

Central Texas DOT Safety Consulting Training

Training offered on various topics to various groups. Main groups would be drivers, mechanics, or safety management.

Management training:

Brand new carrier – the basics on how to get started. Determining if you are interstate or intrastate, how to get required registrations and financial responsibility, essential DOT websites, what to do before putting a driver in a commercial motor vehicle or putting a regulated vehicle into operation.

CSA (Compliance + Safety + Accountability) – This is the “point” system started in 2010 where roadside violations were assigned points, then points were organized into BASICS, and too many points result in “alerts” requiring FMCSA interventions. Training will go into how many points are assigned to violations, time weight, how to read your CSA scores, how to get a portal account to see all of your information, and how DOT audits, compliance reviews are assigned.

SMS (Safety Measurement System) – This is the website where a carrier, as well as the public, can look at a motor carrier’s safety statistics. This is a practical demo showing a carrier how to look at the system and analyze their information.

SMC (Safety Management Cycle) – shows the safety management wheel, and how to analyze and correct your safety issues.

Regulations training – FMCSR (Federal Motor Carrier Safety Regulations) Part 380, 382, 383, 390, 391, 392, 393, 395, 396, 397. Helpful to overview requirements motor carriers have to meet, such as driver qualification, CDL, drug and alcohol testing, roadside equipment, vehicle maintenance, safe driving, record keeping and record retention. (Would be split up into separate trainings.)

Hazardous Materials Regulations Training – Covers Haz Mat Table, Parts 107, 171, 172, 173, 177, 180. Covers definitions, registration, training, marking and packaging, placarding, carriage by highway, shipping papers, segregation of materials, poison inhalation hazards, cargo tanks, periodic testing. Helpful to overview requirement hazardous materials carriers and shippers have to meet, and will help determine further driving training or re-occurring training or requirements. (Would be split up into separate trainings.)

Accidents – covers how a reportable accident is defined by FMCSA, the accident register, post-accident testing, preparation for a DOT crash investigation or compliance review, accident prevention, how FMCSA defines preventability, and how to request an accident not be “counted” in the Accident Factor on a compliance review.

Reasonable Suspicion Supervisor training – includes the required 60 minutes of alcohol or 60 minutes of controlled substances training. Covers definition of reasonable suspicion and physical, behavioral, speech, and performance indicators of probable alcohol misuse or abuse of controlled substances.

Agricultural exemptions – includes Map 21, interstate farmer, intrastate farmer, custom harvester, and exempt for hire carriers.

New Entrant Safety Audit – covers Part 385 definitions and requirements. Practical discussion of what is reviewed during a safety audit, preparation for audit, and corrective action plans when New Entrant Safety Audit is failed. Covers how FMCSA views accident preventability and when to request that an accident not be “counted” in the Accident Factor.

Compliance Review – cover Part 385 definitions and requirements, the safety fitness rating explanation, and corrective action plans for both interstate and intrastate carriers with violations found during a review. Covers rating appeals, administrative reviews, and fine appeals. Covers sampling parameters, what is covered during a review, focused and comprehensive reviews, file record and retention. Practical information on auditor/investigator courtesy and their restrictions to file samples, time frames, and their procedures. Practical information on preparation, organization of files, and how to cooperate and answer investigator’s questions. Practical information on failure to pay fines within time limits, failure to request a rating appeal in cases of unsatisfactory rating, and when to challenge and win an administrative hearing for errors made by investigators.

Driver Training

Pre- Mid- and Post-trip inspections – covers filling out reports completely and accurately, equipment violations, out-of-service violations, and insight into management requirements for keeping maintenance files and driver vehicle inspection reports. Also covers who has to sign required driver vehicle inspection reports and record retention.

Roadside inspections – covers how a roadside officer conducts Level I, II, III inspections. Covers a Level V inspection. Covers CVSA North American Out-of-Service Criteria, with emphasis on major inspection items. Covers DATA Q, officer courtesy, and procedures.

Level I or II inspection – actual hands-on demo on a roadside inspection to include how officers mark brakes and push-rod limits, lights, tires, wheels, emergency, steering system, coupling devices, air hoses, air loss rate, etc. Includes CVSA decals and out-of-service requirements. Includes paper work to carry on vehicles.

Cargo securement – covers length laws (with or without header board), working load limits, and securement devices tables in Part 393 (weights in pounds for different devices such as Grade 70 chains or 4 inch synthetic webbing or straps), and specific commodity requirements.

Defensive driving – covers driving, backing, driving grades, emergency maneuvers, extreme driving conditions, night driving, sharing the highway, distracted driving, speeding, and accident countermeasures. Includes emergency equipment upon breakdowns.

Unsafe driving – covers CSA points and risk assessment for safe driving, driver disqualification, and correlation to crash. Discussion of speeding, fatigue, sickness, disregarding a traffic control device, and other CSA point violations that are costly.

Entry-level Driving Training – Required Part 380 training for CDL drivers with less than one-year experience on driver qualification, hours of service, whistleblower protection, and wellness. (Hours of

service basic training as applicable on log book completion, interstate or intrastate hours of service rules, short haul exemptions such as 100/150 air mile radius time card completion and rules.)

Alcohol and drugs – cover required educational materials and written policy explanation, to include definition of safety sensitive functions and refusal to test. Covers lab procedures, and information on misuse of alcohol or controlled substances abuse.

Hazardous materials training – covers initial or recurrent training on general awareness/familiarization, function-specific, safety, security awareness, and in-depth security training, if applicable.

Hours of service time card driver – covers short haul driver as applicable to interstate or intrastate, what is required on time card, and when a log book is required. Covers drivers who go back and forth between log books and time cards and what is required for company records and on roadside.

Hours of service log book training – covers log book requirements as applicable to interstate or intrastate driver. Covers definitions and interpretations of rules, such as interstate and interstate, on duty, driving, sleeper berth, and off duty. Includes applicable hours of service rules, applicable exemptions, log book completion and accuracy, turning in original log books in 13 days, the 7 previous days. Includes a discussion of drivers who go both interstate and intrastate, and the requirement to follow interstate rules 7 days after an interstate trip, even if intrastate driving.

Size and weight training – covers length, width, height, and weight State law rules. Weight information includes Federal law on tire load limit. Also includes look at Bridge law and when it is applied. Practical discussion of permits and permit restrictions.

Mechanic Training

Pre- Mid- and Post-trip inspections – covers filling out reports completely and accurately, equipment violations, out-of-service violations, and insight into management requirements for keeping maintenance files and driver vehicle inspection reports. Also covers who has to sign required driver vehicle inspection reports, and record retention. Includes practical information on how to get DVIRS with defects to the next driver for review on next pre-trip inspection.

Roadside inspections – covers how a roadside officer conducts Level I, II, III inspections. Covers a Level V inspection. Covers CVSA North American Out-of-Service Criteria, with emphasis on major inspection items. Covers DATA Q procedures, roadside inspection retention, and certifying and sending in corrections of roadside violations.

Level I or II inspection – actual hands-on demo on a roadside inspection to include how officers mark brakes and push-rod limits, lights, tires, wheels, emergency, steering system, coupling devices, air hoses, air loss rate, etc. Includes CVSA decals and out-of-service requirements. Includes the DOT inspection and retaining copy for maintenance files and keeping it onboard vehicles. Includes websites for checking inspection dates, reading equipment regulations, and accessing the Federal Standards for equipment requirements.

Maintenance Files – training on what is required in maintenance files and a discussion of preventative maintenance. Review Appendix G of Part 396 for inspection items. Review DOT annual inspection for

trucks and trailers for both CDL and non-CDL vehicles (such as hot shot vehicles). Review record retention and documentation.

Pricing for Training sessions

Pricing will be assessed based on complexity of training subject, numbers of participants, materials given, etc.

Ideal learning occurs in smaller doses, so recommend breaking up training into segments of 1-2 hours, if subject matter is lengthy. Also classroom breaks are necessary and should be factored into class time.

For out-of-town training requiring travel of more than 2 hours, charges may be assessed for hotel expenses. Charges for mileage driven for training outside the city limits of Waco varies from .57 and up per mile. For safety meetings that are relatively short in duration, a minimum fee may be required to make the trip worthwhile.