



# THE GUARDIAN



A Publication of the Commercial Vehicle Safety Alliance  
and the Federal Motor Carrier Safety Administration

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## Where We Are Today

By CVSA  
President  
Peter Hurst

It's always a pleasure to begin a conversation, or a letter, with good news. I have found that pleasure in this message.

For the fourth consecutive year, the 72-hour annual Roadcheck showed improvement in the inspectors' productivity. While their productivity has not been in question, when statistics continue to show improvement in organization it gives strength and incentive to continue progress.

Since the time that CVSA was organized in the early 80s and the Motor Carrier Safety Assistance Program was created in the 90s, there has been a significant drop in both the commercial vehicle out-of-service rate and in the fatality rate of crashes. For example, since 1991, the Roadcheck out-of-service rates have declined from 34.8 percent to 22.6 percent — a decline of 35 percent. And during those years, the fatality rate for crashes involving commercial vehicles has dropped from 3.2 per million vehicle miles to 2.4 per million vehicle miles — a decline of 25 percent.

Without a doubt, the single, greatest contributing factor to these safety improvements has been the effort of the more than 10,000 CVSA-certified front-line inspectors throughout North America.

*(Continued on Page 2.)*

## Former Indiana State Police Commercial Vehicle Enforcement Division Commander Holds Number Three Position at FMCSA

John H. Hill, who had been with the Indiana State Police since 1974, is now the Federal Motor Carrier Safety Administration's Chief Safety Officer and Assistant Administrator.

In announcing Hill's appointment (which was approved by President Bush), Transportation Secretary Norman Mineta said, "John has had an outstanding record of leadership in the key area of commercial motor vehicle safety enforcement, and I welcome him to the Department."

As Chief Safety Officer and Assistant Administrator John Hill is responsible for providing executive leadership over administration and operations of FMCSA programs. He also works with the Administrator and the Deputy Administrator in establishing program policies, objectives and priorities and in developing strategic plans for accomplishing the agency's motor carrier safety programs and activities.

This is John Hill's message to The Guardian readers: "I am pleased and honored to have been appointed to serve with Administrator Sandberg and Acting Deputy Administrator Hoemann at FMCSA.

"A dynamic transportation agency with excellent employees, FMCSA is focused on reducing commercial motor vehicle crashes and saving lives. By building on past accomplishments, I will work with the Agency's leadership and employees to move closer to achieving our goal of reducing the commercial motor vehicle fatality rate to 1.65 fatalities per million miles traveled by 2008.

"The Commercial Vehicle Safety Alliance is an important partner in our agency's safety efforts. I have enjoyed many years of participation in the CVSA community. CVSA's important role in uniformity and reciprocity of commercial vehicle inspections is consistent with FMCSA's national safety agenda. I look forward to working together to further both organizational goals."

John Hill comes to FMCSA from the Indiana State Police where he served in various positions. Most recently, as Commercial Vehicle Enforcement Division Commander, he was responsible for a division of 170 police and civilian personnel. From 1994 to 2000, he was the Field Enforcement Division Commander. From 1989 to 1994, he was the Commercial Enforcement Division Commander. And from 1988 to 1989, he served as the Logistics Division Commander.

John Hill has a bachelor's degree from Taylor University, Upland, Indiana and he received the Distinguished Alumni for Personal Achievement Award in 2000.



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Dedicated to government and industry working together to promote commercial vehicle safety on North American highways.

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## President's Message

Another major factor in the safety improvements is the training and safety information that CVSA provides. A look at the safety records of the many motor carriers that are CVSA Associate Members shows the results of that training and safety information. In 2002, SAFER statistics (compiled by the FMCSA) shows that CVSA associate members had a 12.5 percent rate of out-of-service vehicle violations with 3.8 percent of drivers being put out of service. The U.S. national averages were 23.3 percent for vehicles and 7.6 percent for drivers. The rate for an unsatisfactory safety rating was zero percent for associate members and 8.1 percent for the U.S. national average. These statistics are a powerful safety message.

**Hats off to our members, our associate members and all the inspectors for making a difference!**

Today, we can look at the consistency, uniformity and quality training that have evolved over the years. They are the hallmarks that have led to excellence among enforcement staff and helped to alleviate many of the truck and bus industry concerns regarding different rules and inspection protocols among states, provinces and territories.

Drivers and carriers are no longer faced with uncertainty regarding the inspection they will undergo when they pull into any one of the 1,400 permanent inspections stations and weigh scales located across North America. Wherever they are in North America, drivers can rely on standardized inspection procedures and uniform out-of-service criteria. The professional staffs have all received the same training and instruction.

This means a level playing field for all carriers, regardless of home jurisdiction. It also means safer highways. Commercial vehicle safety has come a long way.

And now we are facing changes and new challenges. International and domestic freight is expected to double by 2020, as trucking has become the economic lifeblood of our great nations, putting an increasing strain on infrastructure and our ability to protect it.

The increased emphasis on security, new legislation and tighter budgets also strain state and provincial commercial carrier enforcement programs. Our members look to CVSA more than ever for support and training as they attempt to meet the demands on dwindling resources.

Our members on the front line have assumed a new role when they make contact with commercial vehicles and their drivers at the roadside as they look for indicators of terrorist activity. CVSA has helped organize interdiction and awareness training to help officers spot those indicators. We're also helping our members implement the provisions of the PATRIOT Act that requires those with a HazMat CDL to undergo a background security check. The Transportation Security Administration and FMCSA are working out the details of the new law, but many CVSA members will be part of the delivery.

We're facing changes we had not expected. We are dealing with them and, as we face these and other challenges, our tradition will provide firm footing as we stretch, explore and probe to the edges of the envelope to find new ways to advance our cause — an environment free of commercial vehicle accidents and incidents.

## CVSA ANNUAL DIRECTORY & BUYER'S GUIDE 2003



The 2003 Directory and Buyer's Guide will be available soon. Call CVSA headquarters for more information.

# New Tool for In-Service/Refresher Training On the Way

By Steve Dowling, CVSA Training Committee Chair

Training and education is the backbone of the North American Standard (NAS) Inspection programs, and CVSA is excited about providing jurisdictions a new training tool for In-Service/Refresher training. Continuing education is necessary for inspectors to maintain certification, as well as essential to making sure every one understands the latest rules/regulations and safety issues. Because there is a need for comprehensive annual In-Service/Refresher training, CVSA, in partnership with the Federal Motor Carrier Safety Administration, has created an option for agencies to meet the need for on-going training.

Last year, the FMCSA and CVSA entered into a Cooperative Agreement.

One of the agreement's objectives is to develop a process for annual In-Service/Refresher training to help maintain training uniformity and create a mechanism to leverage the incredible knowledge base of the CVSA members. The primary goal is to provide a complement to the FMCSA/National Training Center's initial training programs. To that end, CVSA enlisted the services of Dr. Aimee Klimczak, who has been involved with the NAS program through the University of Missouri since 1994, to continue the continuity of the training material.

The training materials will be released in two different formats, textbook and on-line. The textbook material contains instructor manual, student workbook and a PowerPoint presentation that reflects the instructional method of the initial NAS course. The material is designed so it can be facilitated by either in-state associate staff or competent certified inspectors.

The on-line format is a web-based course designed to be flexible in delivery. Students can complete a training module in one session or several sessions at any location with Internet access. The program has embedded quizzes that require 100% accuracy for a module to be completed. CVSA will, upon request, provide jurisdictions with the names of those who have completed an on-line training module as evidence of meeting In-Service/Refresher training requirements.



## The Topics

In 2003, two significant regulatory actions went into effect in the United States: Cargo Securement and Hours of Service (HOS) rules. Accordingly, these issues have been developed as the first two In-Service/Refresher Training Modules. With the completion of these modules, the Training Committee will evaluate future topics and invite the suggestions of all members. The goal is to produce one new module every two years in each of the core courses (NAS Part A, NAS Part B, General Hazardous Materials, Cargo Tank and Motorcoach), while updating existing modules annually to ensure their accuracy.

## The Delivery

In September, CVSA will begin distributing the HOS and Cargo Securement In-Service/Refresher Training Modules. Each enforcement jurisdiction will receive one copy of the material, with additional copies available on request. An orientation to the training modules also will be conducted at the 2003 Fall Workshop in Savannah, Georgia.

## Future Topics

Although the inspection procedures rarely change, rules/regulations and the Out-of-Service Criteria are a living document that requires continual review for fair and consistent application. To that end, CVSA is committed to working with our members and partners to provide inspectors the tools they need to maintain inspection expertise. I encourage each member to review the In-Service/Refresher material and determine whether this will enhance your agency's inspection program. As mentioned earlier, the In-Service/Refresher programs are developed based on input from the members. If your agency has a specific training need, be sure to advise your Regional President, Committee Chair or contact CVSA headquarters for additional details.

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Continuing education is necessary for inspectors to maintain certification, as well as essential to making sure every one understands the latest rules/regulations and safety issues.

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# Motorcoach Safety, Security, and Research Are key to Reauthorization of TEA-21

By Peter Pantuso, President, American Bus Association



The motorcoach industry is the safest form of commercial passenger transportation. However, the lack of adequate enforcement funding and government-sponsored research on intercity buses is hindering effective enforcement and will hinder common-sense regulatory development. Also, in the post 9-11 environ-

ment, the industry must dedicate resources to security enhancements while continuing to vigilantly uphold its safety record.

The motorcoach industry supports strong and effective enforcement of our nation's highway safety laws and regulations. There are gaps in the current enforcement of motorcoach safety rules that leave open the potential for unsafe operators to continue to use our nation's highways — exacting a toll in the form of human lives lost and competing unfairly with law-abiding, safe operators. Specific gaps include:

**Medical Information.** In order to receive fitness and drug and alcohol testing information on prospective drivers, companies must rely on information provided by medical examiners or former employers. Drivers can easily leave former employers off of employment applications and medical examiners are not required to be certified but are authorized to certify a driver's medical fitness. Also, due to liability and privacy concerns, a previous employer will be hesitant to disclose a positive drug or alcohol test. As a result, unworthy applicants can easily mask true conditions and be hired by a company.

**Research and Data.** There is a lack of motorcoach-related research and safety data. This problem is illustrated by the fact that the Department of Transportation has not even established definitions for different types of buses. There also has not been any comprehensive research conducted in the U.S. on motorcoaches to determine the effectiveness of safety elements of a motorcoach in the event of an accident. It is critical that appropriate research and/or testing drive any legislative or regulatory changes for motorcoaches.

**Security.** Our industry was fortunate to have received a total of \$25 million in security grants during the last appropriations cycle. The grants, which can be used for intercity bus security enhancements, are helpful but woefully inadequate considering the size and scope of our industry. More can be done. Congressional authorizers and appropriators are working with industry to try to put resources in place.

To address these issues, ABA has made a number of specific recommendations for consideration in the reauthorization of TEA-21. First, DOT should establish a certification process for medical examiners and create a centralized database of commercial driver's license holders that may be

accessed by a motor carrier during the employment application process. Definitions need to be established, not only for motorcoaches, but transit, small buses, and school buses, by vehicle type and configuration, as well as use, so that accident data can be properly gathered and analyzed.

Adequate federal funding should be provided to FMCSA and NHTSA to conduct comprehensive research on the motorcoach industry to ensure proper regulatory oversight. DOT also should conduct a motorcoach census to properly identify the range and scope of operators and activities and use these determinations when regulating the motorcoach industry more effectively in the future.

A key element of reauthorization should be the appropriation of additional MCSAP funds to enhance border security, traffic enforcement and enlarge the North American safety inspection program. We also believe the motorcoach security grant program should be authorized and funded through the entire life of the reauthorization bill that follows TEA-21.

We are pleased to note that progress is being made. DOT has addressed the certification of medical examiner's in their reauthorization proposal, SAFE-TEA and is working with ABA to develop a census that would accurately set a baseline and be updated regularly to ensure that DOT policy is based on a sound, realistic understanding of our industry.

Although the safe transportation of passengers is always first on our agenda, I would like to share some additional focus areas that are on ABA's reauthorization agenda: strengthening of rules to ensure that private intercity bus operators are not competing for charter business with public transit providers; the creation of a federal funding mechanism to develop a network of intermodal passenger facilities to provide seamless intercity and local public transportation; establishing funding for Essential Bus Service (EBS) which would provide rural America with access to hub airports and other points; the development of a nationwide passenger transportation information system that would provide fare and schedule information for all modes of transportation; and the development of a pilot program that would provide grants to transit operators to encourage them to make their facilities available to private motorcoach operators during peak hours.

Our ongoing discussions with CVSA have identified numerous areas that we both support. Among those are increased funding for MCSAP, traffic enforcement, new entrant programs, increased border grant funding, and the creation of a Motor Carrier Safety Advisory Panel. As the reauthorization process moves forward, we look forward to working with our partners at CVSA on these and other issues that will not only benefit safety, but also enhance our nation's mobility.

# Roadcheck 2003 Hits Record Numbers

The official opening of Roadcheck 2003 took place at the Ambassador Bridge in Detroit on June 3. The event, hosted by the Michigan State Police, drew about 60 people, including television, radio and print media representatives.

The speakers included Annette M. Sandberg, Administrator of the Federal Motor Carrier Safety Administration; Peter Hurst, Director of the Ontario Ministry of Transportation's Carrier Safety and Enforcement Branch and current CVSA President; Bill Graves, President and CEO of the American Trucking Associations; Colonel Peter Munoz, Michigan State Police; and Mickey Blasfield, Director of Government Affairs for Central Transport (Bridge Owners).

Following the speeches, Steve Blankenship of the Michigan State Police and Kerri Wirachowsky of the Ontario Ministry of Transportation and a former NAIC Grand Champion conducted a North American Standard Level I Inspection demonstration.

While the opening ceremony was impressive, so were the results. For the fourth consecutive year, the annual 72-hour Roadcheck resulted in an increase in roadside commercial vehicle inspector productivity. There were 55,784 North American Standard inspections performed on commercial vehicles by 9,471 state and provincial personnel at 10,097 locations throughout Canada and the United States. The 2003 number is 43.5 percent more than the 38,864 inspections completed in 1999. Also, 378 FMCSA employees conducted 4,816 commercial vehicle inspections at 140 U.S. locations, bringing the total number of inspections during Roadcheck 2003 to 60,600, the largest number of inspections in the event's 16-year history.

There were 43,583 Level I inspections — the highest number of Level I inspections in 16 years — up from 39,495 in 2002. The inspectors placed CVSA decals on the 24,171 vehicles found to be free of critical safety defects (43.3 percent of the total).

Approximately 600,000 pieces of educational safety information and guidance were distributed to drivers. The material included informa-

tion on complying with the new hours of service and cargo securement regulations in the U.S. as well as information on proper tire maintenance and hazardous materials safety and security.

The out-of-service rate for drivers was 5.0 percent, down from 5.7 percent in 2002, while the out-of-service rate for vehicles was 22.7 percent, up from 22.0 percent in 2002. The out-of-service rate for vehicles transporting hazardous materials increased over 2002 (17.0 to 20.2 percent) and stayed the same for drivers (2.4 percent), while out-of-service rates for motorcoach vehicles and drivers decreased from 2002 to 2003 by 11.7 to 9.5 and 8.7 to 1.7 percent, respectively.

Stephen F. Campbell, CVSA Executive Director, said "Roadcheck is an important juncture during the year that helps us assess our contributions to safer roadways for all of North America. We want to showcase the outstanding efforts of all North American Inspectors who out there every day and highlight the progress on their impacts on highway safety."

Annette M. Sandberg, FMCSA Administrator said, "North American commercial vehicle inspectors did an outstanding job during this year's Roadcheck. Commercial motor vehicle and driver inspections are necessary to achieve FMCSA's goal of reducing the commercial vehicle fatality rate by 41 percent by 2008."

*Visit [www.cvsa.org](http://www.cvsa.org) for more information about Roadcheck 2003 and a display of Roadcheck pictures.*

## Operation Air Brake "Unannounced Date" Produces Impressive Results

Thirty-six jurisdictions (10 in Canada, 26 in the U.S.) participated in an unannounced brake check day in May. Although the number of participants was down from last year's unannounced date number (42), the number of inspections was impressive.

The results show the out-of-service rates for the 2003 unannounced date have increased across the board over last year. This also continues the trend from 2001 to 2002 when the OOS rates for the May unannounced date increased 10.6% to 11.8% for brake adjustment, 7.4% to 7.5% for brake components and 16.0% to 16.9% for brakes, respectively.

One of the important 2003 initiatives for Operation Air Brake is the driver survey that was administered to drivers in May and will be conducted in September during the announced brake check day. Thanks to all jurisdictions that completed the more than 5,000 surveys. CVSA staff is now entering the information into a comprehensive database that will soon be available to CVSA membership.

The next "announced" brake check day is September 4, 2003. All jurisdictions are encouraged to participate in this event. More information will be released soon.

Operation Air Brake	2003	2002
Participating jurisdictions:	36	42
Number of units inspected:	11,774	12,924
Units out of service for brake adjustment:	13.4%	11.8%
Units out of service for brake components:	8.3%	7.5%
Units out of service for brakes:	18.3%	16.9%
Number of brakes checked:	95,546	106,559
Manual slack adjuster equipped brakes out of adjustment:	9.8%	9.6%
Automatic slack adjuster equipped brakes out of adjustment:	4.1%	3.9%
Total brakes checked that were out of adjustment:	5.6 %	5.5%

# COHMED and How It Works

You don't have to be a COHMED (Cooperative Hazardous Materials Enforcement Development) member. In fact, COHMED has no members — just participants. The agenda is to provide top-quality hazardous materials training. The COHMED goals are simple: (1) Enable hazardous materials professionals to develop the necessary skills to safely move and uniformly inspect hazardous materials; and (2) Promote communications, mutual confidence and enforcement between government and industry personnel who are responsible for hazardous materials compliance and enforcement.

The Cooperative Hazardous Materials Enforcement Development program began as an outreach program of the U.S. Department of Transportation's Research and Special Programs Administration. In 2002, COHMED was adopted as an officially sponsored CVSA program. The move to CVSA allows COHMED to maintain its focus on "enforcement development" and provide a diverse series of workshops on very specialized hazardous materials transportation topics. Its first meeting under CVSA sponsorship took place in January 2003 in Houston.

This is how COHMED works: A leadership comprised of enforcement and industry volunteers prepares future meeting agendas based on suggestions by attendees at the present conference. When the agenda is set, the leadership invites government and industry experts to present the workshops. This gives the agenda a central theme and diversity. The workshops are presented in a "hands-on" fashion, often with industry rep-

resentatives supplying cargo tanks, cylinders and other packaging and vehicles.

COHMED also provides attendees with forums to discuss hazmat enforcement and compliance programs, initiatives and concerns with the government officials and industry representatives. Just as important, the networking provides attendees have opportunities to network during breaks, the banquet and other activities.

A typical COHMED agenda is filled with sessions ranging from two to eight hours, some of which are repeated to allow participants to attend as many sessions as possible. Also, there's an off-site tour to a manufacturing, shipping or transportation facilities that ties in with the conference theme. General and open forum sessions round out the agenda and scheduled breaks, lunches (with keynote speakers) and the banquet fill in the blanks. There's never a time during the five-day conference when an attendee is not in touch with hazardous materials enforcement and industry experts so they can exchange views and ideas.

Including classroom and training supplies, breaks, lunches and the banquet, the admissions price is only \$250.00 per student. The meetings are held annually at a limited number of locations. This helps keep the costs lower and gives returning attendees an idea of where the next conference will be held.

The next COHMED meeting will be held in San Diego, January 11-15, 2004. You'll find the conference information and regional contacts listed on [www.cvsa.org](http://www.cvsa.org) (click on the COHMED section).

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## Safer Drivers and Safer Vehicles Result of Georgia's Annual Inspection Details

Although the dates have not yet been announced, the Georgia Department of Motor Vehicle Safety's Law Enforcement Division expects to continue its annual Motorcoach Inspection Detail at the Sunbelt Agricultural Exposition in Moultrie, Georgia. Last fall, each one of the 92 motor coaches that entered the Exposition's gates over 2 1/2 days received a safety inspection and each driver received a set of safety regulations and information on safe driving and proper vehicle maintenance practices.

The inspection detail data showed a 33.7 percent increase in inspections over the previous year and a 4.4 percent decrease in

the vehicle out-of-service rate. The overall driver out-of-service rate decreased by 2.2 percent with a cumulative reduction in the driver-vehicle out-of-service rate at 6.6 percent. Lt. Johnny Jones of the Department of Motor Vehicle Safety says the reduction in the out-of-service rate can be attributed to the Division's safety inspection efforts at the Exposition over recent years. "Unquestionably, the results indicate that motorcoach companies are dispatching safer motor coaches and motorcoach drivers," he said. And Tim Burgess, Commission of the Georgia Department of Motor Vehicle Safety, said, "DMVS Enforcement Officers are to be commended for their participation in the Sunbelt Agricultural Exposition. Efforts like these make our roadways safer and ensures that motorcoach passengers enjoy a safe and comfortable way to travel."

## Mississippi Public Safety Commission Officials Visit GT Truckers



Captain Arther McFarland goes over inspection procedures with GT truck driving students.

Captain Arther McFarland and Sergeant Kim Webb of the Mississippi Public Safety Commission visited recently with the truck driving class on the Golden Triangle Campus in Columbus, Mississippi.

The officers, representing Mississippi's Northern District, gave the class an update on rules and regulations and provided a truck inspection demonstration. Program instructors Bob Weining and Louis Nabors welcomed the visit. "It's always good to have MSPSC officials take the time to visit our students personally," says Weining. "Hopefully, what these officers tell the students provides strong reinforcement to what the students have learned throughout their training."

### New Associates

TNT, Inc.  
Advantage Coach  
Roadlink USA Systems, Inc.  
Gardewine North  
CTRL Systems, Inc.  
Apria Healthcare  
Cheval Research, Inc.  
Lethbridge Community College  
Infinity-Test  
AstraZeneca Pharmaceutical  
New World Tours  
Salient Manufacturing & Security Products, Inc.

## New Traffic Safety Act Effective May 20, 2003

Once again, Alberta is leading Canada with proclamation of the new Traffic Safety Act (TSA) and the Traffic Safety Amendment Act that became law on May 20, 2003.

The new legislation replaces the Highway Traffic Act, Motor Vehicle Administration Act, Motor Transport Act and Off-Highway Vehicle Act. It's a consolidated approach to road safety that provides clarity for all road users from driver instructors, enforcement and the public.

"This has been a long and arduous undertaking to revise the four Acts into one and 35 regulations into 18," said Ed Stelmach, Minister of Transportation. "We are making these changes for the safety of all drivers who use Alberta's roads."

Highlights of the new legislation are:

### Graduated Driver Licensing (GDL) program

- GDL is for first-time drivers, regardless of age, who will have to meet specific requirements prior to obtaining a full driver's license.
- The program is designed to allow new drivers to gain the experience and skills in a controlled environment before graduating to more demanding driving conditions.

### Updating Fines

- More than 95 per cent of fines have been increased; fines had not been fully reviewed in more than 16 years.
- Current penalties do not meet the seriousness or consequences of the offence.
- Money collected from fines goes to the municipality or the government, if the infraction occurs on a provincial highway; and a portion goes to Alberta Justice to offset the cost of processing tickets. Also, a surcharge goes to the Victims of Crime Fund to support victim programs and services of Alberta Solicitor General.

### Commercial vehicles and vehicle equipment

- All lights on vehicles must comply with the Transport Canada Motor Vehicle Safety Act and the Society of Automotive Engineers (SAE) standard for lights on a vehicle. It will be an offence to drive a vehicle equipped with lights not authorized by the legislation.
- Minor changes will occur to the rules of the road and commercial vehicle and general safety regulations.

Information on the new legislation is available on the department's web site at [www.trans.gov.ab.ca](http://www.trans.gov.ab.ca) or by e-mail at [tsainfo@gov.ab.ca](mailto:tsainfo@gov.ab.ca).

# The Inspectors' Corner

By Collin B. Mooney, Director of Training Programs

We are launching the "Inspectors' Corner," to provide inspectors with an update on training issues and keep them posted on what CVSA is doing to help them.

As a former roadside commercial motor vehicle inspector for 11 years, adjusting to life in the office takes some getting used to. My daily commute to CVSA Headquarters in downtown Washington, D.C. allows me time to reminisce about what I observed on the road and what training I needed. And now, as CVSA's Director of Training Programs, I am focused on coordinating the development of programs to help my colleagues at the roadside. Although, I haven't forgotten the difficulties and adversities CMV inspectors face daily, I'll need to hear your ideas.

Your comments, questions and concerns will provide valuable insight as to what training CVSA should develop and what would best support your everyday duties. At present, the schedule contains in-service refresher training on the new Hours of Service and Cargo Securement rules. It's important to everyone that the training is developed, modified and accurate to explain

how the new rules are to be applied and enforced.

CVSA's In-Service/Refresher Training Series and On-line Training Program complements your initial North American Standard Inspection training. They also provide a new learning environment using traditional training methods and new training media to challenge the new or the experienced inspector.

The partnership and coordination between the Federal Motor Carrier Safety Administration, The Canadian Council of Motor Transport Administrators, Mexico Secretaria de Comunicaciones y Transportes, industry and our members are critical to maintaining uniform training standards for inspectors.

Be sure to attend the CVSA Fall Workshop in Savannah, GA for the unveiling of the North American In-Service/Refresher Training Program. Attendees will receive an orientation to the programs that have been developed and they'll have the opportunity to provide comments and suggestions for improvement.

For more information, contact me at CVSA Headquarters or [collinm@cvsa.org](mailto:collinm@cvsa.org).

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## Want to Make a Difference?

### A Special Message for Inspectors

By Loretta G. Bitner, Director of Driver Programs

What happens to the driver/vehicle inspection report violation information that is collected when you conduct an inspection?

The basic answer: In various ways, depending upon each individual state, it goes into SafetyNet and then into the national system, the Motor Carrier Management Information System (MCMIS). Your inspection information is posted to the carrier files and used in a variety of ways by governments, associations, the industry, and others.

But do you know what **does not** happen to traffic violations written only on the inspection report? If the only document to record that driver's traffic violation is an inspection report, MCMIS is where the trail ends. Traffic violations recorded on inspection reports are not posted to the driver's license history record. So, if you choose not to cite the driver for a major or serious traffic violation, such as speeding or following too closely and decide to record only the infraction on the inspection report, the disqualifying offense will not appear on the driver's history record.

That means the only repercussion the driver may receive is from the company that employs the driver. The employer may impose disciplinary action; but an employer does not have the

authority to suspend, revoke or cancel a license. That authority rests solely with the state that issued the license. The only authority for a state licensing agency to withdraw a person's driving privilege is on traffic convictions, or their equivalent, recorded on the driver history record.

Consequently, even if the company terminates the driver's employment, another company can easily hire him or her since nothing appears on the driver history record. When a trucking company requests an applicant's driver history record from the licensing state, the company relies heavily on the accuracy of the information contained in that record for making responsible hiring decisions.

When you are deciding whether to issue a citation, remember:

- Driver/vehicle inspection reports are not submitted to the courts.
- If commercial motor vehicle drivers are not cited for disqualifying traffic violations, in conjunction with the inspection report, it doesn't go through the court system.
- If it doesn't go to the courts, the conviction is not posted on the driver history record.
- If the conviction is not posted, the state licensing agency cannot disqualify the driver.
- If the driver is not disqualified, he or she will continue to endanger travel on our highways.

So — do you want to make a difference?

# Ultrasonic Technology And Its Role in Detecting Air Brake Leaks

By Chuck Shue, Manager, Motor Carrier Division (Maryland State Highway Administration)

Each year, a significant number of accidents involving commercial vehicles are attributed to failure of the vehicle's air brake system. Preventing such failures is a continuing challenge for those committed to motor carrier safety throughout North America.

Discussions in a series of meetings with FMCSA and NTSB prompted CTRL Systems of Westminster, Maryland, to examine how ultrasonic technology that helped the National Aeronautic and Space Administration detect leaks on the International Space Station might be applied to providing earlier detection of faults in air brake systems. FMCSA suggested a field test of the technology with a local state inspection team.

The Maryland State Police Commercial Vehicle Enforcement Division and the Maryland Transportation Authority Police Commercial Vehicle Safety Division, working with CTRL, performed a test to determine whether hand-held ultrasonic detection technology may have practical application for enforcement personnel during roadside inspections. Currently, ultrasonic devices, such as the one in this test, are used throughout industry to locate leaks in compressed air and gas systems, diagnose mechanical problems and perform quality control inspections. This technology is particularly useful in locating leaks in pressurized systems where overall noise levels prevent audible detection or location.

From September through December 2002, Maryland enforcement personnel used the CTRL UL101 ultrasonic detector to check 57 vehicles for otherwise inaudible air leaks. Overall, 46 of the vehicles tested had air leaks. Of those 46, 41 percent were inaudible leaks. However, while such leaks are technically a violation under the Federal Motor Carrier Safety Regulations [393.46 (b)], they are not cause to place a vehicle out of service if the vehicle's air compressor can override the air loss. In most cases, the air compressor had no trouble compensating for such small leaks; however, two vehicles with inaudible leaks were placed out of service.

The inspectors involved in this preliminary testing indicated the technology is useful in detecting inaudible air leaks and in pinpointing leaks they could hear and were unable to locate. Since the vehicle's air-compressor can compensate for some small leaks it detects and current regulations require an audible inspection, inspectors would need clearer direction from FMCSA. The inspectors also felt that if they noted an inaudible leak on the Driver/Vehicle Inspection Report as a violation, the carrier maintenance person would need a similar tool to find the leak and certify the repair.

Although this technology is promising, the question

remains whether ultrasonic technology will be used as a preventive role measure at the individual carrier maintenance facility, at random roadside inspection stations, or some combination of the two. CTRL Systems is working with CVSA and the appropriate subcommittees to examine how and where ultrasonic technology could be used to increase safety throughout the commercial vehicle industry. This ultrasonic technology, along with others under evaluation, would provide the industry with the earliest warning of brake failure and aid in reducing accidents.

## Take Advantage of What NAIC has to Offer

By Monty Kinder, 2002 NAIC Grand Champion

The 2003 North American Inspectors Championship is less than a month away. This time last year, I was a bit nervous about participating in the NAIC. But I had heard it was a great opportunity to network with my colleagues from other jurisdictions and receive training on the latest commercial vehicle safety issues. What I didn't know was what to expect of the competition element of the program.

How to prepare was my major concern. I quickly found there was little to prepare for. The NAIC is organized to mirror what inspectors do everyday. All you need to know is already in your head. You just need to remember where you "filed" it and do what you do every time you do your job. I did, however, brush up in some areas such as Hazardous Materials and Passenger Carrier regulations. I found the contestant training sessions very helpful. They answered some of the questions that were floating around in my head.

As the week progressed, the camaraderie between contestants and assistance from CVSA staff and judges had pushed my worries aside and put me in the learning mode. I was thriving off the intense competition. There were so many events packed into the schedule, we had very little time to rest on our laurels. At the end I was happy to have been able to represent my jurisdiction. Winning the Grand Champion Award was just an added bonus to a very memorable and exciting week.

I will never forget my experience at NAIC. Neither will the 2003 contestants. I wish them the very best!

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Rigging Association  
(Continued on page 11.)

## Inspection Services Law Enforcement Accreditation Premier's Award of Excellence

The Inspection Services Branch of Alberta Transportation has received a Premier's Award of Excellence for its Inspection Services Law Enforcement Accreditation project. Team members receiving the award were as follows: Executive Director Steve Callahan; Compliance Coordinator Jacquie Daumont; Accreditation/Training Officer Kathy Golem; Regional Managers Russ Fikowski, Tom Nyuli, Gordon Ellert, and Jim Sawitsky; Operations Manager Dave LesStrange and District Supervisor Dan Derzaph.

Inspection Services achieved a major accomplishment in November 2001 by becoming the first Canadian non-police enforcement organization to achieve accreditation from the Commission on Accreditation for Law Enforcement Agencies, Inc. (CALEA). The project's mandate was to create a more effective and efficient organization by becoming an accredited law enforcement agency, thereby supporting the department's goals of improved transportation safety and creating a value-added organization. CALEA accreditation is a highly esteemed designation recognized in the enforcement profession and is a symbol of excellence throughout North America.

The project team's major objectives were to:

- communicate the process and gain approval for the concept from department executive and support from branch employees and stakeholders;
- meet the CALEA timelines for accreditation; and

- meet the applicable standards as set out by CALEA.

The process to gain accreditation from CALEA was a very time consuming and detailed endeavor. However, receiving accreditation was well worth the effort.

Law enforcement accreditation is a sound investment for the agency and its clients. Some of the dividends of accreditation include enhanced public trust, support and confidence in the department, internal and external accountability, increased efficiency and more effective performance.

Staff have always worked hard to improve safety, but obtaining accreditation has reinforced and strengthened the procedures and processes of Inspection Services and has positively impacted the reputation of the organization and its staff. Much of the credit for these accomplishments is due to the enthusiasm and commitment of the dedicated Inspection Services staff assigned to the accreditation initiative and to all staff within the branch.

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# Fall Workshop

Hyatt Regency Savannah  
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# Tractor-Trailer/School Bus Accident Leads to Important Discoveries

The National Transportation Safety Board has completed its investigation of a collision between a tractor-trailer and a school bus that occurred near Mountainburg, Arkansas on May 31, 2001. Three students were killed when the truck exited Interstate 540, failed to stop at the bottom of the ramp and hit the side of the bus. Two children received serious injuries; four children had minor injuries and the drivers of both vehicles sustained minor injuries.

The Board's post accident examination led to significant findings. The truck had air brakes with standard S-cam/drum foundation brakes fitted with manual slack adjusters. The semi-trailer had the same configurations, but with automatic slack adjusters. Eight of the ten brakes on the combination vehicle were either non-functional or out of adjustment. Four could not provide any braking force, even when disregarding factors such as heat buildup and drum expansion.

The semi-trailer and the third axle of the tractor also were equipped with emergency parking spring brakes. Of these six emergency parking spring brakes, three had broken springs. These broken springs affected the operability of the emergency parking brakes and prevented proper brake adjustment on two of the service brakes.

Post accident examination of the school bus revealed a retrofitted propane fuel system.

Although the tank was not breached during the collision, the point of impact was inches from the tank. The fuel system had been installed according to National Fire Protection Association standard 58, "Standard for the Storage and Handling of Liquefied Petroleum Gases." However, that standard does not adequately protect propane fuel systems during a crash. Unlike gasoline and compressed natural gas systems, which the manufacturer fits onto school buses, propane and other retrofitted fuel systems are not required to meet NHTSA crash test standards specified in Federal Motor Vehicle Safety Standards 301 and 303. These standards require gasoline and compressed natural gas fuel systems mounted on a vehicle to withstand a barrier crash test. Because propane systems are after-market installations, they are not subject to NHTSA safety standards.

As a result of these findings, the NTSB has made several recommendations to the Federal Motor Carrier Safety Administration, the National Highway Traffic Safety Administration, the Commercial Vehicle Safety Alliance, the National Fire Protection Association, Spring Brake Manufacturers, and the U.S. Department of Transportation.

The Board's report and detailed recommendations are available at [www.nts.gov](http://www.nts.gov), NTSB Number NTSB/HAR-02/03, NTIS Number PB2002-916203.

## Truckers, Federal and State Agencies Working to Improve Highway Safety and Security

By Ronald Noel, Director of Safety, The Best Transfer Co

Because highways are our workplace (truckers drive more than 400 billion miles a year), we're obligated to educate our drivers and all highway users.

Federal and state enforcement agencies have teamed with the trucking industry to begin Highway Watch, a program to improve highway safety and security. The Ohio Highway Watch program is a partnership

between the Ohio State Highway Patrol and the Ohio Trucking Association. Drivers are trained to report unsafe drivers, crashes, stranded motorists, suspicious activity and unsafe roadway conditions. If they see a reckless driver, suspicious activity or a stranded motorist, they are to call the police. The trucking industry will do its part to reduce needless deaths.

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(Continued from page 10.)

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## Calendar of Events

2003 North American  
Inspectors Championship  
**August 18-24, 2003**  
Columbus, Ohio

2003 Operation Airbrake  
**September 4, 2003**

2003 Fall Workshop  
**October 4-9, 2003**  
Hyatt Regency Savannah  
Two West Bay Street  
Savannah, GA 31401

2004 COHMED Conference  
**January 11-15, 2004**  
Hyatt Regency Islandia  
1441 Quivira Road  
San Diego, CA 92109

2004 Annual Conference  
**April 3-8, 2004**  
The Peabody Hotel  
3 Statehouse Plaza  
Little Rock, AR 72201

Trip Langley

## 2003 CVSA Academic Scholarship Winner



CVSA is proud to announce Trip Langley as the 2003 CVSA Scholarship recipient. Trip, son of Sgt. Frank Langley, Jr. of the Texas Department of Public Safety License & Weight, graduated from Elysian Fields High School as valedictorian. He will attend Tisch School of the Arts at New York University this fall and study acting.

Trip competed in One Act Play in high school, advancing as far as alternate to state. He was named Best Actor at District and Area. And he has been awarded fourteen academic letters and numerous awards for his high school academic achievements. Trip also has been active in Student Council, Fellowship of Christian Athletes, and National Honor Society. He was named Mr. EFHS and Most Likely to Succeed.

Trip enjoys tennis and was the statistician for the school's varsity basketball team. He is an active member of Bethel Methodist Church and Mt. Zion Methodist Youth Group.

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