

RoadCheck 2008 Results

From June 3rd-5th, 9,148 CVSA and FMCSA certified inspectors at 1,683 locations across North America performed 67,931 truck and bus inspections. North American Standard Level I inspections totaled 52,345, the most comprehensive roadside inspection. Both the total number of inspections and Level I inspections were records for the annual Roadcheck event. So far, the 2008 year saw significant positive gains in out of service rates for most vehicle and driver types.

You will not receive an Idealease Safety Bulletin Next Week due to the July 4th Holiday

CVSA sponsors RoadCheck each year with the Federal Motor Carrier Safety Administration (FMCSA) Canadian Council of Motor Transport Administrators, Transport Canada, and the Secretariat of Communications and Transportation (Mexico). CVSA is an international not-for-profit organization comprised of local, state, provincial, territorial and federal motor carrier safety officials and industry representatives from the United States, Canada, and Mexico.

For drivers, the 5.3 percent overall out-of-service rate was a 14.5 percent improvement over last year's rate, a significant jump. For drivers, there was a significant improvement in hours of service compliance rates, reversing a trend from the past several years. In 2007, 66.3 percent of drivers placed out of service were done so for hours of service violations. In 2008, this number was 55.6 percent. 3.8 percent of all drivers inspected in 2008 were placed out of service for an hours of service violation, down from 4.9 percent last year.

Despite some positive trends, the number of safety belt violations rose significantly this year - from 829 in 2007 to 1,226 this year. Safety belt enforcement continues to be a primary focus each year. Brakes continue to be the dominating vehicle out of service defect, comprising 52.6 percent of the total vehicle defects. The percentage of vehicle out of service defects that were brake related has declined noticeably over the last few years, down from a high of 56.6 percent in 2004.



NEWS

New final Rule for Drug and Alcohol testing effective Aug 25, 2008

In summary:

1. This Final Rule makes it mandatory for laboratories to test all DOT specimens for specimen validity (i.e., adulterants and urine substitutes) and for laboratories to follow all Department of Health and Human Resources (HHS) protocols for doing so.
2. Observed collections will afford less privacy in order to guard against employee use of items designed specifically to beat the testing process.
 - i. Directly observed collections will continue to occur only when there is a specific reason to believe that an employee may be attempting, or have sufficient reason, to evade the testing process.
 - ii. Items such as prosthetic devices designed to carry clean urine will be checked for by observers with both male and female donors. The observer will have the employee raise and lower clothing, and then put it back into place for the observed collection.
 - iii. Observed collections will now be required, rather than optional, for all return-to-duty and follow-up drug testing.
3. During an invalid result Medical Review Officer (MRO) review, an employee admission of adulterating or substituting a specimen is now a refusal to test.
4. The Final Rule requires drug testing laboratories to report to DOT semi-annual statistical summaries on all of their DOT testing.

THE SAFETY BELT PLEDGE

I will wear my safety belt because my well-being greatly affects my family and loved ones. It is my responsibility to maintain control of my vehicle. Using my safety belt is my best chance of remaining in control of my truck in a crash or emergency situation. I will always remember to buckle up.

Safety Belt Myths BE READY. BE BUCKLED.

MYTH 1

Safety belts are uncomfortable and restrict movement.

FACT

A 2005 Transportation Research Board study on commercial drivers' safety belt usage found many drivers do not find wearing safety belts to be uncomfortable or too restrictive of their movements. Once they correctly adjust the seat, lap and shoulder belt, most drivers find that discomfort and restrictive movement can be alleviated.

MYTH 2

Wearing a safety belt is a personal decision that does not affect anyone else.

FACT

Not wearing a safety belt can certainly affect your family and loved ones. It can also affect other motorists since wearing a safety belt can help you avoid losing control of your truck in a crash. It's the law; Federal regulations require commercial vehicle drivers to buckle up.

MYTH 3

Safety belts prevent your escape from a burning or submerged vehicle.

FACT

Safety belts can keep you from being knocked unconscious, improving your chances of escape. Fire or submersion occurs in less than 5% of fatal large truck crashes.

MYTH 4

It is better to be thrown clear of the wreckage in the event of a crash.

FACT

An occupant of a vehicle is four times as likely to be fatally injured when thrown from the vehicle. In 2005, 176 truck drivers died when they were ejected from their cabs during a crash.

MYTH 5

It takes too much time to fasten your safety belt 20 times a day.

FACT

Buckling up takes about three seconds. Even buckling up 20 times a day requires only one minute.

MYTH 6

Good truck drivers do not need to wear safety belts.

FACT

Good drivers usually do not cause collisions, but it is possible that during your career you will be involved in a crash caused by a bad driver, bad weather, mechanical failure, or tire blowout. Wearing a safety belt prevents injuries and fatalities by preventing ejection, and by protecting your head and spinal cord.

MYTH 7

A large truck will protect you. Safety belts are unnecessary.

FACT

In 2005, 696 drivers of large trucks died in truck crashes and 303 of those drivers were not wearing safety belts. Of the 176 drivers killed who were ejected from their vehicles, almost 77% were not wearing safety belts.

MYTH 8

Safety belts are not necessary for low-speed driving.

FACT

In a frontal collision occurring at 30 mph, an unbelted person continues to move forward at 30 mph causing him/her to hit the windshield at about 30 mph. This is the same velocity a person falling from the top of a three story building would experience upon impact with the ground.

MYTH 9

A lap belt offers sufficient protection.

FACT

The lap and shoulder belt design has been proven to hold a driver securely behind the wheel in the event of a crash, greatly increasing the driver's ability to maintain control of the vehicle and minimizing the chance for serious injury or death.

To learn more about safety belts, visit www.fmcsa.dot.gov/safetybelt.