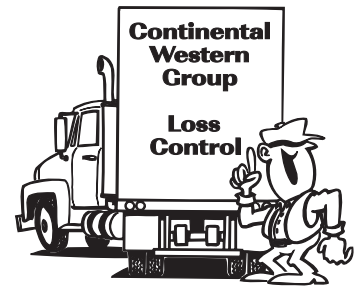


TRUCK TALK

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Top Violations

As we are all well aware, driver and vehicle roadside violations of the Federal Motor Carrier Safety Regulations are the driving force behind CSA 2010 and the Safety Management System.

According to the FMCSA Motor Carrier Management Information System (MCMIS), here are several of the most common violations, along with the corresponding Severity Weighting for each violation. Remember, a warning carries the same weight as a citation.

DRIVER VIOLATIONS		
<u>Regulation</u>	<u>Violation Description</u>	<u>Severity Weighting</u>
395.8	Log violation (general form/manner)	2
395.8F1	Drivers record of duty status not current	5
395.8K2	Driver failing to retain previous 7 days logs	5
395.3A2	Requiring or permitting driver to drive after 14 hours On duty	7
392.2S	Speeding	5
392.16	Failing to use a seat belt while operating CMV	7
395.8A	No drivers record of duty status	5
395.8E	False report of drivers record of duty status	7
391.41A	Driver not in possession of medical certificate	1
395.3A1	Requiring or permitting driver to drive more than 11 hours	7
391.45B	Expired medical examiner's certificate	1

- 7 of the above violations have to do with the hours-of-service regulations
- 2 of the above have to do with medical examination requirements
- 2 of the above have to do with the actual operation of the truck
- ALL of the above are totally within the driver's control

VEHICLE VIOLATIONS		
Regulation	Violation Description	Severity Weighting
393.9A	Inoperative required lamps	2
396.17C	Operating a CMV without periodic inspection	4
393.95A	No/discharged/unsecured fire extinguisher	2
393.9TS	Inoperative turn signal	6
393.25F	Stop lamp violations	6
393.78	Windshield wipers inoperative/defective	1
393.75C	Tire-other tread depth less than 2/32 of an inch	8
393.9T	Inoperative tail lamp	6
393.95F	No/insufficient warning devices	2
393.9H	Inoperative head lamps	6
393.11	No/defective lighting devices/reflective devices	3

- 6 of the above have to do with lighting
- 2 of the above have to do with safety devices
- 1 of the above has to do with tires
- 1 of the above has to do with windshield
- 1 of the above has to do with periodic inspections
- ALL of the above are totally within the driver's control

In all of the 22 violations noted above, each and every one of them could have/should have been discovered before the driver's trip ever began, or were totally within the driver's control during the trip.

Perhaps NOW IS THE TIME to consider hours-of-service and pre-trip inspection training!

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