



## Safety Measurement System

# Roadcheck June 7-9, 2011

CDL Drivers and Carriers: Mark your calendars! Roadcheck 2011 will be conducted June 7-9. Operation Roadcheck is a 72-hour roadside inspection and enforcement blitz in which an estimated 10,000 inspectors set up more than 1,000 checkpoints on highways across North America to monitor truck safety compliance. Since its inception in 1988, Operation Roadcheck is the largest targeted enforcement program on commercial vehicles in the world with an estimated 14 trucks or buses being inspected, on average, every minute from Canada to Mexico during the three day period.

The inspections are held in cooperation with the FMCSA, the Pipeline and Hazardous Materials Safety Administration, the Canadian Council of Motor Transport Administrators, Transport Canada and the Secretariat of Communications and Transportation of Mexico.

As in past events, this year's Roadcheck will focus on commercial vehicle and driver safety and security. However, with the advent of CSA, these roadside inspections now play an even more important role. That's because all inspection violations will become part of your CSA record. The Safety Measurement System (SMS) uses the on-road safety performance of carriers and drivers to identify candidates for interventions, determine the specific safety problems a carrier or driver exhibits, and to monitor whether safety problems are improving or worsening.

### ***Here are five steps you can take to make sure you survive Roadcheck 2011:***


1. Understand the inspection process. The roadside inspection involves a comprehensive 37-step procedure which includes items related to vehicle, driver and cargo safety. Go here for a complete list of the inspection procedures:  
<http://www.cvsa.org/programs/documents/nas/5%2009%20NASI%20brochure.pdf>
2. Know the most frequently cited violations. Last year, CMV enforcement conducted 65,327 inspections across the US. Of those, almost 49,000 were Level 1. 4.4 percent of the drivers and 19.6 percent of the vehicles were placed out of service. The specific driver violations include hours of service, false logs, license issues, age and drug and alcohol issues. For equipment, the most frequent violations include brake issues, tires and wheels, lights, load securement, steering, frames, and suspensions.
3. Keep your vehicle clean and well maintained.
4. Conduct thorough pre- and post-trip inspections.
5. Treat the inspector with courtesy and respect.

# CSA★2010

Within the Compliance, Safety, Accountability (CSA) Operational Model, the Safety Measurement System (SMS) quantifies the on-road safety performance of carriers and drivers to identify candidates for interventions, to determine the specific safety problems exhibited by a carrier and its drivers, and to monitor whether safety problems are improving or worsening. SMS replaces SafeStat in the Operational Model.

The Carrier SMS uses a motor carrier's data from roadside inspections, including all safety-based violations, State-reported crashes, and the Federal motor carrier census to quantify performance in the following Behavior Analysis and Safety Improvement Categories (BASICS).

## Behavior Analysis and Safety Improvement Categories (BASICS) & Example Violations

	<b>Unsafe Driving:</b> Operation of commercial motor vehicles (CMVs) by drivers in a dangerous or careless manner.	Speeding, reckless driving, improper lane change, and inattention. (FMCSR Parts 392 and 397)
	<b>Fatigued Driving (Hours-of-Service (HOS)):</b> Operation of CMVs by drivers who are ill, fatigued, or in noncompliance with the Hours-of-Service (HOS) regulations. This BASIC includes violations of regulations pertaining to logbooks as they relate to HOS requirements and the management of CMV driver fatigue.	HOS, logbook, and operating a CMV while ill or fatigued. (FMCSR Parts 392 and 395)
	<b>Driver Fitness:</b> Operation of CMVs by drivers who are unfit to operate a CMV due to lack of training, experience, or medical qualifications.	Failure to have a valid and appropriate commercial driver's license and being medically unqualified to operate a CMV. (FMCSR Parts 383 and 391)
	<b>Controlled Substances/Alcohol:</b> Operation of CMVs by drivers who are impaired due to alcohol, illegal drugs, and misuse of prescription or over-the-counter medications.	Use or possession of controlled substances/alcohol. (FMCSR Parts 382 and 392)
	<b>Vehicle Maintenance:</b> Failure to properly maintain a CMV.	Brakes, lights, and other mechanical defects, and failure to make required repairs. (FMCSR Parts 393 and 396)
	<b>Cargo-Related:</b> Failure to properly prevent shifting loads, spilled or dropped cargo, overloading, and unsafe handling of hazardous materials on a CMV.	Improper load securement, cargo retention, and hazardous material handling. (FMCSR Parts 392, 393, 397, & HM Violations)
	<b>Crash Indicator:</b> Histories or patterns of high crash involvement, including frequency and severity. It is based on information from State-reported crashes.	

A carrier's measurement for each BASIC depends on:

- The number of adverse safety events (violations related to that BASIC or crashes)
- The severity of violations or crashes
- When the adverse safety events occurred (more recent events are weighted more heavily)

After a measurement is determined, the carrier is then placed in a safety event group of carriers (e.g. other carriers with similar numbers of inspections). Percentiles from 0 to 100 are then determined by comparing the BASIC measurements of the carrier to the measurements of other carriers in the safety event group. 100 indicates the worst performance.

**Interventions.** If one or more of a carrier's BASIC percentiles exceed a threshold, the carrier then becomes a candidate for an intervention. Typically, the intervention process starts with a warning letter, which provides the carrier with an opportunity to review its performance and make improvements without further FMCSA involvement. Thresholds vary depending on the type of carrier and the BASIC. For example, since the consequences of passenger or hazardous material crashes are typically more severe, lower Intervention Thresholds are in place for these types of carriers.

**For Additional CSA Information See  
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