

# TRUCK TALK

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## Road Check 2010

Road Check 2010 took place for 72 consecutive hours, beginning on June 8th and ending on June 10th, 2010. Roadside inspections of commercial motor vehicles were conducted by almost 10,000 certified inspectors across the United States and Canada. The annual Road Check is the largest targeted enforcement program for commercial motor vehicles in the world. During the 72 hour period, over 65,000 truck and bus inspections were conducted at over 1500 locations (that is about 15 inspections per minute). Of the 65,000 inspections, almost 49,000 were Level I inspections, which means 75% of the time the inspectors were checking everything - tire pressure and tread depth, push rod travel, low air warning devices, driver's logs, the works.

The good news is that this year's results were very close to the best results ever achieved, which occurred during Road Check 2009. This year the overall compliance rate was 80%, which is down slightly from last year's record-setting 80.4%. The overall driver compliance rate was 95.6%, which was exactly the same as last year.

To put this in perspective, Road Check 2008 had an overall compliance rate of 79.2% while inspecting 67,931 commercial motor vehicles. By increasing the overall compliance rate to 80%, that means that over 5,400 vehicles and drivers that did not pass inspection in 2008 did pass inspection in 2010. In 2008, the overall driver compliance rate was 94.7%, which means that drivers have improved in

this area by almost one full percentage point, which doesn't sound like much, but with 67,931 inspections, that means that an additional 611 drivers passed this year that didn't pass in 2008.

While the numbers stated above are admirable and are a reflection of the safest and most efficient transportation system in the world, there is still plenty of room for improvement. As you are well aware of by now, CSA 2010 focuses a great deal on driver and vehicle violations, and your company's overall score is determined in part by how well you perform in these two areas. There are going to be lights that go out during a trip, tires that go flat due to road hazards, and other unforeseen events that take place once the driver and equipment hit the road. But, paying attention to those items that you can control is the key to keeping your scores at a low level. Do your pre-trip (that means actually getting out of the truck and walking around the entire unit) inspection, do your written post-trip inspection, and if something is wrong, get it fixed before getting on the road again.



A lot of people attribute the overall compliance rate to increased awareness, and that is hard to dispute. National Truck Driver Appreciation Week is September 19 – 25, 2010. Certainly this is an excellent time to honor and show our appreciation to drivers for the hard work they perform, their commitment to their profession and their dedication to safety.

[lspain@cwgins.com](mailto:lspain@cwgins.com) • [jschenker@cwgins.com](mailto:jschenker@cwgins.com) • [ckovachevich@cwgins.com](mailto:ckovachevich@cwgins.com)

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