

Commercial Motor Vehicle Awareness Text Version

Slide Number	Title	Content
1.	Commercial Motor Vehicle (CMV) Awareness Program	Introduction slide
2.	Why we do what we do	<p>Video: Why We Do What We Do</p> <p>The video is a montage of CMV crashes:</p> <p>A truck loses control on a snowy road and collides with another CMV.</p> <p>Then we see still images showing the aftermath of a CMV accident on the highway; now rescuers are securing an accident.</p> <p>Next we have a montage of still images—a CMV turned on its side and then a red passenger car that’s collided with a CMV.</p> <p>Now, a CMV swerves and topples over on the highway.</p> <p>Then we see a panning image of another CMV on its side with delivery content scattered across the highway.</p> <p>Now we’re back to a group of still images of a number of CMV accidents.</p> <p>There’s a pick-up truck sandwiched between two CMVs,</p> <p>Another pick-up truck is smashed by a CMV when a tractor trailer turns over on its side,</p> <p>The aftermath of a train and CMV collision,</p> <p>An explosion, and firefighters at a hazmat accident, and these are just a few.</p> <p>The video ends with a combination of video footage and still images showing the aftermath of several dangerous CMV accidents.</p> <p>Any Questions?</p>
3.	Why Stop a CMV?	CMVs ARE involved in crashes. CMVs DO commit moving violations. It saves lives.
4.	Crashes Happen	<p>In 2010 there were:</p> <ul style="list-style-type: none"> - 3285 Fatal Truck crashes. - 226 Fatal Bus crashes. - 112,379 Non-fatal Truck crashes.

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		<p>- 12,763 Non-fatal bus crashes.</p> <p>CMV enforcement will prevent crashes and save buses.</p> <p>Source: https://ai.fmcsa.dot.gov/CrashProfile/n_overview.asp</p>
5.	Officer Safety and the CMV	<p>CMVs, which include trucks and buses, need the attention of all law enforcement officers. In this course, we'll discuss what's needed to keep officers safe, as well as discuss all the information needed to stop a CMV. Remember: Always refer to your departmental policies and guidelines concerning your own safety practices.</p>
6.	Objectives	<p>By the end of this course, you should be able to:</p> <ul style="list-style-type: none"> - List the steps required to stop a CMV. - Identify the steps needed to safely park your vehicle. - Describe how to approach a CMV. - List the documents needed to write a ticket. - Describe how to safely assist the CMV back onto the road. - Know where to find other resources to assist in CMV enforcement.
7.	Why should ALL law enforcement stop a Commercial Motor Vehicle?	<p>Same reasons you would stop a car. Tail gating, School/work zones, No seatbelt, Traffic control devices, Talking/Texting, Alcohol/drug impaired driving, Unsafe speed/aggressive driving, Distracted driving</p>
8.	Knowledge Check	<p>What is the safe stopping distance for a CMV traveling at 40 mph? -</p> <ul style="list-style-type: none"> 250 ft. - 169 ft. - 124 ft. - 98 ft. <p>The correct answer is 169 ft. That's about half a football field.</p>
9.	Knowledge Check	<p>What is the safe stopping distance for a CMV traveling at 65 mph? -</p> <ul style="list-style-type: none"> 525 ft. - 279 ft. - 412 ft. - 326 ft. <p>The correct answer is 525 ft. That's about one and a half football</p>

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		fields.
10.	How Bad is Distracted Driving?	<p>Video: This is a video of a bus driver texting while driving on the highway. His attention is on his phone and not on the road. Suddenly, the traffic ahead of him comes to a halt and he doesn't notice in time. He hits the brakes, it is too late--he rear-ends the car in front of him, cause an accident.</p> <p>(Notice how the bus driver keeps checking his phone.)</p> <p>Source Link: http://www.fmcsa.dot.gov/about/news/news-releases/2010/Federal-ban-on-texting.aspx</p>
11.	Stopping the CMV	Introduction slide
12.	Why Should You Stop a CMV?	<p>Video: <i>“Eighty-eight percent of commercial vehicle involved fatal crashes are caused by driver behavior. The most common behaviors causing these crashes are: improper lane use, distracted driving, speed, failure to yield, following too closely, aggressive or reckless driving, stop sign and red light violations, and driving under the influence of alcohol or drugs. Not all jurisdictions have laws that allow law enforcement to stop drivers not wearing seatbelts or using cell phones, but if yours does, those violations should be targeted as well. Officers sometimes hesitate to stop buses because they don't want to delay passengers or students, but consider that violations uncorrected can result in tragedy. Make the stop. Complete it as quickly and safely as possible, and get them on their way.”</i></p>
13.	Serious Moving Violations: Reckless Driving	<p>Reckless driving is the disregard for the welfare and safety of another person or property.</p> <p>Remember ti always refer to your departmental policies and guidelines concerning your own safety practices.</p>
14.	Serious Moving Violations: Speeding	Speeding is the most common violation.
15.	Serious Moving Violations: Tailgating	Tailgating is a common violation. But, when the driver of an 80,000 pound truck tailgates a 2,500 pound automobile, there is always the potential for disaster.
16.	Serious Moving Violations: No	<p>Driving without a CDL, or suspended CDL, is a serious violation. For more information, refer to your state laws and regulations.</p>

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	CDL	
17.	Serious Moving Violations: Lane Changes	Improper turning is failing to yield right-of-way to oncoming traffic or failing to stay in the correct lane.
18.	Distracted Driving: Cell phone use	Section 392.82(a) of the Federal Motor Carrier Safety Regulations (FMCSR) prohibits a CMV driver from using a hand-held telephone while driving a CMV. Use of a hand held telephone means: - Using at least one hand to hold a mobile telephone to conduct voice communication. - Dialing or answering a mobile telephone in a manner which requires a driver to maneuver so that he or she is no longer in a seated position.
19.	Driver Safety: Seat belts	In accordance with Section 392.16 of the FMCSRs, a CMV which has a seat belt assembly installed at the driver's seat shall not be driven unless the driver has properly restrained himself/herself with the seat belt assembly.
20.	Drugs and Alcohol	Introduction slide
21.	Alcohol: Driving Under the Influence	A CMV driver is considered legally intoxicated with a BAC of .04% - Federal Regulations stipulate that the driver can't use alcohol while performing safety-sensitive functions (driving). - Federal Regulations stipulate that the driver can't perform safety-sensitive functions (driving) within four hours after using alcohol. Remember to always refer to your departmental policies and guidelines concerning your own safety practices.
22.	Alcohol	Video: In this video, we see an officer placing an intoxicated driver under arrest. A CMV driver is considered legally intoxicated with a BAC of .04. This driver blew a .138.
23.	CMVs and Drugs	CMVs can be used to conceal drugs or other illegal contraband. You should contact a CMV trained officer if you detect the presence of any drugs or alcohol.
24.	CMVs and	The Federal Motor Carrier Safety Administration provides free

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	Drugs	training to law enforcement in the detection and apprehension of transporters and/or users of illicit drugs involving a Commercial Motor Vehicle. The focus of the program is on the development and distribution of criminal interdiction techniques to rapidly identify in-transit Commercial Vehicles and drivers engaged in criminal activity. Please contact DIAP@Dot.Gov for more information on this training opportunity.
25.	5 Steps for a Successful Traffic Stop	Introduction slide
26.	Step 1: Making the Stop	<p>Video: <i>“Step 1 is making the stop. When you observe a violation and make the decision to make a stop, selecting the stop location and knowing when to activate your emergency equipment is important. It is not always possible, but when practical, avoid curves, steep grades, jersey barriers, and soft shoulders. Truck drivers have difficulty seeing you if you can’t see them in their mirror. Don’t assume that they can hear your siren. Remember large trucks and buses take longer to stop than passenger cars. When you stop your patrol car, create a safety zone, by stopping at least 3 to 4 car lengths behind the truck and a safety corridor as far from the road edge as practical. But always follow your agency’s policy and training for patrol car positioning. Most work zone crashes occur when lane closure traffic merges are required. If you observe a violation approaching or in a work zone, consider exiting the work zone before initiating your traffic stop. Buses present unique circumstances. First, passengers should be kept on the bus and not allowed to get off the bus and mill around.</i></p> <p><i>Passenger: “Hey officer can I get something out of my bag underneath the bus.”</i></p> <p><i>Officer: “Sir, I’d prefer if you’d stay on the bus right now, just for your safety and mine.”</i></p> <p><i>Passenger: “Okay.”</i></p> <p><i>Officer: “Alright, thank you.”</i></p> <p><i>Separating the driver from the bus may be appropriate for a charter style bus, but if it is a loaded school bus the driver may not be allowed to leave children unattended.”</i></p>
27.	Plan Ahead When Stopping the CMV	<ul style="list-style-type: none"> - CMVs need wider areas to park. - CMVs need more distance to stop. - CMVs need more distance to re-enter the roadway. <p>Remember to always refer to your departmental policies and</p>

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		guidelines concerning your own safety practices.
28.	Stopping the CMV	<ul style="list-style-type: none"> - Don't stop a CMV on a steep hill. - Don't stop a CMV on soft, narrow, or slanted shoulders. - Don't stop a CMV on curves. - Don't stop a CMV on bridges.
29.	Where to Park Your Vehicle	<ul style="list-style-type: none"> - Stop your car a safe distance behind the CMV. - Pull your car a safe distance from the fog line. - Pull your car a bit to the left or right. - If you cannot see the side mirror, the driver cannot see you.
30.	Step 2: Approaching the Vehicle	<p><i>Video: "Step 2 is approaching the vehicle. When approaching the truck or bus, consider making a non-traffic side approach. This approach keeps you away from traffic and typically provides more officer safety options. If you do approach on the driver's side of a truck, be aware of traffic, and when you reach the driver's door, face traffic at all times. Another question is whether you should climb onto the running board of a truck cab or not. If you do climb, remember that your hands are occupied by holding on, and the driver's door can be used to push you off the truck and potentially into traffic. Regardless of which side you approach, there are dangers to be aware of. Be aware of passengers, whether they are on a bus or out of view in the cargo area or sleeper berth of a truck. And also be aware of your ability to see the interior of a truck or bus. It is usually more limited than the interior of a car. If you allow the driver to exit, don't allow the driver to stand on higher ground than you. Always keep your tactical advantage."</i></p>
31.	Approaching the CMV	<ul style="list-style-type: none"> - Approaching the CMV requires additional safety considerations. - Consider passenger side approaches. - Watch the side mirrors. <p>Remember to always refer to your departmental policies and guidelines concerning your own safety practices.</p>
32.	Initial Contact with the Driver	<ul style="list-style-type: none"> - The CMV is often the driver's second home. - Many times there are passengers or animals in the cab with the driver. <p>An officer making a stop in Arizona opened the passenger side door to make contact with the driver. When he opened the door, he found himself eye to eye with the driver's pet snake!</p>

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33.	Placards	Introduction slide
34.	Placards	<ul style="list-style-type: none"> - A placard is a sign on a CMV. It's used to identify the presence of hazardous material. - When approaching a CMV, check for placards. - Just because there aren't placards doesn't mean there aren't hazardous materials on board. It may only mean that the quantities on board aren't large enough to require placards. - Watch for leaks and spills underneath the CMV, as well as unusual odors. If necessary call for a CMV inspector. <p>Each state has an agency responsible for CMV enforcement that is available to assist when requested. Familiarize yourself with the resources within your jurisdiction.</p>
35.	Step 3: Driver Contact	<p>Video: <i>"Step 3 is the driver contact. Ask for the same documents you would ask for from the driver of a car: the driver's license, registration, and proof of insurance. Any additional paperwork the driver may hand you is not necessary for you to take your enforcement action. If you don't know how to read a log book, don't worry about it. Let the driver keep it. Don't let the driver overwhelm you with paperwork you don't need to take basic enforcement on the reason you made the stop to begin with.</i></p> <p><i>Driver: "Here's my logbook and medical card also."</i></p> <p><i>Officer: "Okay, all I'm going to be looking at is your license, registration, insurance. So there's the logbook and your medical card back. I will be giving you a citation this afternoon for your speed sir and I'll be right back with you."</i></p> <p><i>Driver: "Okay."</i></p>
36.	Documents to Collect	<ul style="list-style-type: none"> - Control the flow of paper from the driver. Collect the driver's CDL, insurance, and registration only. - If handed any other documents, hand them back politely. This is a traffic stop. You don't need other documents from a passenger car; you don't need other documents from a CMV. - If this is anything other than a traffic stop, call for a CMV inspector. <p>Each state has an agency responsible for CMV enforcement that is available to assist when requested. Familiarize yourself with the resources within your jurisdiction.</p>
37.	Knowledge Check	Once you pull the vehicle over, which documents will you collect?

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		<ul style="list-style-type: none"> - CDL, Registration, Log book - CDL, Registration, Insurance - CDL, Medical Certificate, Insurance <p>The correct answer is CDL, Registration, Insurance.</p>
38.	Interviewing the Driver	<ul style="list-style-type: none"> - Be brief, courteous, and professional. - Evaluate the driver’s condition during the initial interview. <ul style="list-style-type: none"> - Look for signs of fatigue, contraband, and alcohol/drug use. - If you ask the driver to exit the vehicle, move the driver to the front of the vehicle to talk. - The officer should keep the driver between themselves and the vehicle. - Make sure to be facing the on-coming traffic. <p>Remember to always refer to your departmental policies and guidelines concerning your own safety practices.</p>
39.	Step 4: Taking Enforcement	<p>Video: <i>“Step 4 is taking enforcement. There are a variety of citation formats throughout the nation, but the majority of forms have a place for indicating the involvement of a commercial vehicle and/or a commercial driver’s license. If these boxes are present, make sure to check them. Otherwise the violation won’t be recorded on their commercial driving record.”</i></p>
40.	Writing the Ticket	<ul style="list-style-type: none"> - Confirm the CDL. - Confirm the Registration (of power unit). - Validate which state law/regulation/statutes to cite on the ticket. - Check the appropriate box indicating that it is a CMV or CDL.
41.	Step 5: Re-entering Traffic	<p>Video: <i>“Conclusion of your contact—step 5 is re-entering traffic. Be aware of the difficulties faced by the truck or bus driver when they have to re-enter traffic, especially on roads with higher speed limits. If this is the case, consider briefly blocking a lane to allow the truck or bus driver to re-enter traffic easily and safely.”</i></p>
42.	Re-entering the Traffic Flow	<ul style="list-style-type: none"> - Remain behind the CMV until it has reached highway speed. - Enter traffic to provide a clear lane for the CMV driver whenever possible. - When appropriate, advise the driver to use the shoulder as an acceleration lane before entering the flow of traffic. - Direct and assist the driver in safely returning the vehicle into the

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		<p>traffic flow.</p> <ul style="list-style-type: none"> - At night, turn off your vehicle's front strobe lights but leave the emergency lights on to alert traffic.
43.	CMV Inspectors	Introduction slide
44.	When to Contact a CMV Inspector	<p>Contact a CMV Inspector immediately if:</p> <ul style="list-style-type: none"> - You think the truck warrants further inspection - You are responding to a serious crash involving a CMV - You observe an unsafe condition. - If you notice the presence of drugs or alcohol <p>Traffic enforcement of CMVs is the same as non-CMVs.</p>
45.	Contacting a CMV Inspector	<ul style="list-style-type: none"> - Call for a certified CMV inspector if necessary. - Each state has an agency responsible for CMV enforcement that is available to assist when requested. - Familiarize yourself with the resources within your jurisdiction. Remember to always refer to your departmental policies and guidelines concerning your own safety practices.
46.	Additional CMV Awareness Resources	<p><i>Live links</i></p> <p>Federal Motor Carrier Safety Administration www.fmcsa.dot.gov</p> <p>Commercial Vehicle Safety Alliance www.cvsa.org</p> <p>International Association of Chiefs of Police www.theiacp.org</p> <p>American Association of Motor Vehicle Administrators www.aamva.org</p> <p>Federal Highway Administration www.fhwa.dot.gov</p> <p>TACT (Ticketing Aggressive Cars and Trucks) Program www.fmcsa.dot.gov/safety-security/tact/index.htm</p> <p>National Sheriffs' Association www.sheriffs.org</p>
47.	Closing by Anne Ferro, Administrator,	<p>Video: <i>“This training and the other resources provided in the program will help you gain a keen awareness of commercial vehicle safety issues, and how CMV safety impacts us all. It will assist you</i></p>

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	Federal Motor Carrier Safety Administration	<i>in catching unsafe driving in commercial vehicles without being a CMV safety expert. Every day you make highway travel safer for everyone. We need your help to stop unsafe trucks and buses from operating. Thank you for your partnership in safety.”</i>
48.	Course Summary	<p>Now that you have completed this course you should be able to:</p> <ul style="list-style-type: none"> - List the steps required to stop a CMV - Identify the steps needed to safely park your vehicle - Describe how to approach a CMV - List the documents needed to write a ticket - Describe how to safely assist the CMV back onto the road - Know where to find other resources to assist in CMV enforcement.
49.	Additional CMV Awareness Courses	<p>Vehicle Markings link to start course</p> <p>Commercial Drivers License (CDL) link to start course</p>