The National Highway Traffic Safety Administration proposed a first-ever federal motor vehicle safety standard to require electronic stability control systems, on large commercial trucks and buses. This rule would only affect vehicles with a gross weight of more than 26,000 pounds. This would not take effect for another two to four years as the standard has to be finalized depending on the type of the vehicle. The agency research has shown that the technology could prevent up to 56% of rollover crashes each year as well as 14% of loss-of-control crashes. The NHTSA research program has found ESC systems to be the most effective tool for reducing the capability of heavy vehicles to rollover or lose control. The NHTSA estimated that a standard requiring the ESC on the largest trucks and buses could prevent up to 2,329 crashes, eliminating an estimate of 649 to 858 injuries, and prevent between 49 to 60 fatalities a year. As you can see the stability control will be extremely effective in reducing rollovers and saving lives. The stability control technology is already required in passenger vehicles, including cars and light-duty trucks beginning with the year model 2012. “Now, we’re expanding our efforts to require stability enhancing technology on the many large trucks, motor coaches, and other large buses on our roadways”- said NHTSA Administrator David Strickland. Many carriers are already using the ESC systems, it is especially common in the tank truck industry. As many as 25% of the new trucks now have these controls.

For more information on this article you can visit www.truckinginfo.com

Upcoming Deadlines

- If you haven’t already filed your 2012 UCR, do so ASAP. Roadside enforcement is in full effect. Brokers, freight forwarders, and leasing companies are required to file annually too.
- 20th series New York Highway Use Tax permits that were issued 2009-2011 will expire this year. Renewals for the 21st series will begin October 1, 2012. You must be current with your quarterly reports and taxes to renew. NY HUT permit holders will now be required to display decals on all vehicles that will operate in New York.
- Oregon permit holders must file their reports by the last day of each month.

For assistance with any of these permits please call 405-701-4173 or visit our website at www.dotprocessagents.com

Representatives are standing by to answer your questions and process your orders.
Automated Pre-Tripping

Pre and post-trip inspections on trailer and power units have always been a necessity and starting in 2010 it became even more of a standard because of: Compliance, Safety, Accountability better known as CSA. This is a new way for FMCSA to evaluate carrier safety. They raised the stakes for finding and repairing equipment faults before the vehicle gets stopped by a road inspector where both the driver and the fleet could be penalized for anything not properly functioning. Today’s trailers are becoming more difficult to inspect with so many electrical components that are difficult to see over it with just your eyes and hands and writing down everything you see. ATA’s technology and maintenance think it’s time to modernize this process. They have written a draft paper describing what it would look like automating the pre- and post- trip inspections with sensors and alarms. The automated inspection is said to accomplish the inspection more quickly with a greater accuracy than the current manual method. The draft paper emphasizes that the driver would use a handheld device to facilitate the scanning of the inspections. “Typically these systems will utilize the trailer’s ABS to power and/or communicate with sensors on the various components being monitored.”

So far there seems to be a considerable interest in the Automated Inspector. For more information visit: www.truckinginfo.com

EOBR Mandate

The American Trucking Association is pushing for Congress to require drivers to use electronic onboard recorders. This is causing independent owner-operators to rise up and argue that the technology has no safety or cost benefits. “Clearly, these devices lead to greater compliance with maximum driving limits which is very good for the trucking industry as a whole and highway safety” Said ATA president and CEO Bill Graves. Advocates hope that the Senate language requiring the devices in the chamber’s two-year, $109 billion plan makes it through the meeting of the final surface transportation bill. The EOBRs could help driver’s better manage fuel use, routes and other fleet operations. This device will follow under the guise of compliance with federal hours-of-service regulations however it will help large motor carrier companies to squeeze more productivity out of drivers and increase costs for the small trucking companies they compete with.

For more information on this you can visit www.truckinginfo.com

Biggest Driver Health News Ever

The Healthy Trucking Association of America recently unveiled the details of the new Healthy Trucking Driver Vitality Program at the latest Healthy Trucking Summit to an audience of trucking industry leaders and health and wellness professionals. This program is said to be the most significant advancement to date in the nationwide Healthy Trucking Movement. It is now the new standard universal health and wellness platform that all professional drivers can use to improve health. The goal of the Healthy Trucking Driver Vitality Program is to give each driver a personalized tool with which allows them to easily manage their health and wellness activities and progress. Trucking fleets are encouraged to contact the HTAA for information on how they can make the Healthy Trucking Driver Vitality program available to all of their drivers at no cost to the fleet or trucking company.

To see more about this new wellness program you can visit www.HealthyTruck.org
Who’s at Fault?

Considering a recent tragedy, and the allusion that it could have been the carrier that was at fault, the trucking industry is looking to seek relief from FMCSA. The industry is asking the Federal Motor Carrier Safety Administration to make it clear to viewers when the carrier was not at fault in a collision. They want it to be stated on the website that the crash was unavoidable for the trucker. In 2010 when the FMCSA unveiled the CSA crash website the agency promised to add a feature where it would clarify for viewers whether or not a crash was a carriers fault. As late as December there was talk of still adding said feature then in March the administrator Anne Ferro stated the agency needed to rethink its plan.

For more information visit www.ttnews.com

FMCSA’s 2012-2016 Strategic Plan

The Federal Motor Carrier Safety Administration’s strategic plan for the next five years is to continue focusing in on rules and reforms to make transportation safer. This strategic plan is built around 3 main points to truck and bus safety: they are raising the barrier to entry into the industry, enforcing high safety standards and chasing out high-risk carriers and drivers. FMCSA is aiming to build a safety-first culture. Steps are already being taken to achieve these goals such as new credentialing standards, reducing CDL fraud, finishing the safety fitness rule to implement the CSA enforcement program as well as undertaking a new rule for driver safety fitness. One of the more ambitious plans is to create a comprehensive system of ranking safety priorities that includes shippers, brokers, drivers and cargo tank manufacturers along with others.

For more information visit: www.truckinginfo.com

Trucking Industry Continues to Recover

Two of trucking’s leading economists say that the industry’s economic recovery is well under way and should continue for at least several more years. “Trucking has been outperforming the economy as a whole as manufacturing has led the nation out of recession” said Bob Costello, chief economist American Trucking Associations and Noel Perry of Transportation Fundamentals inc. They both said that the marketplace conditions were much better than financial commentators and politicians have said. However, they urge fleet executives to keep an eye on costs because the driver shortage is building, fuel prices are expensive and cost of equipment is continuing to rise.

For more information on this you can visit: www.ttnews.com

Roadcheck 2012

June 5-7, 2012 around 10,000 federal, state, provincial and local truck and bus inspectors will disperse out to more than 1,500 locations across North America for the annual “Roadcheck” inspections on commercial vehicles. During this 3 day event inspectors will conduct the North American Standard Level 1 Inspections—said the Commercial Vehicle Safety Alliance. This year the inspectors are focusing on vehicle brake systems and conducting hours-of-service compliance checks to prevent driver fatigue. Maryland State Police will host the Roadcheck kickoff event to emphasize the importance of the comprehensive driver and vehicle safety inspections of trucks and buses as well as enforcing safety belt use. For more information on this you can visit: www.ttnews.com

Tu’ Habla Espanol?

FMCSA Spanish Home Page: http://www.fmcsa.dot.gov/spanish


Don’t get overburdened with paperwork or information! We are here to help make this industry as easy to understand as possible! Feel free to contact us at any time to answer questions!

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Off Duty

Sudoku

Instructions:
Fill in the grid with digits in such a manner that every row, every column and every 3x3 box accommodates the digits 1-9, without repeating any.

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Did You Know?
- In 1982, the Surface Transportation Act was created, stating that interstate highway trucks cannot have a total weight of more than 80,000 pounds.
- The world’s largest tractor was created by the French in 2005. Named the TRACTOMAS TR 10X10, created by NICOLAS Industrie, this tractor has a “tare weight of around 40 tonnes, along with a vehicle total weight of 71 tonnes,” with an overall weight of truck and trailer of about 600 tonnes.
- To date, the largest cargo theft resulted in $76 million worth the loss from an Eli Lilly and Co. warehouse loaded with prescription drugs in Enfield, Conn. on March 14, 2010.

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