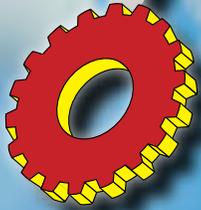


TIMELY TRANSPORTATION NEWS AND INFORMATION FROM ACUITY

InGear



SPRING 2016

INSPECTION
JUST AHEAD →

ARE YOU READY
FOR ROADCHECK?

ARE YOU READY FOR CVSA ROADCHECK 2016?

The 29th annual International Roadcheck, a program of the Commercial Vehicle Safety Alliance (CVSA), is scheduled for June 7-9. Knowing what inspectors are looking for will help you prepare for a successful inspection.

Last year's Roadcheck saw an estimated 10,000 CVSA and FMCSA inspectors conduct nearly 70,000 inspections in a 72-hour period. Most inspections were completed using the North American Standard Level I Inspection, which is the most thorough roadside inspection and includes both CMV and driver review.

The specific Out-of-Service (OOS) violation percentage distributions from 2013-15 are shown in the chart below. Brakes, lights, and tires, along with cargo securement or safe loading, continue to be the top violations cited for CMVs.

For truck drivers, record of duty status (RODS) or hours of service (HOS) continues to lead the way in violations that result in an OOS. For HazMat haulers, absent or improper shipping and placarding are key concerns, followed by improper cargo securement or loading.

If your trucking company is grappling with high Compliance, Safety, Accountability (CSA) data and Safety Management Systems (SMS) scores, knowing these areas of enforcement can be a great opportunity to improve your scores. However, if your company is not ready for the fact that almost three times the normal roadside inspections take place during the 72-hour period of Roadcheck, your scores could be adversely affected.

Because high scores can result in an FMCSA intervention, keeping your scores low is an important goal. Do your due diligence to increase your number of clean, violation-free inspections. ●

Roadcheck 2015

Top OOS Violation Categories For:	Percent of Vehicle OOS Violations			Top OOS Violation Categories For:	Percent of Driver OOS Violations			Top OOS Violation Categories For:	Percent of HM OOS Violations		
	2015	2014	2013		2015	2014	2013		2015	2014	2013
Vehicles				Drivers				Hazardous Mat.			
Brake Adjustment	15.5%	16.7%	19.5%	HOS	46.0%	46.5%	50.3%	Shipping Papers	27.5%	21.1%	17.0%
Brake System	27.5%	29.5%	30.1%	False Logs	12.6%	13.7%	14.8%	Placards	23.9%	20.8%	17.7%
Tires/Wheels	13.9%	13.8%	10.1%	DQ'ed	7.6%	12.7%	10.2%	Bulk Pkging	n/a ¹	6.3%	2.7%
Lights	12.7%	13.5%	12.6%	Drugs/Alcohol	2.1%	1.1%	1.5%	Marking	3.2%	6.6%	13.9%
Safe Loading	15.3%	11.5%	11.7%	Improper Endorsement	n/a ¹	4.3%	4.9%	Loading	27.9%	32.0%	37.4%
Steering	2.0%	2.4%	2.3%	Age	0.0%	2.1%	0.6%	Pkg Integrity	2.3%	11.9%	14.6%
Frame	1.1%	1.3%	1.5%								
Suspension	2.1%	5.2%	5.8%								
Coupling Devices	0.7%	0.9%	0.8%								
Driveline/Driveshaft	0.6%	n/a ¹	n/a ¹								
Fuel System	0.5%	0.4%	0.6%								
Exhaust System	0.3%	0.3%	0.4%								

¹ Some violation categories for 2015 were not directly comparable to past years due to changes in category assignments (certain violations may be reported as "Other Violations" in the dataset).

SIMPLY TRUCKING

ACUITY takes pride in understanding truckers and the trucking industry. As part of our ongoing focus to find new ways to share our trucking expertise and provide additional value to our customers, we have launched Simply Trucking, a blog tailored to providing truckers with informational content.

Simply Trucking, which is part of our Simply **ACUITY** blog, provides Cliff Johnson, our Trucking Specialist, the ability to reach out to truckers and provide education on important issues affecting the industry. His blog posts touch on many different trucking topics, including safety tips, industry updates, loss control information, best practices, and fun posts about the industry.

With over 29 years in the transportation sector, including experience as both a company driver and an owner/manager of a trucking company, Cliff has first-hand experience that helps him understand truckers' concerns, detailed knowledge of transportation regulations, and a background in insurance loss control to help answer questions that arise.

Check out **ACUITY's** trucking blog, www.acuity.com/SimplyTruckingBlog.



N&M TRANSFER

INVESTS IN SAFETY AND SERVICE TO SUCCEED

N&M Transfer, headquartered in Neenah, Wisconsin, has a track record of driver safety and accomplishment that would be the envy of any carrier. Since 2000, nearly 400 of its drivers have received over 1,000 safety and performance awards. In total, N&M drivers have logged a combined total of nearly 4,300 years of safe driving during that time.

“We have had many drivers reach 5- and 10-year accident-free marks, and quite a few have reached 15 and 20 consecutive years as well,” says **Glen M. Krueger**, Director of Administration.

One driver, **Rich Ham**, recently celebrated an incredible 25 consecutive years of safe driving. Other drivers receiving recent awards include **John Schmitz** (pictured), who was honored by the Wisconsin Motor Carriers Association in October 2015 for logging 2.5 million miles and 34 years of safe driving, with 19 of those years at N&M. The company has also had a number of drivers compete in the Wisconsin State Truck Driving Championships over the years. Three drivers



Driver John Schmitz was recently honored by the WMCA for 34 years of safe driving.

earned awards in this year's championship, with **David Schmidt** taking first place in his category and competing in the national championships.

Commitment to Safety

The accomplishments of N&M Transfer's drivers reflects the company's longstanding commitment to safety.

“One of the biggest challenges we face as a company is the safety of our drivers on the road,” Krueger says. “We, of course, have a strict and longstanding disciplinary policy for drivers related to preventable accidents. However, another effective way we help keep our focus on safe driving is to offer rewards

for the total number of years, number of consecutive years, and number of miles driven without a preventable accident.”

N&M pays safety bonuses for reaching the 100,000- and 250,000-mile mark and for each 250,000 miles thereafter. Since the year 2000, the company has had over 330 drivers achieve one or more of these safe-driving milestones, earning a very significant amount in bonuses. Drivers also proudly wear hats and patches displaying their number of safe driving years.

Next-Day Delivery

N&M Transfer was founded in 1964. In 1980, when trucking was deregulated, second-generation owner **Tom Pawlacyk** saw an opportunity to grow the business by providing next-day delivery service. Tom is CEO today.

In the 1980s, the business grew rapidly by providing next-day service between the Fox Valley and Chicago, at a time when that speed of delivery was unheard of for standard LTL service. From there, the company expanded to cover other parts of Wisconsin that could be serviced directly from Neenah while still fulfilling its promise of next-day delivery.



N&M President Kevin Pawlacyk (left) presents an award to Richard Ham for 25 years of safe driving.

In 1988, N&M added a terminal in northern Wisconsin to be able to reach the northwestern parts of the state as well as upper Michigan. With overnight line-haul from that terminal to Neenah, the company still kept all freight moving next-day. Additional expansions were planned in such a way to extend direct service while still keeping the next-day promise. In 1992, N&M added a terminal to open up most of Minnesota and, in 1999, expanded to Iowa and Illinois. In 2001, N&M added a terminal that connected it to southern Illinois.

In 2003, **Kevin Pawlacyk** became President and represents the third generation of family ownership. Over the past eight years, N&M added two terminals in Indiana, extending its direct service reach into most of the state.

Service Guarantee

N&M Transfer not only provides next-day delivery service, they guarantee it.

“If we fail to provide next-day delivery due to reasons within our control, our customer does not have to pay the invoice for that shipment. We’re not aware of any other LTL carriers that make that same promise,” Krueger says.

To achieve that goal, the company invests not only in drivers, but in all the resources needed to do the job: electronic bar coding, automated pallet racking systems, state-of-the-art mobile communication, and a proven-effective preventive maintenance program. Given its track record of growth and success, it’s no surprise the company continues to look for ways to enhance its operations and keep its promise to customers.

“We will continue to find ways to utilize the best technology, equipment, and training, as well as to rely on our top-notch personnel, to provide the highest level of service in the safest way possible,” Krueger says. “It’s no coincidence that ownership continues to invest heavily in all of these areas to ensure our continued success.” ●



Left to right: Driver Jerome Laabs, Driver Trainer Chris Bordeaux, Driver David Schmidt, and Driver Mike Welch at the 2015 Wisconsin State Truck Driving Championships.

HEALTHY LIVING ON THE ROAD

Driver health is important to everyone. Healthy drivers are more productive and available for work, and companies with healthy drivers see higher retention and better results.

Healthy living on the road can be difficult: long hours behind the wheel, unhealthy food choices out on the road, and a lack of accessible exercise facilities are all challenges. However, you can live a healthy lifestyle as a trucker by being creative and prepared.

Food. Because it's hard to pull an 18-wheeler into local restaurants, drivers often purchase snacks and food at the truck stop fuel islands they visit. Fortunately, a slow change is taking place as truck stops add healthier choices rich in whole grains, vegetables, and fruit. Drivers can do their part by packing high-quality snacks from home before they hit the road, and the resources cited in the sidebar provide other ideas for food choices out on the road, what to eat and how often, and portion size.

Exercise. Make the most of time spent out of the cab. Some truckers have found success using resistance bands, water bottles, or weights for conditioning activities during down time. Others walk, jog, or even jump rope. Some truck stops are installing exercise equipment in comfortable fitness rooms, and others are providing maps of walking/running trails located around the truck stop facility.

Technology. Yes, technology can help you stay fit! Smartphone and tablet health and wellness applications are available that can help you find exercise resources, track your fitness, and more. Many of these tools are free for you to use and are listed in the resources in the sidebar.

Whether you are a motor carrier employing truck drivers or a driver providing for your family, investing in your health will likely provide a positive return. ●

RESOURCES

Truck Drivers: Stop Your Job From Killing You! The Dietitians' Guide to Smart Eating and Healthy Living for Truckers. Book available from many retailers.

Health and Wellness Programs for Commercial Drivers: http://onlinepubs.trb.org/onlinepubs/ctbssp/ctbssp_syn_15.pdf

Gettin' In Gear: A Wellness, Health, and Fitness Program for Commercial Drivers developed by ATRI in partnership with the FMCSA: <http://www.atri-online.org/research/safety/ATRI-GIG%20Manual.pdf>



HOW CSA AND PSP AFFECTS YOU

Through its Compliance, Safety, Accountability (CSA) program, the Federal Motor Carrier Safety Administration (FMCSA) works to ensure that all truckers are operating safely. The CSA program targets those motor carriers with high SMS scores to bring them into compliance before crashes occur—or to put out of service those carriers who fail to correct safety issues.

It's important for drivers to understand how safety performance affects their personal CSA results. Although safety and moving violations adversely affect a company's CSA Safety Measurement Scores for two years, truck drivers' scores are affected for three years. All roadside inspection violations, not just out-of-service (OOS) violations, count on drivers' Pre-employment Screening Program (PSP) records. Also, all violations recorded on a roadside inspection report are used in a truck driver's PSP score regardless of whether an officer issued an actual citation or merely a verbal warning.

When you apply for a truck driving job, a carrier will obtain your driving record, and most will now obtain your PSP record. The PSP shows your five-year crash and three-year inspection history results from FMCSA databases. Although a driver's consent is required for a motor carrier to obtain a PSP, many motor carriers require this information as a condition of truck-driving employment with them.

It is up to you to keep your PSP safety record positive and accurate, even if violations are not your fault. For example, mechanical deficiencies found during a stop or roadside inspection will go on your PSP, even if it is the motor carrier's fault for refusing or being slow to fix safety issues.

Your PSP record is available at www.psp.fmcsa.dot.gov for \$10, or for free via a Freedom of Information Act (FOIA) request at www.fmcsa.dot.gov/foia/foia-requests. If drivers wish to contest information shown on their PSP records, they may request a review of FMCSA-issued data using DataQs at dataqs.fmcsa.dot.gov. •

FAST ACT'S BEYOND COMPLIANCE MANDATE

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." It is the first law enacted in over 10 years that provides long-term funding for surface transportation. The FAST Act also requires the FMCSA to create a Beyond Compliance program to provide motor carriers recognition, including credit in the CSA program, for voluntarily using advanced technologies or enhanced driver fitness measures to improve their company's safety performance.

Beyond compliance focuses on a motor carrier's voluntary efforts to create and implement safety initiatives that exceed current regulatory requirements. The safety initiatives would focus on the commercial motor vehicles and drivers with the intended consequence of reducing the number and severity of crashes involving large commercial trucks.

Section 5222 of the FAST Act directs the FMCSA administrator to "allow recognition, including credit or an improved SMS (Safety Measurement System) score for a motor carrier that: installs advanced safety equipment; uses enhanced driver fitness measures; adopts fleet safety management tools, technologies, and programs; or satisfies other standards determined appropriate by the Administrator."

The FMCSA is also directed, within 18 months, to implement the program by either incorporating a methodology into the CSA program itself or establishing an additional safety BASIC within the SMS. The current seven BASICs within the CSA safety measurement program rank similar motor carriers in terms of their compliance.

Some of the voluntary technologies being considered for the Beyond Compliance program include systems that proactively and promptly alert motor carriers when one of their drivers has been subject to a conviction, moving violation, or suspension; alternative testing methods to detect illegal drug use; and systems that provide and alert motor carriers to data analytics and video alerts about unsafe driving behavior and interventions of active safety technologies.

Some industry experts, including those selling the safety technology, support the use of technology to improve commercial motor vehicle safety. Others oppose it, believing it to be too focused on technology and missing other opportunities to improve commercial motor vehicle safety, such as the implementation of an entry-level driver training standard. •

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