

**\*\*For PSC Insiders Circle Members only\*\***

# Friday Safety Brief®

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## ROADCHECK 2010 RESULTS

During this year's Commercial Vehicle Safety Alliance (CVSA) Roadcheck (June 8-10), approximately 15 trucks or buses were inspected, on average, every minute. Over 65,000 truck and bus inspections were inspected by more than 9,800 CVSA-certified inspectors at 2,482 locations from Canada to Mexico. Of that total, there were almost 49,000 North American Standard Level I inspections, the most comprehensive roadside inspection. During the 72-hour inspection blitz, drivers were pulled over, and asked to show their commercial driver's license, medical examiner's certificate, and record of duty status. In addition, brakes, tires, lights, and every major component of the truck or bus were examined. According to CVSA, **brake-related defects continue to account for half of all vehicle out-of-service violations.**

According to CVSA, Roadcheck 2010 results indicate out-of-service (OOS) rates close to the record-setting low OOS rates of 2009. Overall inspection totals were down from the previous year's records; however, more inspectors participated at more locations in this year's event, reflecting a shift to an increasing focus on mobile roadside inspections. **There was a rise in the number of safety belt violations this year as compared to last year (1,159 vs. 970), a 19.5% increase.**

Data from 2010 show the overall vehicle compliance rate decreased slightly from 2009 and the overall driver compliance rate did not change. For NAS Level I inspections, the compliance rate for vehicles dropped while the rate increased for drivers. Inspections of passenger-carrying vehicles resulted in an increased vehicle compliance rate and an unchanged driver compliance rate in 2010. Hazardous materials inspections resulted in slightly higher vehicle and driver compliance rates.

### Compliance Rates

#### Vehicles:

- Overall: **80%** (80.4% in 2009)
- NAS Level 1 inspections: **76.7%** (77.8% in 2009)
- HazMat: **83.7%** (83% in 2009)
- Passenger carrying vehicles: **91%** (88.5% in 2009)

#### Drivers:

- Overall: **95.6%** (unchanged from 2009)
- NAS Level I inspections: **96.3%** (96.1% in 2009)
- HazMat: **97.5%** (97% in 2009)
- Passenger-carrying vehicles: **96.4%** (unchanged from 2009)

## 7 Myths About Safety Belts for Truck Drivers

- 1. Safety belts are uncomfortable and restrict movement.**  
**FACT:** Most drivers find that once they correctly adjust the seat, lap and shoulder belt, most drivers find that discomfort and restrictive movement can be alleviated.
- 2. Wearing a safety belt is a personal decision that doesn't 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.
- 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.
- 4. It's 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 2006, 217 truck occupants and drivers died when they were ejected from their cabs during a crash.
- 5. Good truck drivers don't need to wear safety belts.**  
**FACT:** Good drivers usually don't cause collisions, but it's 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.
- 6. A large truck will protect you. Safety belts are unnecessary.**  
**FACT:** In 2006, 805 drivers and occupants of large trucks died in truck crashes and 393 of them were not wearing safety belts. Of the 217 drivers and occupants who were killed and ejected from their vehicles, almost 81% were not wearing safety belts.
- 7. Safety belts aren't 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.

