

DOT INSPECTIONS - SAFE SUMMER DRIVING

MOST COMMON DOT INSPECTION VIOLATIONS!

1. Most Frequent Roadside Inspection Violation

Hours of Service (HOS) violations are the number one most frequently noted roadside inspection violation. This does not mean the driver violated the FMCSA HOS rules. Form and Manner violations make up 75 % of HOS violations. Keep your log up-to-date at every change of duty status. Ensure non-permanent entries are updated before you hit the road and do the Daily Vehicle Inspection Report (DVIR) daily even during the trip. Get safety issues fixed or signed off on by the mechanic to avoid violations.

2. Most Frequent Roadside Inspection Violation

Brakes are the second most common for a violation, but the number one reason for an OOS order. Brakes will not generally go out of adjustment along your trip. Check the adjustment during the DVIR and get shortcomings corrected. If the brakes don't respond correctly along the trip, pull into a service area and get them checked.

3. Most Frequent Roadside Inspection Violation

Tires are the number three most common violation during a roadside inspection and the number two violation that most often leads to an OOS order. Tire tread depths less than 1/16 of an inch. These should have been caught and corrected during your DVIR. Actually, properly conducted DVIRs could reduce or eliminate violations two through four.

4. Most Frequent Roadside Inspection Violation

Lights and reflectors are the number four most frequent violation and the third most recurring reason for an OOS order. The lights most often found inoperative leading to an OOS order are brake lights, and turn signals are second. Either of these will likely lead to an OOS order unless you can replace the light bulb to make it functional. It is advisable to carry extra light bulbs and fuses to make these on-the-spot corrections and keep rolling.

5. Most Frequent Roadside Inspection Violation

Use of a seatbelt is the fifth most frequently noted violation. Some drivers even attempt to snap the safety belt in place as they are rolling into the inspection line, which is often too late as the driver has already been captured on video approaching the chicken coop or as they are buckling up. Do not make the mistake of unbuckling your seatbelt to get your folder for inspection. The inspection lineup is a part of the highway. You will have time to gather your paperwork once your truck is positioned. In fact, the CVSA recommends that you leave your seatbelt on until the inspector approaches you.

NEED TO CHALLENGE A ROADSIDE INSPECTION VIOLATION? Visit: <https://dataqs.fmcsa.dot.gov>

As a motor carrier or owner/operator, use DataQs to file concerns about inspection and crash data available from FMCSA or other information displayed on your records. Track your current requests.

To sign up for a DataQs account, you must create a user profile by providing the information requested below. However, if you are a motor carrier user, including IEPs registered as a motor carrier and owner/operators, then you must sign up for an FMCSA Portal account and request the DataQs role. Providing false or wrongful information may result in termination of your account. You can view the Federal Motor Carrier Safety Administration's (FMCSA) full privacy at <http://www.dot.gov/privacy.html>.

DRIVING IN VERY HOT WEATHER!

Vehicle Checks

Do a normal vehicle inspection, but pay special attention to the following items.

Tires. Check the tire mounting and air pressure. Inspect the tires every two hours or every 100 miles when driving in very hot weather. Air pressure increases with temperature. Do not let air out or the pressure will be too low when the tires cool off. If a tire is too hot to touch, remain stopped until the tire cools off. Otherwise the tire may blow out or catch fire.

Engine oil. The engine oil helps keep the engine cool, as well as lubricating it. Make sure there is enough engine oil. If you have an oil temperature gauge, make sure the temperature is within the proper range while you are driving.

Engine coolant. Before starting out, make sure the engine cooling system has enough water and antifreeze according to the engine manufacturer's directions. (Antifreeze helps the engine under hot conditions as well as cold conditions.) When driving, check the water temperature or coolant temperature gauge from time to time. Make sure that it remains in the normal range. If the gauge goes above the highest safe temperature, there may be something wrong that could lead to engine failure and possibly fire. Stop driving as soon as safely possible and try to find out what is wrong. Some vehicles have sight glasses, see-through coolant overflow containers, or coolant

recovery containers. These permit you to check the coolant level while the engine is hot. If the container is not part of the pressurized system, the cap can be safely removed and coolant added even when the engine is at operating temperature.

Never remove the radiator cap or any part of the pressurized system until the system has cooled. Steam and boiling water can spray under pressure and cause severe burns. If you can touch the radiator cap with your bare hand, it is probably cool enough to open. If coolant has to be added to a system without a recovery tank or overflow tank, follow these steps:

- Shut engine off.
- Wait until engine has cooled.
- Protect hands (use gloves or a thick cloth).
- Turn radiator cap slowly to the first stop, which releases the pressure seal.
- Step back while pressure is released from cooling system.
- When all pressure has been released, press down on the cap and turn it further to remove it.
- Visually check level of coolant and add more coolant if necessary.
- Replace cap and turn all the way to the closed position.