



# Making perfect deliveries

Why vehicle maintenance should be your top priority in 2021



Susan Reszczyński, Training Manager  
EROAD, Inc.  
AHAA Webinar  
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# Agenda

- Taking a look back - 2020
  - *CSA updates*
  - *Top CSA violations*
  - *FMCSA accident rates*
- The new HOS changes
- Focusing on vehicle maintenance
- Best practices
- Best ROI technology
- Q and A



# A look back – CSA 2020



## CSA updates

The FMCSA updated the SMS Methodology\* to better align severity tables with enforcement codes:

- Added 63 violations,
- Removed 4 violations, and
- Updated the descriptions of 34 violations.

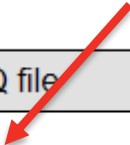
*\*These changes took effect in the SMS with the September 25, 2020 snapshot and are part of the updated SMS Methodology, v3.1.1.*

<https://csa.fmcsa.dot.gov/Documents/SMSMethodology.pdf>

# A look back – CSA 2020, cont'd.



## Top CSA violations – 2020 Calendar year, Reviews (Critical)

|    | Violation Code | Violation Description  |
|----|----------------|--|
| 1  | 395.8A1        | Not using the appropriate method to record hours of service  |
| 2  | 395.8E1        | False reports of records of duty status  |
| 3  | 391.51B2       | Inquiries into driving record not kept in DQ file  |
| 4  | 396.17A        | Using a CMV not periodically inspected  |
| 5  | 382.301A       | Using a driver before receiving a pre-employment result  |
| 6  | 395.8K1        | Failing to preserve supporting documents for 6 months  |
| 7  | 396.3B         | Failing to keep minimum records of inspection and maintenance  |
| 8  | 391.51A        | Failing to maintain driver qual. file on each driver   |
| 9  | OAR.7401000010 | OAR.7401000010   |
| 10 | 391.51B7       | No medical certificate in qual. file   |

<https://ai.fmcsa.dot.gov/SafetyProgram/spViolation.aspx?rpt=CViol>

# A look back – CSA 2020, cont'd.



## Top CSA violations – 2020 Calendar year, Reviews (Acute)

|    | Violation Code | Violation Description  |
|----|----------------|--|
| 1  | 383.37A        | Allowing driver to drive with suspended/revoked/etc. CDL                         |
| 2  | 382.115A       | Failing to implement an alcohol and/or drug testing program                      |
| 3  | 382.3052       | Failing To Randomly Test For Drugs And/Or Alcohol - 2021 - 50% Drug, 10% Alcohol |
| 4  | 383.37B        | Allowing driver with more than one CDL to drive a CMV                            |
| 5  | 387.7A         | No proof of financial responsibility - Freight Carrier                           |
| 6  | 396.9C2        | Operating an out-of-service vehicle  |
| 7  | 382.215        | Using a driver who has tested positive for a drug                                |
| 8  | 753.63         | 753.63   |
| 9  | 391.15A        | Driving a CMV while disqualified   |
| 10 | 383.51A        | Driving a CMV while disqualified from holding a CDL                              |

<https://ai.fmcsa.dot.gov/SafetyProgram/spViolation.aspx?rpt=AViol>

# A look back – CSA 2020, cont'd.



## Top CSA Violations – 2020 Calendar year, Roadside (Driver)

|    | Violation Code | Violation Description   |
|----|----------------|---|
| 1  | 392.2SLLS2     | State/Local Laws - Speeding 6-10 miles per hour over the speed limit.                 |
| 2  | 392.2C         | Failure to obey traffic control device  |
| 3  | 392.16         | Failing to use seat belt while operating a CMV  |
| 4  | 395.8E         | False report of drivers record of duty status   |
| 5  | 392.2LV        | Lane Restriction violation  |
| 6  | 383.23A2       | Operating a CMV without a CDL   |
| 7  | 395.8          | Record of Duty Status violation (general/form and manner)                             |
| 8  | 392.2SLLS3     | State/Local Laws - Speeding 11-14 miles per hour over the speed limit.                |
| 9  | 391.41AF       | Operating a property-carrying vehicle without possessing a valid medical certificate. |
| 10 | 395.8AELD      | ELD - No record of duty status (ELD Required)   |

<https://ai.fmcsa.dot.gov/SafetyProgram/RoadsideInspections.aspx>

# A look back – CSA 2020, cont'd.



## Top CSA Violations – 2020 Calendar year, Roadside (Vehicle)

|    | Violation Code | Violation Description  |
|----|----------------|--|
| 1  | 393.9          | Inoperable Required Lamp   |
| 2  | 396.17C        | Operating a CMV without proof of a periodic inspection                         |
| 3  | 393.47E        | Clamp or Roto type brake out-of-adjustment                                     |
| 4  | 393.95A        | No/discharged/unsecured fire extinguisher                                      |
| 5  | 393.9TS        | Inoperative turn signal  |
| 6  | 396.3A1        | Inspection, repair and maintenance of parts and accessories                    |
| 7  | 393.11         | No or defective lighting devices or reflective material as required            |
| 8  | 393.75A3       | Tire-flat and/or audible air leak  |
| 9  | 393.78         | Windshield wipers inoperative/defective  |
| 10 | 393.75C        | Tire-other tread depth less than 2/32 of inch measured in a major tread groove |

<https://ai.fmcsa.dot.gov/SafetyProgram/RoadsideInspections.aspx>

# FMCSA Accident Rates – 2020



| National: Vehicle Report         |                        |                  |  |
|----------------------------------|------------------------|------------------|--|
| Cargo Body Type                  | CY 2020*               |                  |  |
|                                  | # of Vehicles involved | National Percent |  |
| ▶ Auto Transporter               | 1,254                  | 1.2%             |  |
| ▶ Bus                            | 6,293                  | 6.1%             |  |
| ▶ Cargo Tank                     | 5,002                  | 4.8%             |  |
| ▶ Concrete Mixer                 | 1,031                  | 1.0%             |  |
| ▶ Dump                           | 8,390                  | 8.1%             |  |
| ▶ Flatbed                        | 10,536                 | 10.2%            |  |
| ▶ Garbage/Refuse                 | 2,355                  | 2.3%             |  |
| ▶ Grain, Chips, Gravel           | 2,101                  | 2.0%             |  |
| ▶ Intermodal Container Chassis   | 1,201                  | 1.2%             |  |
| ▶ Log                            | 988                    | 1.0%             |  |
| ▶ Pole - Trailer                 | 221                    | 0.2%             |  |
| ▶ Van/Enclosed Box               | 44,516                 | 43.1%            |  |
| ▶ Vehicle Towing Another Vehicle | 348                    | 0.3%             |  |
| ▶ Other                          | 18,347                 | 17.7%            |  |
| ▶ Missing                        | 0                      | 0.0%             |  |
| ▶ Unknown                        | 811                    | 0.8%             |  |
| <b>Total</b>                     | <b>103,394</b>         | <b>100%</b>      |  |



# New HOS changes – Sept. 29, 2020



## Adverse Condition

Expands the shift time - during adverse driving conditions by up to an additional two hours.



## Short haul exception

Expands location to 150 air-miles and allows for a 14-hour work shift instead of 12-hour work shift.



## 30-minute rest break

Requires a break of at least 30 consecutive minutes after 8 hours of accumulative drive time while also allowing on-duty/not driving to qualify for the break.



## Split Sleeper berth (SB) Provision

The 10-hour break can be met by either a 7/3 or 8/2 split, provided the two periods total at least 10 hours. When combined together properly, neither qualifying period count against the 14-hour driving window or shift.



<https://www.fmcsa.dot.gov/regulations/hours-of-service>

# New HOS preliminary findings



## Slight increase in violations of the following HOS rules\*:

11-hour drive violations– 11%

Short Haul drivers saw an 84% increase in 11-hour violations

14-hour shift violations– 6%

60/7 and 70/8 weekly cycle limit violations– 15%

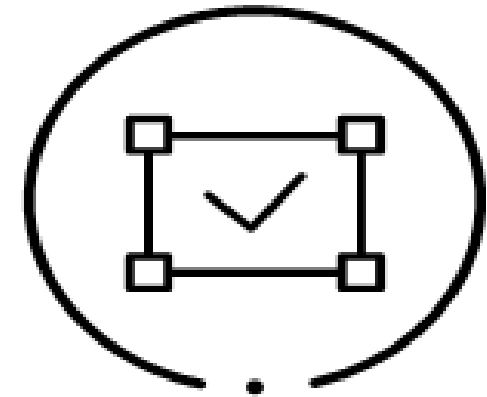
*\*EROAD internal data analysis as of Nov. 1, 2020*

# Focusing on vehicle maintenance



## Why vehicle health matters more than ever

- National OOS average is 20.66%\*
- Insurance
- Legal implications
  - *There doesn't need to be a specific event for prosecution, just proof that there was a foreseeable risk and appropriate steps weren't taken.*
- Data and technology readily available
- Business and operational implications



*\*As of 12/18/2020*

# Best practices for a healthy fleet



- ✓ Focus on your Pre and Post trip inspections
  - ✓ *Do you have visibility on inspections?*
- ✓ Use telematics data to supplement annuals/make operational decisions
- ✓ Train on load securement that pertains to your specific operations
  - ✓ *392.9 - General securement issues – 1 point*
  - ✓ *393.122, 393.110, 393.118 - Cargo securement – 1-7 points*

# Best practices, cont'd.



- Use geofencing to ensure drivers are not jumping OOS orders
- Operating OOS vehicle is an ACUTE VIOLATION – 396.9c2
  - The data is there – USE IT!
    - *Train multiple staff*
- Know when inspection blitzes are happening...then prepare



# CVSA International Roadcheck – May 4-6, 2021



## Annual inspection blitz with focus lighting and HOS, primarily Level I Inspections

- **VM FOCUS:** Vehicle's brake systems, cargo securement, coupling devices, driveline/driveshaft components, driver's seat, exhaust systems, frames, fuel systems, lighting devices, steering mechanisms, suspensions, tires, van/open-top trailer bodies, wheels, rims, hubs and windshield wipers.
- **DRIVER FOCUS:** Driver's operating credentials, HOS documentation, seat belt usage, alcohol and/or drug impairment.

# Technology and change



## What is your motivation?

Forced change and chaos can provide the opportunity to reveal true organizational needs.



# Best ROI technology



- Dashcams
- Electronic Service Module
  - *E-VM files*
- Electronic shipping management
- Routing and Navigation
- Electronic DVIRs



What are your integration capabilities?







**EROAD**



**Susan Reszczynski, Training Manager, CDT, CDS**  
**[susan.reszczynski@eroadcom](mailto:susan.reszczynski@eroadcom)**