

Job Name: \_\_\_\_\_ Job Site Location: \_\_\_\_\_

Date: \_\_\_\_\_ Start Time: \_\_\_\_\_ Finish Time: \_\_\_\_\_ Foreman/Supervisor: \_\_\_\_\_

### Topic 196: Semi's (Inspection Stops) (Part B)

**Introduction:** Stay alert and drive safe. Utilize the pre-trip inspection checklist. Following are safety guidelines for driving semi's:

**Types of truck safety inspections conducted throughout North America:**

**Level I:** A complete inspection that includes a check of the driver's license, medical examiner's certificate (and waiver, if any), alcohol and drugs, hours of service, seat belt, vehicle inspection report, brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake and tail lamps, headlamps, lamps on loads, load securement, steering, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, and hazardous materials requirements, as applicable.

**Level II:** A walk-around inspection that includes a check of each of the items in a Level I inspection but not items that require the inspector to physically get under the truck.

**Level III:** An inspection of just the driver-related items in a Level I inspection.

**Level IV:** A special inspection, typically a one-time examination of a particular item for a safety study or to verify or refute a suspected trend.

**Level V:** An inspection of just the truck-related items in a Level I inspection.

**Level VI:** An inspection of a shipment of highway-route-controlled quantities of radiological material. A Level VI inspection includes an enhanced check of each of the items in a Level I inspection.

- **When** an inspection finds a safety violation, companies are required to sign and return the inspection form within 15 days to verify that they fixed the mechanical problems and/or addressed the driver violations.
- **After the inspection** follow-up of every truck and/or driver safety inspection performed by state transportation officials or law enforcement officers, the driver receives a copy of the inspection form. If the inspection found violations or defects, the motor carrier involved is required to sign and return that form to the state where the inspection occurred in order to confirm that the problems were addressed.
- **The company** must certify that any vehicle-related problems were repaired and/or driver-related problems were addressed through action that ensures future compliance with regulations.

**Inspection Follow-Up Requirement:** When violations were found in an inspection, correct all violations and have a company official sign the inspection form. The form must also be signed by a repair person if a vehicle had a critical safety violation resulting in it being placed out-of-service until repairs were made.

- **If violations** are related to the driver (speeding, logbook, etc.), the company official's signature certifies that action was taken to assure future compliance with regulations.

**Records Requirement:** Keep a copy of each truck and driver safety inspection for 12 months.

In all crashes, driver recognition and decision errors were the common type of driver mistakes noted by crash investigators or law enforcement officials. **Following are statistics when semi's and cars crash out on the road:**

- **Driving** too fast for conditions and fatigue were important factors cited for both car and truck drivers.
- **Speeding** was noted more often for truck drivers.
- **Prescription drug** use was an "associated factor" in 28.7% of all crashes sampled and over-the-counter drugs were an associated factor in 19.4%.
- **Car drivers** were more frequently linked to both driving performance errors and non-performance problems (e.g., asleep, sick, incapacitated).
- **Brake problems** were a factor for almost 30% of trucks.
- **Roadway problems** were present in 16% of the two-vehicle crashes and adverse weather conditions were present in approximately 13%.
- **Interruption** in the traffic flow (previous crash, work zone, rush hour congestion, etc.) was a factor in almost 25% of the two-vehicle crashes.
- **Blind spots** around trucks and dangerous downgrades.

**Truck Zone:** A car is invisible in the "No Zones." There are four "No Zones" that every truck has:

- Left side just behind the cab
- Right side just behind the cab
- Too close in front
- Too close in back

**Conclusion:** Remember; keep an eye out for unsafe drivers. Communicate unsafe road conditions to fellow semi drivers. Use these safety guidelines to remain alert to what to expect at inspection stops.

### Work Site Review

Work-Site Hazards and Safety Suggestions: \_\_\_\_\_  
Personnel Safety Violations: \_\_\_\_\_

**Employee Signatures:** \_\_\_\_\_ (My signature attests and verifies my understanding of and agreement to comply with, all company safety policies and regulations, and that I have not suffered, experienced, or sustained any recent job-related injury or illness.)


These guidelines do not supercede local, state, or federal regulations and must not be construed as a substitute for, or legal interpretation of, any OSHA regulations.