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# Friday Safety Brief®

## Dates Announced for ROADCHECK 2010

The Commercial Vehicle Safety Alliance (CVSA) announced that this year's Roadcheck will be **June 8th, 9th and 10th**. The 72-hour inspection program targets heavy trucks and buses in a concentrated effort to develop Vehicle and Driver out-of-service rate data, among other important statistics. Approximately 10,000 federal, state, provincial and local officers across North America conduct these inspections, particularly paying attention to items related to vehicle, driver and cargo safety.

## Latest OOS Criteria Released

The Commercial Vehicle Safety Alliance (CVSA) released the latest North American Standard Out-of-Service Criteria (OOSC), effective April 1, 2010, for placing vehicles and drivers out-of-service at roadside safety inspections. Commercial vehicles and drivers placed out-of-service cannot operate until those items that rendered them out of service are remedied or repaired. CVSA encourages motor carriers/drivers to maintain their equipment at a higher level than presented in the OOSC, which contain only minimum standards.

With events like Roadcheck 2010 and the full implementation of CSA 2010 on the horizon, it is in the best interest of every motor carrier to be familiar with the OOSC. It is also important to know which vehicle inspection items have been identified as being the most critical (see below), which is helpful when maintaining and inspecting vehicles.

### Critical Vehicle Inspection Items:

- ◆ Brake Systems
- ◆ Coupling Devices
- ◆ Exhaust Systems
- ◆ Frames
- ◆ Axles (Adjustable)
- ◆ Fuel Systems
- ◆ Lighting Devices
- ◆ Securement of Cargo
- ◆ Steering Mechanisms
- ◆ Suspensions
- ◆ Tires
- ◆ Van and Open-Top Trailer Bodies
- ◆ Wheels, Rims and Hubs
- ◆ Windshield Wipers
- ◆ Emergency Exits and/or Electrical Cables and Systems in Engine and Battery Compartments (Buses)



### For Drivers, Out-Of-Service criteria includes the following:

- ◆ Interstate (and intrastate if hauling placarded load) driver is less than 21 years old.
- ◆ Not properly licensed, including lack of proper commercial driver's license (CDL) endorsement for type of vehicle being operated.

- ◆ Holds a learner's permit but is not accompanied by the holder of a valid commercial driver's license, does not hold a valid automobile license or is transporting regulated hazardous materials.
- ◆ Lacks waiver of physical disqualification or equivalent exemption.
- ◆ No skill performance evaluation certificate in driver's possession, when required.
- ◆ Lacks hearing aid or corrective lenses noted on medical certificate.
- ◆ Operating a passenger-carrying vehicle without possessing a valid medical certificate.
- ◆ Judged unsafe due to obvious sickness or fatigue.
- ◆ Unable to communicate sufficiently to understand and respond to official inquiries and directions.
- ◆ Disqualified by Federal Motor Carrier Safety Regulation 391.15.
- ◆ Possesses or, to any degree, is under the influence of unauthorized drugs or alcohol (placed Out-of-Service for 24 hours).
- ◆ Violates an Out-of-Service order related to intoxicating beverages (placed Out-of-Service for 24 hours).
- ◆ Driver of a property-carrying vehicle will be put Out-of-Service until eligibility is reestablished for any of the following violations: driving more than 11 hours; driving after the 14th hour after coming on duty following 10 consecutive hours off duty; and, barring a 34-hour restart, driving after having been on duty more than 60 hours in seven consecutive days or more than 70 hours in eight consecutive days.
- ◆ Falsification of required driver logs; not having logs for previous eight days. Placed Out-of-Service for 10 consecutive hours.
- ◆ Certain short-haul operators are allowed one or two 16-hour days per 7 or 8 days, depending on nature of the operation.

To order a copy of the 2010 North American Standard Out-Of-Service Criteria, [click here](#).