

TIMELY TRANSPORTATION NEWS AND INFORMATION FROM ACUITY

Trucker FOCUS

SPRING 2017

TRUCKING THROUGH HISTORY

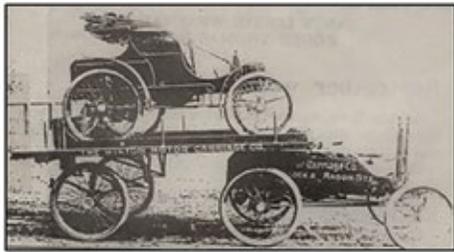
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TRUCKING THROUGH HISTORY

The thousands of hours of “windshield time” drivers spend behind the wheel each year provides plenty of time to ponder some of life’s great questions.

The answers to some questions are clear—such as why tractor-trailers are called 18-wheelers. But other questions are less obvious, such as why the front part is called a “tractor” and massive rigs are called “semi trucks.” Want to know the answers? Read on!



An 1889 Alexander Winton semi-truck carrying a new car. This was likely the first semi-truck and car hauler in the U.S.

History of the Semi Truck

Before the invention of automobiles in the U.S., both people and freight were most commonly moved by train or

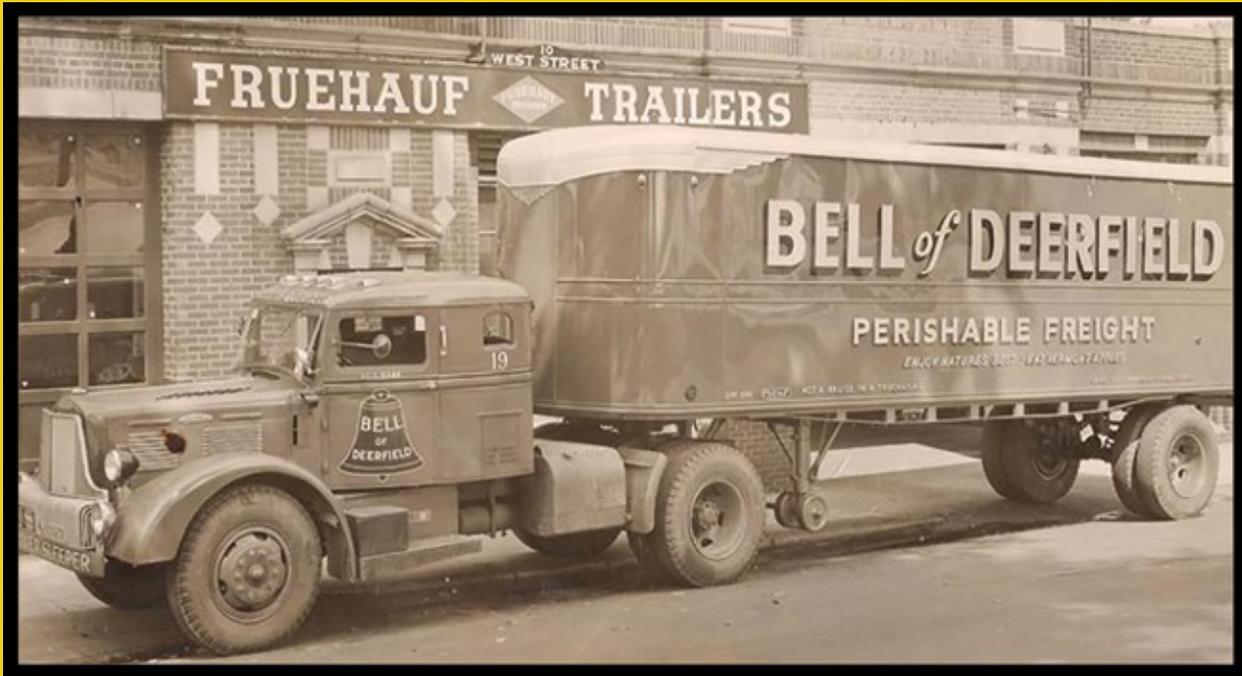
horse-drawn vehicles such as buckboards and stagecoaches. A lot has changed since then.

The semi truck owes its existence to the manufacture of private passenger cars. In the late 1890s, The Winton Motor Carriage Company of Cleveland needed a way to deliver its new cars to buyers who lived all over the country. Driving the cars individually was out of the question because of the wear and tear it would cause, so company owner Alexander Winton created an automobile hauler that could carry a new vehicle on a trailer.

Winton’s first version used a modified touring automobile in the back with a cart in the front. That design was soon modified to put the trailer in the back, and he sold his first “semi-truck” in 1899. However, each rig could only hold one car at a time—a significant limitation. Winton and others kept improving truck design, with some notable early milestones being:

- 1914—Detroit blacksmith August Charles Fruehauf builds a detachable trailer to attach to a Ford automobile and coined the phrase “semi-trailer.” He founds the Fruehauf Trailer Company four years later.





- 1915—Charles H. Martin patents the fifth wheel coupling device.
- 1916—Mack introduces its first rear-axle truck.
- 1918—John C. Endebrock created the “trailmobile”—an iron chassis mounted on wheels that could be pulled behind a model T.
- 1930s—George Cassens creates a four-car auto trailer that was pulled with a two-ton Dodge truck.
- 1939—Peterbilt starts selling semi-trucks.
- 1953—Freightliner introduces the first overhead sleeper.

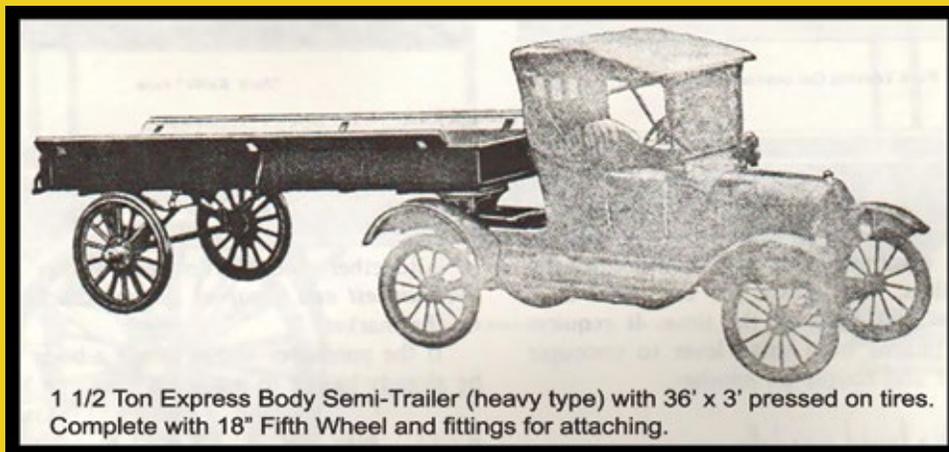
Fast-forward to 2016, when the first self-driving truck makes a 120-mile trip to deliver cargo in Colorado, and you can see just how far truck design has come from those early days!

The Answers

So what are the answers to our earlier questions?

The term “tractor” originated in agriculture. When self-propelled steam engines were invented to plow and pull loads in fields, they were called “traction engines.” The term was shortened to “tractor” and came to be applied to on-road power units designed to pull loads.

Likewise, the term “semi” is a shortened form of “semi-oscillating turntable hitch,” or what we commonly call a fifth wheel. ●



1 1/2 Ton Express Body Semi-Trailer (heavy type) with 36' x 3' pressed on tires. Complete with 18" Fifth Wheel and fittings for attaching.

TIME FOR SOME SPRING (DOCUMENT) CLEANING

It's spring, and that means it's time for some spring cleaning. It's important that you don't just keep your truck in good shape, but also that you take some time to be sure your records are in good order.

You can discard some documents, but be sure you retain ones that are needed. Here are the Federal Motor Carrier Safety Administration's requirements for different types of records and their retention periods:

Document	Retention Period
Complete driver qualification file	3 years after termination
Application	3 years after termination
Medical certificate	3 years
Annual review	3 years
Certificate of violation	3 years
Motor vehicle report	3 years
Physical waiver	3 years
Data sheet	6 months
Note: Always keep the MVR and pre-employment drug screen results from when the driver was hired in the file.	
Drug and alcohol testing	
Records of alcohol tests with a .02 or greater result	5 years
Records of a verified positive controlled substance	5 years
Records indicating refusal to submit to testing	5 years
Driver evaluation/referrals	5 years
Calibration documentation	5 years
Administrative records	5 years
Annual calendar year summary	5 years
Records relating to drug/alcohol collection process	2 years
Records of training/education/testing of personnel, supervisors, and drivers (after such personnel have ceased performing functions necessitating such training)	2 years
Records of negative and cancelled controlled substance test results, and alcohol test results with a concentration of less than 0.02	1 year
Inspection and maintenance	
Inspection and repairs	1 year or 6 months after vehicle leaves carrier's control, whichever occurs first
Driver inspection reports	3 months
Periodic inspection reports	14 months
Inspector qualification certificates	Indefinite
Brake inspector qualification certificates	Indefinite
Records of duty status and supporting documents	6 months from date of receipt
Accident register and related files	3 years

DRUG AND ALCOHOL PROGRAM RESOURCES

The Federal Motor Carrier Safety Administration (FMCSA), along with the Department of Transportation (DOT), requires that persons subject to commercial driver's license (CDL) requirements and their employers follow alcohol and drug testing rules. These rules include procedures for testing, frequency of tests, and substances for which to test.

You are affected by this program if you are:

- A business employing CDL drivers to operate commercial motor vehicles (CMVs) on public roads
- A CDL driver who operates CMVs on public roads
- An interstate motor carrier, or
- An intrastate motor carrier

That means virtually every trucking operation is subject to this policy. Additionally, an employer who employs him-

self/herself as a driver must also comply with requirements that apply to both employers and drivers.

As an employer subject to this regulation, you have a responsibility to implement and conduct a compliant drug and alcohol testing program. The FMCSA provides a wealth of information regarding how to create a compliant program at <https://www.fmcsa.dot.gov/regulations/drug-alcohol-testing/employers-resources-and-downloads>.

Policyholders and agents can log in to [acuity.com](https://www.acuity.com) and go to Resources and Tools, and then Safety Materials, to find our Drug and Alcohol Sample Policy in our Fleet Safety category. Additionally, Acuity's loss control reps can assist insureds in developing a new program or reviewing a current one. ●

BEST PRACTICES WHEN CHALLENGING YOUR CSA DATA

Whether you're a motor carrier or a truck driver, it is important that your Compliance Safety and Accountability (CSA) scores are accurate. If you believe there is inaccurate data being reported on CSA's Safety Management System (SMS), you do have an opportunity to challenge the information.

The Federal Motor Carrier Safety Administration's (FMCSA) DataQs online system allows motor carriers and drivers to request a review of federal- or state-issued citations or violations. After you make a request, the system automatically forwards your Request for Data Review (RDR) to the appropriate office for resolution and then collects updates and responses for current requests.

Keep in mind that just because a challenge is filed, data will not automatically be changed. Here are five best practices that can help improve your chances of success when challenging your CSA data.

- **Be accurate.** Choose the correct RDR type and provide the accurate report number. Be sure your information is complete.
- **Be clear.** Specify what you want reviewed and, if possible, have someone proofread written comments for clarity before submitting.
- **Be detailed.** Provide supporting documentation, such as pictures, bills of lading, registration and license information, court documents, contracts, and other information, to help support your case as to why the information is incorrect. Arguing an opinion will not help—the best results are gained through supporting documentation.
- **Be polite.** Remember that requests are reviewed by people who are interested in doing the right thing. Being polite and factual will help move the process along.
- **Be honest.** It should go without saying, but file requests only in cases you reasonably believe a mistake was made by enforcement. ●

CHECK YOUR SMS SCORE

It's important to check your Safety Measurement System (SMS) score to ensure it is accurate. Fortunately, there is a way to do this easily, at no charge, and without any logins or passwords. To check your SMS for roadside inspections, violations, or other activity, simply:

- Navigate to <https://ai.fmcsa.dot.gov/sms/> (easily found by doing a web search for "FMCSA SMS").
- Close the pop-up notice if it appears.
- In the box under "Check Motor Carrier Safety and Performance Data," enter your company name or DOT# (or the information of a company you want to check).
- If more than one match is returned, choose the appropriate name.
- Click the "Complete SMS Profile" icon on the left of the summary page.
- Scroll down to see the activity contributing to the SMS scores.
- Continue to scroll down to the next section, where you will find the specific dates, violations, and enforcement activity. ●

Q&A WITH WOMEN IN TRUCKING'S ELLEN VOIE

Recently, Acuity's **Cliff Johnson**, Trucking Specialist, sat down with **Ellen Voie**, the founder, President, and CEO of the Women In Trucking Association.

Women In Trucking is a non-profit organization with the mission of encouraging the employment of women in the trucking industry, promoting their accomplishments, and minimizing obstacles they face. Here are some highlights of their conversation.

Cliff: *Women In Trucking is a great association. What prompted you to start it?*

Ellen: Ten years ago, I was working for a large motor carrier as manager of recruiting and retention programs, and I was tasked with figuring out how to retain non-traditional groups in trucking, such as women. I started researching what would bring women into the industry and realized the industry wasn't focused on bringing this demographic in. Here we are ten years later, celebrating 4,000 members all over the world, moving the mission forward to simply increase the percentage of women involved in the trucking industry.

Cliff: *What are some of the largest challenges to women considering a career in the industry?*

Ellen: The number one challenge is image. When I talk to women about a career as a driver or anywhere inside the industry, they say, "I'm not big and burly," or, "I'm not mechanically minded." They have a misconception about what the job entails. Our job is to help them understand that with the use of technology

and with better work-life balance today, the industry is much more driver-friendly than it was 15-20 years ago.

Cliff: *What are some of the things Women In Trucking is doing to help welcome women to the industry?*

Ellen: We have an anti-harassment employment guide for employers. We have a recruiting guide, based on research with the University of Wisconsin, on what women look for in recruiting ads, what they look for in the industry, what they look for in a carrier, and why they choose to stay or leave. We work closely with truck cab designers on ergonomics because women are typically shorter, so it's more of a challenge for them seeing over the dash, getting

into and out of the cab or the sleeper berth, or reaching the pedals. We're working to help manufacturers design trucks that are adaptable so women can feel just as comfortable as their teammate who might have longer arms and legs. We're working to have designers create trucks that are pet friendly and to put in security alarm sys-

tems for when people are sleeping. We have to stop thinking about the cab of the truck as just a cab—these trucks are their homes.

Cliff: *With 90% of motor carriers having six trucks or fewer, is that a challenge for women?*

Ellen: It's more of an opportunity. A smaller carrier is easier to start with—typically much more driver friendly and with more individual attention. A lot more women are starting these smaller companies as well.

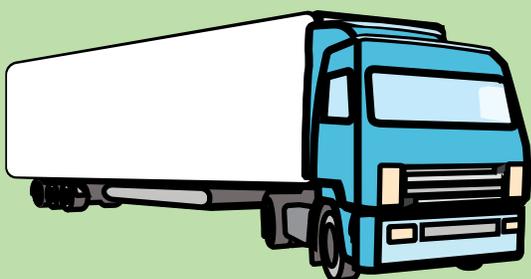
Cliff: *What's the most important message you would give to women about pursuing a career in trucking?*

Ellen: This industry wants them and they can do the job.

[To see the entire interview, go to \[www.acuity.com/ellen-voie-interview\]\(http://www.acuity.com/ellen-voie-interview\).](http://www.acuity.com/ellen-voie-interview) ●



Ellen Voie and Cliff Johnson





2800 South Taylor Drive
Sheboygan WI 53081

T: 800.242.7666
F: 920.458.1618

www.acuity.com



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