the western coastline of Florida wreaking an array of damage throughout the entire state. The Florida Highway Patrol immediately responded to hard hit areas throughout the state and deployed Quick Response Forces as a force multiplier to Alachua, Pinellas, Lee, Collier and Monroe counties. As part of the deployment process, the Florida Highway Patrol armed our troopers with chainsaws and tactical vehicles (MRAPs and LAVs) to assist in clearing the highways for our emergency response teams. As part of clearing our highways, our chainsaw teams began assisting the residents of Florida by clearing large trees from local roads, personal driveways and from homes. Concurrently, the Florida Highway Patrol also assigned staff to handle dozens of missions that included security, escorts of emergency supplies, humanitarian aid and the closure of roads and bridges caused by river and coastal flooding.

Within two weeks after Hurricane Irma landfall, power had been restored to the majority of the 4.4 million homes and businesses that had lost utility service, all major roadways had been cleared and were in normal operating condition, and all residents were authorized access to their homes.

Florida has recovered quickly due to a comprehensive and well-implemented emergency response strategy and Florida has appreciated the great work of our partners in the transportation and utility segments of the industry.

> *"Your whole organization of the evacuation blew me away. All your troopers were so helpful and in an emotional and overwhelming situation. When we pulled into the service plaza and saw them organizing and moving cars, it was like for a moment we could exhale and knew we were being watched over. The rest area on I-75 North just south of Lake City had a trooper last night who was constantly walking all over helping people find places to park, making sure everyone was safe and helping where needed. He went so far above and beyond, and I assure you the volume of cars and trucks was overwhelming. I apologize for not getting his name. Thank you all for caring for us in the most kind and respectful way and helping us. To the administration who organized it, you are incredible. I am beyond grateful to you all. May God bless you and watch over you all through the storm and beyond."*
>
> – Lynne Watters, Florida ■

TOP: Florida state troopers Ken MccNabb, Wes Harsey and Larry Battle traveled to Lakeland, Florida, equipped with chainsaws to help clear the streets after Hurricane Irma. **MIDDLE:** Florida state troopers' missions included security, escorts of emergency supplies, humanitarian aid, the closure of roads and bridges, and they used chainsaws to clear large trees from roads, personal driveways and homes. **BOTTOM:** Troopers David Kitchen and Ken McNabb pose with a Polk County family affected by Hurricane Irma. *Source: Sept. 13, 2017, Calhoun-Liberty Journal.*

Florida Highway Patrol Recognizes Three Drivers for Driving One Million Crash-Free Miles

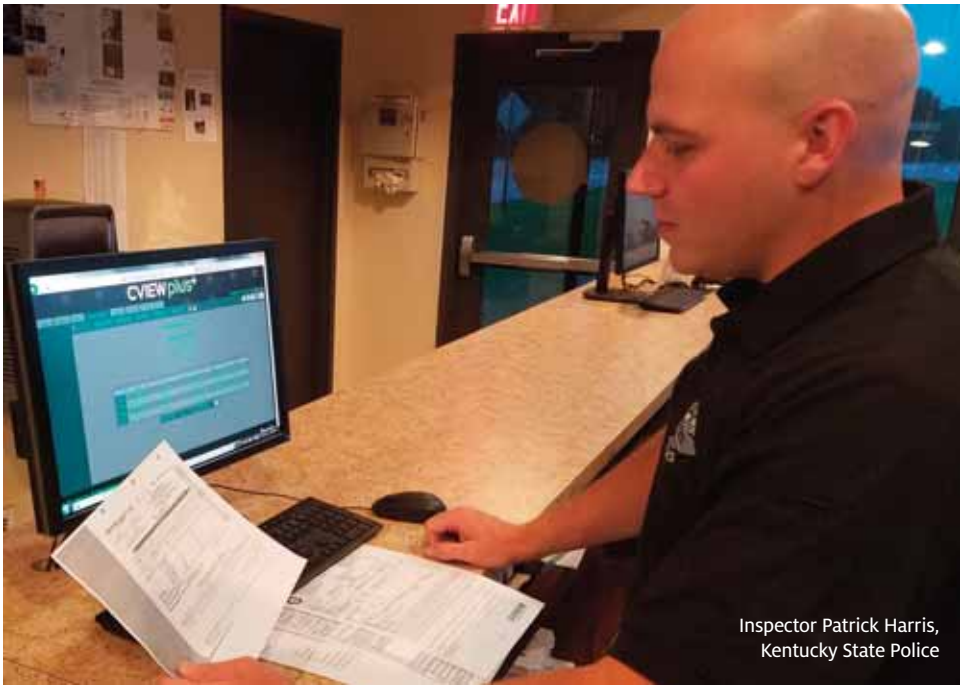
By **Lt. Col. Troy L. Thompson**, *Office of Commercial Vehicle Enforcement, Florida Highway Patrol*

On Sept. 22, 2017, Capt. B. E. Folsom attended a safety awards meeting at Trans-Phos Inc. in Mulberry, Florida. During the safety awards meeting, Capt. Folsom recognized three commercial motor vehicle drivers who reached one million miles or more of crash-free driving.

REGION II

Quality or Just Going through the Motions?

By **John E. Smoot**, *MCSAP/Federal Training Coordinator, Kentucky State Police*



Inspector Patrick Harris, Kentucky State Police

Many times, commercial motor vehicle inspections are completed and we have no real way of knowing what kind of job was done, how thorough the inspector was or how detailed his/her process was. I have often compared the process to crime scene investigation. How do we determine if a fingerprint technician did a thorough job at a crime scene? One can go in and throw a bunch of fingerprint powder around, but how do we know if they were performing a quality task or not? Many times, we don't.

It is pretty obvious that an eight-minute inspection is not thorough. But what about the inspector who spends an hour and completes the inspection with no violations? Was the truck in great shape? Was there a poor selection by the inspector or did they just go through the motions? Again, we may not always know. But then, there is the inspector who goes well beyond the motions, using everything at their disposal, evaluating the findings and making a difference. One of our new inspectors is that kind of person.

Just recently, it came to our attention that Patrick Harris, a fairly new inspector, less than a year on the job, found a good way to identify and validate false records of duty status.

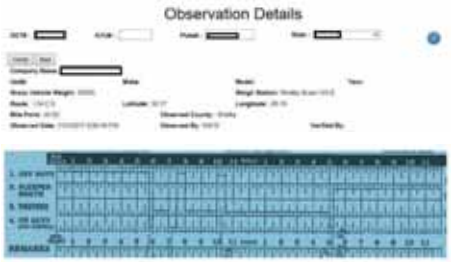
First, a little background: In 2013, Kentucky put into place its Kentucky Automated Truck Screening (KATS) system which screens vehicles against several credentials, validates as they enter the weigh stations, photographs them and creates an observation that is stored in the database and reviewable by officers and inspectors. Inspector Harris utilized that observation tool to check observations against the driver's record of duty status. Inspector Harris describes some of this process:

> *"I always start with looking to see if there are any observations that have been captured. A lot of times, you'll stop trucks that have none; mainly the weekend runners or the guys that stay off the main roads.*
>
> *One of the main priority questions I ask at the beginning of the inspection is 'Do you have a co-driver and are you the only driver of the truck?' Mainly due to the drivers who 'slip seat' (normally drive different trucks all the time); in which case, at that time, you have to pay attention to what truck they have documented on the log entry on that day.*
>
> *The interview goes a long way. When confronted and told about the KATS observation, generally drivers admit to it. I've had a few that have argued. When they do, I take a few extra steps. I will attempt to contact the company which has led to them confirming the driver being on a trip and confirmed that the driver was, in fact, off duty. If that fails, I use my discretion."*
>
> – Patrick Harris

To date, Inspector Harris has documented in excess of 18 false log violations since June 30, 2017. This is outstanding work by a young inspector and a testimony to what can be accomplished when we focus on our mission of highway safety.

Here is one example of the observation system and violation identified, carrier and driver details not shown here:

The driver's log entries presented at time of inspection indicated that the driver was off duty at 5:15 p.m. in Cattlesburg, Kentucky, on July 31, 2017. The KATS system captured images of the truck/driver going through Shelby County scales I-64 east at 8:06 p.m. on July 31, 2017. The driver stated that he was the only driver of the truck and had no co-driver.



Nice work, Inspector Harris, and a lesson for us all on using the tools available to keep our roadways safe. It's not the amount of fingerprint powder you throw around that finds the issues. It's a good, solid work ethic and a desire to make a difference. A job well done. ■

REGION II

Inspection Photos

Ineffective slider-guide located in Carroll County, Virginia. *Photo by Billy J. Johnson, Senior Special Agent, Commercial Carrier and Tax Enforcement, Virginia DMV.*

Wheel seal with an active leak in Wise County, Virginia. *Photo by Billy J. Johnson, Senior Special Agent, Commercial Carrier and Tax Enforcement, Virginia DMV.*

Leaking glad hand connection in Patrick County, Virginia. *Photo by Billy J. Johnson, Senior Special Agent, Commercial Carrier and Tax Enforcement, Virginia DMV.*

REGION III

Harsh Realities Drive Alliances in Iowa

By **Tracey Bramble**, *Strategic Communications and Policy, Iowa Department of Transportation*

Reality is sometimes tough to face. As law enforcement officers, the Iowa Department of Transportation's Motor Vehicle Enforcement (MVE) group sees the stark reality of human trafficking all too often.

To promote awareness of this issue, MVE teamed up with Truckers Against Trafficking (TAT) to start conversations with the professional drivers with whom MVE comes in contact. These professional drivers, along with the employees at truck stops, are the eyes and ears of our country.

Recently, MVE was awarded a grant from the Iowa attorney general's office to bolster their efforts to raise awareness of human trafficking. Five officers are trained to provide outreach at travel plazas and to motor carriers. During the travel plaza visits, Iowa MVE officers talk to drivers and employees about warning signs and what to do if human trafficking is suspected. So far this year, the team has been to 10 travel plazas.

The motor carrier training is more in-depth than the conversations the team engages in at the travel plazas. For the motor carrier training, a more formal presentation is made so drivers will know the warning signs to look for and what to do if they spot something that doesn't look right. In 2017, six large carriers and staff at the Iowa Motor Truck Association received the training.

Iowa MVE officers have also presented a Train the Trainer session for the Iowa attorney general's office. The attendees will take the training to local law enforcement, emergency medical services, social services and service groups around Iowa.

To get more information into the hands of the public, the Freedom Driver's Project, an education outreach of TAT, is a one-of-a-kind mobile exhibit used to educate the public on human trafficking. The exhibit had a lot of exposure in Iowa over the summer, with a multi-day stop in July at the Truckers Jamboree at the World's Largest Truck Stop on Interstate 80 in Walcott.

In August, the exhibit was viewed by more than 1,600 people at a one-day stop at the Iowa State Fair.

In October, MVE hosted a Law Enforcement Executive Summit at the Iowa Law Enforcement Academy. Iowa law enforcement leaders from around the state discussed strategies to increase awareness, reporting and policing of human trafficking.

Visit www.truckersagainsttrafficking.org to learn more about Truckers Against Trafficking. ■

TOP: A mobile exhibit displays information on human trafficking. **LEFT:** Iowa MVE officers educate drivers at travel plazas about human trafficking.

REGION III

Iowa Department of Transportation's Motor Vehicle Enforcement Unit Promotes Six to Leadership Roles

By **Tracey Bramble**, *Strategic Communications and Policy, Iowa Department of Transportation*

In July 2017, the Iowa Department of Transportation's Motor Vehicle Enforcement Unit promoted six of their own to new leadership roles. These men were honored at a ceremony to reaffirm their commitment as motor vehicle enforcement leaders and champions of highway safety.

Congratulations to Assistant Chief Tom Bruun; Captains Scott Knudtson and Dan Gohlinghorst; Sergeants Derek Floerchinger, Darren Reid and Neil Suckow.

Iowa MVE Chief David Lorenzen (left) and Capt. Dan Gohlinghorst (right)

Iowa MVE Chief David Lorenzen (left) and Sgt. Darren Reid (right)

Iowa MVE Chief David Lorenzen (right) and Sgt. Derek Floerchinger (left)

Iowa MVE Chief David Lorenzen (right) and Assistant Chief Tom Bruun (left)

Iowa MVE Chief David Lorenzen (right) and Sgt. Neil Suckow (left)

Iowa MVE Chief David Lorenzen (left) and Capt. Scott Knudtson (right)

REGION III

Eight Town Hall Meetings Held in Nebraska to Learn About ELDs

By **Doug Donscheski**, *Director of Safety, Training, Membership Development, Nebraska Trucking Association/Truck Services Inc.*

More than 325 people attended eight town hall meetings throughout Nebraska to learn about electronic logging devices (ELDs). Representatives from the Federal Motor Carrier Safety Administration, Nebraska State Patrol, Nebraska Trucking Association and Truck Services Inc. were on hand to discuss implementation and enforcement of the upcoming ELD rule, which will be enforced in December 2017.

Topics included:

- Who is required to use an ELD
- ELD implementation phases – when ELDS must be used
- What is an ELD and the technical specifications
- Drivers' responsibilities
- Motor carrier responsibilities
- Supporting document requirements
- Harassment

REGION III

South Dakota Highway Patrol Celebrates National Truck Driver Appreciation Week by Serving Lunch to Professional Truck Drivers

During 2017 National Truck Driver Appreciation Week, the South Dakota Highway Patrol showed their appreciation by serving lunch to all professional truck drivers that entered the Sioux Falls port of entry on Sept. 11 and the Tilford port of entry on Sept. 13. It's estimated that approximately 200 professional truck drivers were fed at both locations.

National Truck Driver Appreciation Week, which was Sept. 10-16, 2017, is an annual week when America honors all professional truck drivers for their hard work and commitment in tackling one of our economy's most demanding and important jobs. These 3.5 million professional men and women not only deliver our goods safely, securely and on time, they also keep our highways safe.

The South Dakota Highway Patrol would like to thank all of the professional truck drivers for the work that they do every day. ■

REGION III

Inspection Photos

A 10-inch long horizontal crack in upper fifth wheel of a CMV transporting a residue shipment of non-flammable gas material. The crack exceeded 20 percent of the overall length. The vehicle was placed out of service. *Photo by Hazardous Materials Specialist Robert Barrett, Public Utilities Commission of Ohio.*

The slider-guide/hold-down brackets on the adjustable axle/sliding trailer suspension bent under, rendering it ineffective. Both right and left sides met this condition. The CMV was transporting general freight. The vehicle was placed out of service. *Photo by Safety Investigator Melanie Kurtz, Public Utilities Commission of Ohio.*

Cracks in the supporting mechanism of a MC331 cargo tank on the right and left sides. The CMV was transporting a load of liquefied petroleum gas. The vehicle was placed out of service. *Photo by Hazardous Materials Specialist Michael Blackburn, Public Utilities Commission of Ohio.*

REGION IV

Idaho, Montana and Wyoming Work Together on Commercial Motor Vehicle Safety and Enforcement of Passenger-Carrying Vehicles Traveling to and from Yellowstone National Park

By **Lt. Scott Hanson**, *Commercial Vehicle Safety, Idaho State Police*

Above: Front Row: Yellowstone National Park Ranger K. Ropp; FMCSA Safety Investigator S. Garcia; Wyoming Highway Patrol Tpr. R. Scovel; Yellowstone National Park Ranger J. Hannigan; Montana Department of Transportation MCS Inspector J. Killhan; Montana Department of Transportation MCS Inspector M. Fulton; and Idaho State Police Sgt. S. Staley. Back Row: Montana Department of Transportation MCS Inspector K. Stubbs; FMCSA Hazardous Material Specialist J. Leuis; Idaho State Police Tpr. J. Bailey; Wyoming Highway Patrol Tpr. K. Hutchinson; Montana Department of Transportation MCS Inspector M. Schatz; Idaho State Police Tpr. J. Stemm; and FMCSA State Programs Specialist R. Swanson.

Yellowstone National Park is a nearly 3,500 square mile wilderness recreation area atop a volcanic hot spot. Although mostly in Wyoming, the park spreads into parts of Montana and Idaho as well.

In 2016, visitation in the park exceeded previous records with a total of 4,257,177 visitors. One of the most notable changes in visitation trends in recent years is the number of commercial tour buses entering Yellowstone's gates. The number of buses entering in 2016 was 12,778 which was a 21.3 percent increase over 2015 entries and a 46.5 percent increase over the number of buses in 2014. In 2017, these numbers will meet or exceed past years.

The vast majority of the commercial buses travel to and from Yellowstone using Interstate 15 through Idaho. Due to the limited options of inspecting enroute passenger-carrying vehicles traveling through Idaho, the Idaho State Police Commercial Vehicle Safety Program, several years ago, entered into a pact with the National Park Service and the Wyoming Highway Patrol Commercial Carrier Office to conduct passenger-carrying vehicle inspections at point of destination locations in the park. These inspection events take place at least three times a year throughout the summer. All inspections are conducted following the North American Standard Passenger Carrier Vehicle Inspection Procedure.

Since the inspections are conducted inside a national park, any violations are turned over to National Park Law Enforcement Rangers for enforcement actions.

Joint multi-agency inspection details were held three times in 2017 – June 21-22, Aug. 9-10 and Sept. 6-7. Participating agencies from Region IV included the Idaho State Police, Montana Department of Motor Carrier Services and the Wyoming Highway Patrol. Inspectors from the Federal Motor Carrier Safety Administration and U.S. National Park Rangers also participated. All commercial motor vehicle inspections, with a primary focus on motorcoaches, were conducted at the Old Faithful Inn parking area.

Inspectors completed 181 passenger-carrying vehicle inspections. Twenty vehicles were found to have violations meeting the CVSA North American Standard Out-of-Service Criteria and were placed out of service. Six drivers were placed out of service for hours-of-service and other driver violations.

These joint operations show that the majority of the passenger-carrying vehicles are operated in compliance, but there are still violations that need to be addressed. With the increasing number of vehicles and passengers traveling to and from Yellowstone National Park, the continued efforts by all involved to promote commercial motor vehicle safety help ensure the precious cargo being transported gets to and from their destination safely. ■

TOP: Idaho State Police Commercial Vehicle Safety Specialist Kevin Murphy inspecting a passenger carrier vehicle. **MIDDLE:** Row of buses. **BOTTOM:** Left to right: FMCSA Division Administrator for Wyoming John Mulcare; Idaho State Police Commercial Vehicle Safety Specialist Tim Konzek; Idaho State Police Hazardous Materials Sgt. Colin Bonner; Idaho State Police Hazardous Materials Specialist Kevin Murphy; Wyoming Highway Patrol Tpr. Bruce Knudsvig; Wyoming Highway Patrol Lt. Dan Wyrk; and FMCSA Safety Investigator Ed Winans.

COHMED Conference

Jan. 29-Feb. 2, 2018

Hyatt Regency Orange County
Garden Grove, California

The Cooperative Hazardous Materials Enforcement Development (COHMED) Conference is a focused, one-of-a-kind event for individuals and organizations involved in the regulation, enforcement and safety of transporting hazardous materials and dangerous goods.

The COHMED Conference provides a unique opportunity for the hazmat community to present concerns and perspectives about enforcement of regulations, and learn the latest trends and techniques.

If you are involved in hazmat regulation, transportation, enforcement or safety, the COHMED Conference is one event you cannot afford to miss.

Visit www.CVSA.org to register.

REGION V

Brake Safety Day in Québec

By **Eric Santerre**, *Head of the Prevention and Outreach Division; Policy, Programs, Prevention and Administrative Support Branch; Vice President of Road Traffic Control and Vehicle Safety; Quebec Automobile Insurance Corporation*

Adjustment problems for air brakes or brake components are widespread in Canada and the United States. Although much awareness has been raised on this issue, close to half of all out-of-service orders resulting from International Roadcheck operations were related to these mechanical components.

To address these issues, Contrôle routier Québec (CRQ) adopted a strategic problem-solving approach that is both flexible and partnership-based to highlight concerns and reach a global understanding to find suitable and permanent solutions.

As part of this approach, CRQ, along with engineers from its expert division and the Centre de formation en transport de Charlesbourg (CFTC), carried out an awareness initiative in an inspection station on Sept. 7, 2017, focused on air brakes.

The goal of the day was to inform drivers about the operation of air brake systems to broaden their knowledge on the subject.

Awareness Activity for Heavy-Vehicle Drivers

In order to reach as many truck drivers as possible, each driver who stopped his or her vehicle on the scale was invited to come to the back of the station to visit several information displays:

- Inside a truck-turned-school, a model brake system was presented by a mechanical engineer and a transport instructor.
- Under a heavy vehicle, a carrier enforcement officer explained the type of inspection carried out during brake adjustment interventions.
- CRQ engineers at an information kiosk were available to answer participants' questions.

Beyond focusing on braking systems, this operation informed drivers about various regulations. The heavy-vehicle drivers who participated all said that they learned something new about the operation of air brakes and appreciated the activity. ■

Inside a truck-turned-school, a model brake system was presented to the attendees.

Under a commercial motor vehicle, a carrier enforcement officer explained the type of inspection carried out during brake adjustment interventions.

REGION V

Inspection Photos

Cracked brakes. *Photos by Ofr. Sebastien Nadeau. Whitehorse Weigh Scale, Yukon, Canada.*

REGION V

CCMTA Presents Policing Partnership Award to Ontario Police Commercial Vehicle Committee

By **Staff Sgt. Mike Hinsperger**, *Traffic Services Branch, Waterloo Regional Police Service*

On June 6, 2017, at the Canadian Council of Motor Transport Administrators' (CCMTA) Annual Conference in Yellowknife, Northwest Territories, Canada, CCMTA presented the Police Partnership Award to the Ontario Police Commercial Vehicle Committee.

The Ontario Police Commercial Vehicle Committee (OPCVC) is a sub-committee of the Ontario Association of Chiefs of Police (OACP) Traffic Committee. The OPCVC came together in 2009 as a group of CVSA-certified police officers and, in collaborative unison and cooperation, channeled its efforts in working together toward enforcement and education of commercial motor vehicle drivers and operators in Ontario. OPCVC has representation from most of the police services in Ontario and partners with the Ministry of Transportation of Ontario (MTO) to make Ontario's roads some of the safest in Canada.

The Committee Executive:

- Chair: Staff Sgt. Mike Hinsperger
  Waterloo Regional Police Service
- Vice Chair: Constable Pat Martin
  Halton Regional Police Service
- Director: Sgt. Scott Parker
  Ontario Provincial Police Service
- Director: Constable Dal Gill
  Toronto Police Service
- Director: Constable Armando Pecchia
  York Regional Police Service

Introduced in 2006, the CCMTA Police Partnership Award honors the achievements and service of active individual police officers or units in developing key relationships with private or government sector agencies involved in highway transportation safety at the local, regional, provincial/territorial or national level. The award recognizes police efforts that build partnerships in support of strategies which reduce injury and death due to road crashes. As a component of Canada's Road Safety Strategy 2025, this annual award encourages the public and police communities to "Rethink Road Safety" in making Canada's roads the safest in the world. ■

Receiving the Police Partnership Award in June 2017, on behalf of the OPCVC was Committee Chair Staff Sgt. Mike Hinsperger of the Waterloo Regional Police Service (pictured right). Representing the OACP Traffic Committee was OACP Traffic Committee Co-Chair Chief Superintendent Chuck Cox of the Ontario Provincial Police (pictured left). Also present at the meeting was OACP Traffic Committee Co-Chair Superintendent Gord Jones of the Toronto Police Service (not pictured).

Tire Tech and the Law:
Everything Rides on Them

By **Michael Stange**, *Public Transit Professional, Author of 'The Compliance Maze'*

In 1887, when Scottish veterinarian John Boyd Dunlop was searching for a way to reduce the vibration on the solid tires of his son's bicycle, he became the first commercially successful inventor of the pneumatic tire. Since then, tire technology has changed the course of transportation for many conveyance systems, from tricycles and tractors to automobiles and commercial motor vehicles.

Although pneumatic tires are clearly different in size, construction and load-carrying capabilities, they inherently perform similarly under their given duty-cycle. That is, they provide good handling characteristics, resist cutting, displace water, perform safely throughout a wide range of temperatures and manage a variety of road/load conditions while providing a comfortable ride.

Tire Construction

Not just black, round and smelly when new, tires are a turn-of-the-century marvel used in a wide variety of applications which has revolutionized the art of "rolling." Although their purpose is similar for most applications, tire aspect ratios, load ratings, inflation pressure and speed rating are some of the many differences required to meet diverse need essentials. Tread design, overall size, function and performance are very distinct between different types of tires, based on their intended operating condition, while tire construction within type (bias-ply vs. radial) is similar.

Two basic types of tire construction, bias and radial, must be considered when selecting a replacement tire or when specifying new tires for a vehicle or fleet.

Bias-ply tires are constructed by overlapping crossed layers of cord material. Oftentimes, nylon or polyester material (cords) form the tire casing. The cords are manufactured diagonally from tire bead to tire bead with additional cross plies (belts) underneath the tread for increased strength. This construction creates a stiff sidewall area that is strong, shock absorbent and resistant to impact. However, its inherent design does not absorb road shock as well as the radial design and therefore is often used for specific applications.

Radial-ply tubeless tires are made with the cord material running from tire bead to tire bead directly across the tire at a 90-degree angle from the tire center. The cord material is oftentimes made of steel or other related material while, depending on the construction, the under tread generally has multiple layers of cross plies or belts to strengthen the tread area depending on the purpose on the tire.

Based on performance data and road testing, the radial design appears to offer numerous advantages over bias-ply in the areas of tread wear, fuel economy, reduced noise, road hazard resistance and overall handling. The radial tire, however, can be more susceptible to curb damage because of less stiff sidewalls specific to their design for a given duty cycle.

Note: Valuable information is molded into the sidewall of most tires. The information includes brand name, manufacture date, tire size, tube type, tire grade, speed rating, load and inflation information.

Inflation: The Magic of Air

A tire is a pneumatic (compressed air) device that supports a load. The compressed air inside a tire applies tensile stress to the cords of polyester, nylon and/or steel, permitting them to carry a load. The area inside the tire, construction material and the inflation pressure determine a tire's load-carrying capacity. Maintaining proper inflation pressure, at all altitudes and ambient temperatures, is critical to load rating, tire performance and wear. It is the single, most important maintenance-related factor that will determine tire life, passenger and cargo handling, performance and safety. On average, a tire will lose approximately 1-2 psi of

air per tire per month. For nitrogen-filled tires, refer to your tire distributor/manufacturer for nitrogen loss information.

Over inflation causes a tire to stress the cords, which may result in the transmission of unwarranted road shock. Over time, this could affect suspension components, provide a less comfortable ride and may distort the tire, causing premature wear at the center of the tread. Overall tire performance may be affected and the handling characteristics of the vehicle compromised. Excessive over inflation may result in irregular tread wear patterns, affect puncture resistance and may result in tread lift/separation.

Under inflation reduces a tire's ability to properly support a load and could affect the tire's ability to handle properly, brake and accelerate. The tire can distort, causing the side walls and tread to excessively flex whereby causing premature failure.

Further, under inflation is a major cause of excessive tire heat generation which will accelerate tread wear, reduce fuel economy, degrade casing durability and may lead to tread separation. Excessive heat, oftentimes caused by sustained under inflation, is detrimental to proper tread wear and will quickly damage the tire.

The tire industry recommends inflation pressure for automotive and heavy-duty pneumatic tires be checked on a weekly basis. Tire manufacture engineers have stated that pneumatic tires under inflated by only 20 percent over their lifetime average approximately 16 percent fewer total miles.

For pneumatic tires, the use of metal or nylon valve-stem caps (not plastic) is recommended to provide a seal from the outside environment. The absence of a valve-stem cap may allow air leaks and outside contaminants to foul the stem that may result in a premature failure or unnecessary loss of air pressure.

As mentioned previously, proper inflation is especially important for the performance, handling and endurance of tires. Their design characteristics and low aspect ratio (especially for automotive applications) does not easily allow for the visual detection of under inflation because of normal sidewall deflection which generally gives the allusion of a tire low on air. Therefore, it is recommended that a tire pressure gauge be used to determine proper inflation pressure as opposed to the old kick or "eyeball it" method.

Tire Terminology and Definitions

When selecting a replacement tire for your car, truck or bus, many factors must be considered to ensure your money is well spent for the proper application. The essential data to know, aside from price, is tire type and dimension, load and speed rating, inflation pressure and if available, road hazard contracts. As the consumer (vehicle owner or other), transit authority or commercial motor vehicle operator, essential information is crucial. You must decide on a myriad of choices which include, but are not limited to: tread design and application, appearance, cost, construction, tread depth, traction wear, temperature and speed ratings.

To thoroughly understand the tire quality grading system, the weight-carrying capabilities of a tire and other related information, refer to the federal new tire standard, Federal Motor Vehicle Safety Standard (FMVSS) No. 119 and the Federal Motor Carrier Safety Regulation Part 393.75 of the U.S. code of regulations. Your local tire distributor is also a source for information regarding tire regulations and requirements for passenger vehicles and/or commercial motor vehicles.

Continued on next page

Continued from page 39

More basically, understanding the need and application of a tire is simplified when common terms and definitions are understood.

- **Tubeless Tire** is a tire with a thin layer of rubber, from bead to bead, on the inside of the tire (inner liner) that creates an internal seal, eliminating the need for a conventional inner tube.
- **Tread** is the rubber that contacts the road surface. Its primary purpose is to provide traction.
- **Sidewall** is the side of the tire from the bead (area that contacts the rim) to the base of the tread.
- **Tread width** is the distance across the tread surface (contact patch).
- **Tread Depth** is the depth from the top of the tread, at any given wear, to the bottom of the tread grooves.
- **Casing** is the complete tire structure.
- **Aspect Ratio** is the height of a tire relative to (divided by) the width of a tire expressed as a percentage. The aspect ratio of a tire is also referred to as the "series." Refer to the following note and examples.
- **Low Aspect Ratio** is a radial tubeless tire that has a shorter sidewall height and a wider tread width.

Note: By law, the passenger car tire manufacturers must comply with the Uniform Tire Quality Grading System to allow the consumer to compare tires in three major areas:

1. Treadwear grades, an indication of a tire's relative wear rate
2. Traction grades, an indication of a tire's ability to stop on wet pavement
3. Temperature grades, a tire's resistance to heat

Examples of aspect ratios:

- A 305/75R 24.5 commercial tire has a width of 305 millimeters from sidewall to sidewall. The "75" is the aspect ratio wherein the tire height is 75 percent of its width. "R" is radial construction and "24.5" is the rim diameter in inches.
- A P215/65R15 89H automobile tire can be broken down as follows: The "P" is for passenger car tire, the "215" is the width in millimeters from sidewall to sidewall. The "65" is the aspect ratio wherein the tire height is 65 percent of its width. The "R" is radial construction. The "15" is the rim diameter in inches. The "89" is the load index and the "H" is the speed rating.

Tire Safety and Compliance, Regulated Equipment

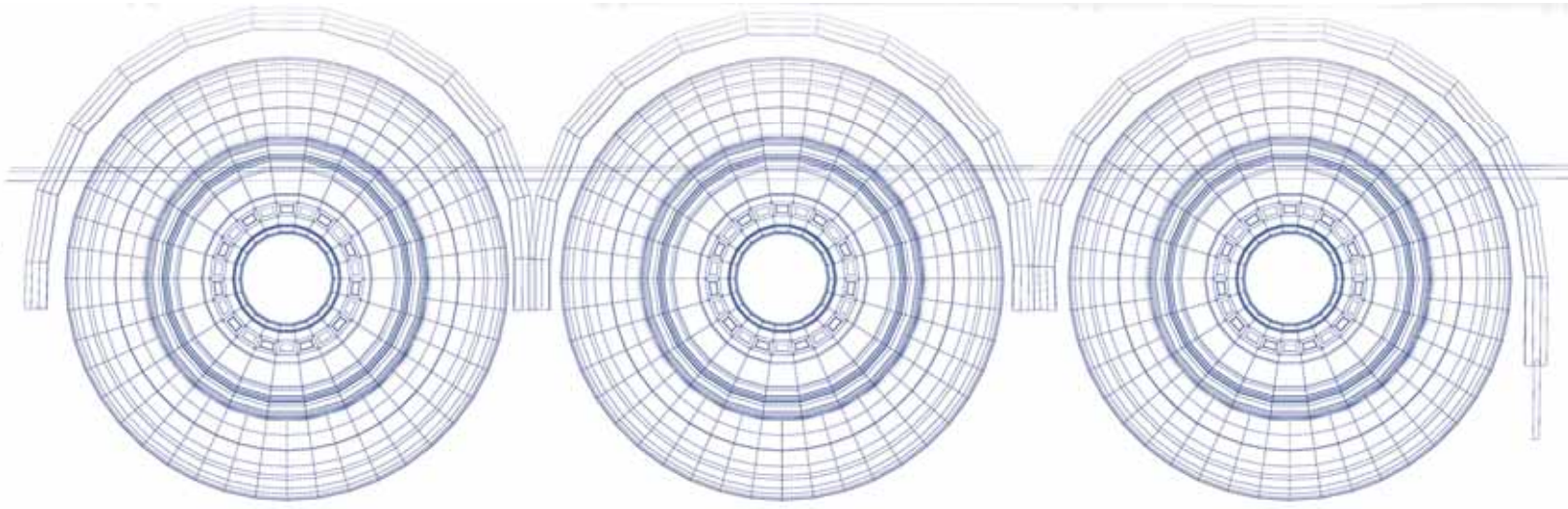
Commercial motor vehicle operators are required to comply with regulations that govern how equipment (tires) are fitted, inspected and maintained for the operational conditions. Federal or provincial standards set the minimum maintenance standards. If tread depth is worn well below the regulatory minimum, Part 2, Section 11 of the CVSA North American Standard Out-of-Service Criteria identifies conditions that are not only violations but imminent hazards such that the vehicle will not be permitted to continue.

Being familiar with tire violations and how to identify them, according to Part 393 of the U.S. Federal Motor Carrier Safety Regulations and Section 9 of the Canadian National Safety Code Standard 11, is a matter of law, a requirement of a vehicle operating safely on the roadway and a professional obligation the carrier/operator has as part of their commercial motor vehicle operation and policies.

Unlike many other vehicle component checks, basic tire inspection and air pressure readings are the most important and easiest to perform. While the commercial motor vehicle operator is required to inspect (pre-trip) the vehicle before operation, the passenger vehicle operator would be well served by inspecting the tires, at least the tread and outer sidewall, for damage and air pressure on a weekly basis.

Note: Newer automobiles are required to employ tire pressure monitoring systems to alert the operator when a tire(s) is under inflated. The rule does not apply to heavy trucks or buses. Regardless, it is recommended that tire pressure be manually checked with a tire pressure gage on a weekly basis. A tread depth and air pressure gage can be purchased from any automotive parts store for less than $5 each. They are very easy to use, inexpensive and will provide necessary and accurate information required of the operator.

Last, proper tire maintenance and accurate inflation pressure is good for the environment. Tires last longer when properly inflated and when repairable damage is identified through routine inspection, fewer tires require replacement which minimizes tire casing waste. ■



U.S. DOE Carlsbad Field Office Approves CVSA Budget and Scope of Work for Fiscal 2018

The U.S. Department of Energy's Carlsbad Field Office (U.S. DOE CBFO) approved CVSA's federal fiscal 2018 budget proposal and scope of work. The CBFO's support of CVSA's Level VI Inspection Program will support Level VI Inspection Program public outreach, certification classes, Train the Trainer instruction, the eight-hour refresher class to be held at the 2018 COHMED Conference, printing and mailing of the Level VI Inspection Procedures and Out-of-Service Criteria and the publication of a Level VI Inspection data report. CVSA is currently in its second year of a five-year cooperative agreement with the U.S. DOE CBFO. ■

About 'RAD Inspection News'

'RAD Inspection News' features news and other stories pertaining to the North American Standard Level VI Inspection Program for transuranic waste and highway route controlled quantities (HRCQ) of radioactive material. This inspection is for select radiological shipments that include enhancements to the North American Standard Level I Inspection Program and the North American Standard Out-of-Service Criteria with added radiological requirements for transuranic waste and HRCQ of radioactive material.

Learn more about the Level VI Inspection Program at www.cvsa.org.

'RAD Inspection News' is made possible under a cooperative agreement with the U.S. Department of Energy (DOE). Since January 2007, it has run as a section inside CVSA's "Guardian." ■

2018 Level VI Inspection Training Classes

CVSA, under a cooperative agreement with the U.S. Department of Energy, offers Level VI certification classes on the topic of inspecting motor carriers and their drivers transporting both transuranic waste and highway route controlled quantities (HRCQ) shipments of radioactive material. This Level VI training is offered to jurisdictional inspectors who meet the prerequisite of having obtained CVSA Level I and Hazmat Certification.

Jan. 29, 2018

Garden Grove, California

Level VI Refresher Training

This eight-hour Level VI Refresher Training will be held at the COHMED Conference. Standards outlined in CVSA Operational Policy 4 for maintaining inspector certification are met by attending this class. **Contact CVSA Director of the Level VI Inspection Program Carlisle Smith at carlisles@cvsa.org to register. Registration is required.**

Feb. 27-March 1, 2018

San Antonio, Texas

Train the Trainer Class

In order to meet the maintenance of certification requirements found in CVSA Operational Policy 4, each certified Level VI inspector must receive eight hours of Level VI refresher training within 24 months of their initial Level VI certification. Each state or province that participates in the CVSA Level VI Inspection Program is responsible for ensuring its certified Level VI officers maintain their certification. This can be achieved by sending a certified Level VI inspector to the Level VI Train the Trainer course. This person(s) would be responsible to provide eight hours of Level VI refresher training within 24 months. It is strongly recommended that the Train the Trainer candidate receive an instructor development course prior to attending the Train the Trainer course. Train the Trainer candidates will be required to show proper instructor techniques and subject matter knowledge by completing a Level VI test. Finally, the Train the Trainer candidate will be required to instruct a Level VI training module assigned to them while being evaluated by the CVSA national instructors and the program director. **Contact CVSA Director of the Level VI Inspection Program Carlisle Smith at carlisles@cvsa.org to register.**

CVSA Level VI Certification Class 164 Held in Albany, New York

Inspectors from the New York State Police, New Jersey State Police and the Michigan State Police were in attendance for Level VI Inspection Certification Class 164 held in Albany, New York, this past June. Sgt. Tom Fuller with the New York State Police, Rion Stann with the Pennsylvania State Police and CVSA Director of the Level VI Inspection Program Carlisle Smith provided instruction to the class. ■

Rion Stann of the Pennsylvania State Police provides instruction on the TRU-PACT II shipping container.

Sgt. Tom Fuller of the New York State Police instructs students on how to conduct a survey of a package containing a Class 7 material.

CVSA Level VI Certification Class 165 held in Golden, Colorado

The Colorado State Patrol hosted Level VI Certification Class 165 this past July in Golden, Colorado. Inspectors from the Colorado State Patrol, Colorado Port of Entry, Arizona Department of Public Safety and the Iowa Department of Transportation attended the class. CVSA National Instructors Kelly Horn with the Illinois Emergency Management Agency, Juel Leuis with the Federal Motor Carrier Safety Administration and CVSA Director of the Level VI Inspection Program Carlisle Smith provided the class instruction. ■

CVSA National Instructors Juel Leuis from the Federal Motor Carrier Safety Administration and Kelly Horn of the Illinois Emergency Management Agency assist students in the Colorado class with a work assignment.

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Great West Casualty Company
Iteris
JNJ Express Inc.
Kenan Advantage Group Inc.
Landstar Transportation Logistics
MANCOMM Inc.
National Tank Truck Carriers
PGT Trucking Inc.
Schlumberger Technology Corporation
Specialized Carriers and Rigging Association
STEMCO Brake Products
Swift Transportation Company
Sysco Corporation
Techni-Com Inc.
US Ecology Inc.
Usher Transport
WABCO

BRONZE

American Bus Association
Anderson Trucking Services Inc.
Asplundh Tree Expert Company
BigRoad Inc.
Blue Ink Technology Inc.
DATTCO Inc.
Direct ChassisLink Inc.
ELD Solutions
Fleetmatics
Frontier Logistics
Gateway Distribution Inc.
Geotab Inc.
Gorilla Safety Fleet Management
Greatwide Truckload Management
Greyhound Lines Inc.
Groendyke Transport Inc.
iGlobal LLC
ISE Fleet Services
J.E.B. Environmental Services LLC
Lytx Inc.
Pedigree Technologies
PeopleNet
SleepSafe Drivers
Smart Safety Services
Stoneridge Electronics
Telogis
Uber Advanced Technologies Group
United Motorcoach Association
Walmart
Warren Transport Inc.
Werner Enterprises Inc.
Western Express Inc.
Workforce QA

FRIENDS OF CVSA

Bork Transport of Illinois
Canadian Propane Association
Commercial Vehicle Safety Associates of Florida Inc.
Envirun Inc.
EQT Corporation
Greg Neylon
Horizon Freight System Inc./Kaplan Trucking Co.
Institute of Makers of Explosives
NIC Federal
Praxair Inc.
Sutliff & Stout, Injury & Accident Law Firm
Western States Trucking Association

NEW CVSA ASSOCIATE MEMBERS *As of Oct. 31, 2017*

Commercial Vehicle Repair Services
Davis Law Group PLLC
Lake City Truck Repair
Secured Transportation Services
Studinski Law LLC
Wilbur-Ellis Company

NEW CVSA LOCAL MEMBERS *As of Oct. 31, 2017*

La Porte (Texas) Police Department
St. Louis County (Missouri) Police Department

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Greenbelt, MD 20770-6319

View the magazine online at
www.cvsa.org.

2018 CVSA MEETINGS AND EVENTS

COHMED Conference
JAN. 29-FEB. 2, 2018
Hyatt Regency Orange County
Garden Grove, California

Brake Safety Symposium
MAY 15-16, 2018
Schaumburg, Illinois

CVSA Workshop
APRIL 8-12, 2018
Hilton Portland & Executive Tower
Portland, Oregon

North American Inspectors Championship (NAIC)
AUG. 13-17, 2018
Columbus, Ohio

CVSA Annual Conference and Exhibition
SEPT. 23-27, 2018
Kansas City, Missouri