

DOT Safety Plus
July 2021 Webinars
Jeff Simon

This summer I will be offering a ZOOM webinar series on DOT Compliance with the Federal Motor Carrier Safety Regulations (FMCSR) and the Hazardous Materials Regulations (HMR). I invite you to join me for any or all of them. I will be recording each session so if you cannot attend the sessions scheduled below I will provide you with a link to the recorded session. Check out my website (www.dotafetyplus.com) to become more familiar with who I am and what I do.

For the past 30 years I have been a transportation consultant specializing in the FMCSR (including corresponding state regulations) and HMR for hundreds of clients nationwide and in Canada. My most popular services have been:

- Conducting simulated DOT audits with subsequent corrections if applicable
- Policy development or enhancement with driver and manager training to effectively implement management control
 - o This training often includes defensive driving techniques, vehicle inspection demonstrations, hours of service and log (ELD) procedures and client policy performance expectations, and DOT alcohol and drug testing procedures.
- Provide mandatory HM training on HMR, IATA, and IMDG with testing

Below is what I will offer as a webinar series to either gain critical first time DOT knowledge or as a refresher and regulatory update. Please contact me direct at 920-471-2600 or jeff@dotsafetyplus.com if you have any DOT question or need.

Session 1--On July 5th at 9 am (CST) I will present a free 1-hour introduction to DOT compliance and carrier responsibility. During this one-hour webinar we will provide a birds-eye view of the Federal Motor Carrier Safety Regulation's requirements for all companies who operate commercial motor vehicles. We will define key terms and summarize management's responsibilities to ensure compliance and a safe operation including a summary of the mandatory files required by the FMCSR.

Session 2--On July 6th at 9 am (CST) I will offer a 2-hour session on three of the six factors evaluated during a full DOT compliance review. This session is focused on **setting and screening for your driver qualification standards**, conducting the required Alcohol and drug Testing mandates, and monitoring and analyzing accidents.

FACTOR 1 - covers your insurance requirements and accident records.

FACTOR 2 - includes your DOT Alcohol and Drug Testing procedures and records and Driver Qualification files. (Factor 2 will be a large of your audit with significant attention to detail. Unqualified drivers can seriously affect your ultimate rating).

FACTOR 6 - is pure mathematical calculation of your accident ratio. Driver error is the primary cause of 87% of all accidents. DOT has mandated a very intense driver file containing at least eight DOT forms to verify that you conducted a good faith effort to screen to an established set of standards. We will learn the screening process by reviewing the required driver file components.

Session 3-July 6th at 1 PM (CST) Reasonable Suspicion Supervisory training. For those of you who have supervisors who need the Reasonable Suspicion training, I will offer a separate 2-hour session for mandatory Reasonable Suspicion Supervisory training on the same day as Session 2 above.

Below is the definition of who needs this training. §382.603 Training for supervisors. Each employer shall ensure that all persons designated to supervise drivers receive at least 60 minutes of training on alcohol misuse and receive at least an additional 60 minutes of training on controlled substances use. The training will be used by the supervisors to determine whether reasonable suspicion exists to require a driver to undergo testing under §382.307. The training shall include the physical, behavioral, speech, and

performance indicators of probable alcohol misuse and use of controlled substances. Recurrent training for supervisory personnel is not required.

Session 4--On July 8th at 9 am (CST) we will cover Hours of Service Limits and Requirements. Factor 3 is your drivers' hours of service records including, Electronic logs (ELD), manual logs, short-haul timesheets and supporting documents.

Hours of service records and limits have always been the DOT's primary focus during both the roadside inspection and the compliance review. Some studies in the past have estimated that as many as 50% of all accidents could be fatigue related. Fatigue is a serious risk to every driver and the associated training and records can be essential to the driver's survival. This session is not only applicable to all managers but all of your drivers could use a periodic review. Sign them up and show this presentation as part of their regular driver training event.

- This session will set the foundations for managing your hours of service challenges by providing an understanding of the definitions and exceptions used throughout Part 395 of the FMCSR. We will ensure that the attendees know exactly who is subject to these rules and how to utilize exceptions designed for your operation. Generally, we would not want to do logs if we are not required to; but we have to know exactly what conditions have to be met before we stop preparing them.
- It is management's responsibility to audit and motivate poor performance to improve. In order to do that, it is essential that all managers and administrative assistants understand how to do logs themselves to effectively audit driver performance. There are 11 mandatory entries on a log page and if not completed properly, the entire log could be in violation. Even with the new Electronic Logging Device (ELD) errors can still be done and must be edited.
- We will look at the physiological needs that we all have for sleep. This is where we see the common practice of "sleeping at the wheel". Many of us have dozed while driving our cars—driver's bodies are no different than ours. Without adequate rest, every driver has the propensity to sleep while driving. This is the most dangerous situation in the trucking industry. There is a high probability that a driver will not wake up in time to save their lives or those involved with him in the accident. We will cover the daily and weekly hours limits that all commercial drivers nationwide are subject to. We will also talk about how we can reset these hours or monitor their recap of the last 8 days.

Session 5--On July 13th at 9 am (CST) we will cover Factor 4 Maintenance Requirements. Factor 4 is a review of your maintenance files. There will be four unique files in maintenance documenting mandatory and systematic repairs.

- **"Maintenance Records Requirements"** may be the most complicated of all of the files we talk about in the FMCSR. Part 396 mandates four separate files for maintenance related records and retention periods can vary as well. Further complicating this for the motor carrier is the requirement that these records be maintained where the vehicle is either housed or maintained which can easily be an outside vendor shop. Good luck getting ready for an audit if these records are scattered and unorganized. Again, as with logs above, the maintenance requirements can be extensive and the records quite involved.
- The focus during this session will be on the individual vehicle file and its contents. Section 396.3 specifically mandates "systematic maintenance" on all commercial motor vehicles. Push out windows, emergency doors and emergency lights must be inspected every 90 days for buses. Though the DOT does not say what service intervals look like nor what they include, managers must be able to describe the process and these records must prove that they were done on time. The frequency and content of these inspections will dictate the success of roadside inspections and subsequent CSA scores.
- We will cover the requirements for a thorough pre-trip inspection and the subsequent post trips' Daily Vehicle Inspection Report. This is possibly the most dangerous report from a liability perspective and historically the least understood. The written record DVIR is done after the post trip inspection at the end of the driver's shift, not after the pre-trip. If a defect has been identified but has been driven before the repair of all "safety defects", it could result in a large out of court settlement and the DOT classifies it as an acute violation. Your entire maintenance function could fail the audit if these DVIRs are not prepared, monitored every day, and repaired as necessary. The flow of the paperwork can be essential to its proper functionality. Professional drivers will always start their day with a thorough pre-trip inspection of their vehicle/s prior to driving on the road. They should have a guilty conscience if they short cut this process

and ask themselves “what critical safety component did I miss which could result in an accident today”. This session will portray the entire process as defined in 396.11 and 396.13.

- The annual inspection requirement is required to be performed for every commercial vehicle (trucks, trailers and dollies) by a certified inspector. We'll talk about the evidence required on the truck and in your files as well as the certification process for your mechanics.

We will complete the audit covering Factor 5 with two 2 hour sessions which will include a mandatory HM training certificate. Both HM sessions (#6 and #70 are required to meet the mandatory reoccurring training and a quiz must be completed for the required HM Training Certificate. Note: This HM training is required every 3 years for anyone who has anything to do with transporting ANY amount of HM.

- **Session 6--On July 15th at 9-11 am (CST) Factor 5 General HM information** will be covered in the first session so those who do not need the HM training will have sufficient information to get ready for an audit. Factor 5 General HM information will be covered in the first session so those who do not need the mandatory HM training will have sufficient information to get ready for an audit. General awareness training will basically prepare the HM employees to recognize when a HM is unsafe or illegal in order to minimize the risk.
- **Session 7--On July 15th at 1 -3 pm (CST) If you need the HM certificate, I will complete the training for Safety, Security and basic Function Specific** during this second session. Detailed Specific Function Specific training should be covered by the HM employee's immediate supervisor. A Function Specific checklist for the supervisor will be included in the training.
- During the registration process for this session I will ask for the attendee's job functions in order to get as close to the applicable function as possible during the session.
- Reminder: This second 2 hour HM session is necessary to cover required content meeting 172.704 and will include the required test.
- Both HM sessions are required to meet the mandatory reoccurring training and a quiz must be completed for the required HM Training Certificate. Note: This HM training is required every 3 years for anyone who has anything to do with transporting ANY amount of HM.

If you are interested in attending any or all of these sessions, please sign the attached registration page and check the course you wish to take. Scan it back to me direct at jeff@dotsafetyplus.com. I will email your registration confirmation and an invoice for what you ordered. Within about 2 weeks before your scheduled webinar I will send you a ZOOM invitation and the session outline, necessary materials, and power point note pages. A certificate of training will be supplied after completion of the training and payment of the invoice.

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Owner

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Registration
DOT and HM Compliance
Zoom Webinars July 2021
DOT Safety Plus

Please check the box for the webinar sessions you wish to attend and scan this registration sheet back to jeff@dotsafetyplus.com.

- Session 1--On July 5th at 9 am (CST) Complimentary 1 hour introduction to DOT compliance and carrier responsibility.**

Attendees: _____

- Session 2--On July 6th at 9 am (CST) 2 hour session on the first three of six factors evaluated during a full DOT compliance review.**

Attendees: _____

- Session 3--On July 6th at 1 PM (CST) 2 hour session for mandatory Reasonable Suspicion Supervisory training**

Attendees: _____

- Session 4--On July 8th at 9 am (CST) we will cover hours of service limits and requirements.**

Attendees: _____

- Session 5--On July 13th at 9 am (CST) we will cover Factor 4 maintenance requirements.**

Attendees: _____

- Session 6--On July 15th at 9 am (CST) Factor 5 General HM information**

Attendees: _____

- Session 7--On July 15th at 1 pm (CST) HM Safety, Security and basic Function Specific**

Attendees: _____

Signed: _____ Dated: _____
Company: _____ Email: _____

If you are interested in any or all of these sessions please sign the attached registration page and check the course you wish to take. Scan it back to me direct at jeff@dotsafetyplus.com. I will email registration confirmation and an invoice for what you order. Within about 2 weeks of the webinar I will send a ZOOM invitation with the session outline, necessary materials, and power point note pages. A certificate of training will be supplied after completion of the training and payment of the invoice.

Each separate 2 hour sessions will be \$85 per person--For multiple attendees per session the price per attendee will be \$75 each. The total charge for all of seven sessions is \$500, for multiple attendees per registration the total will be \$450 per person.

All webinars will be recorded and offered on request.

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