



# UNSAFE DRIVING BEHAVIOR

## Captain of the Ship

The Navy relies on ship captains, who in turn rely on instruments, gauges, equipment, crew and training to safely navigate. When drivers encounter adverse weather that makes it unsafe due to loss of traction, or visibility has gotten to the point where mirrors, defrost, wipers, lights and reflectors become ineffective, then it's time to find the first safe haven, pull over and wait it out. As "Captain of the Ship"

the commercial driver should make the ultimate call on knowing the regulations and knowing when it is unsafe to continue driving. Dispatch should not be allowed to force drivers to move a load under dangerous conditions, no matter how "hot" or "important" they think it is. Safety must remain the core value at all times and take precedent over operational pressures to continue.

## Distracted Driving

<sup>23</sup>Distracted driving is any activity a person engages in that has the potential to distract him or her from their main duty of driving & increase the risk of a crash. There are three main types of driving distraction:

- Visual - taking your eyes off the road
- Manual - taking your hands off the wheel
- Cognitive - taking your mind off what you are doing

Experts may disagree on which of these is "most distracting" or "most common" but each presents an opportunity for disaster. Texting while driving a CMV is illegal because it involves all three distractions. The Fleet Safety Policy should address this, as well as legitimate use of mobile phones. Industry Best

Practice for mobile phone use while driving is only via hands-free device and never in hazardous area (construction zone, city traffic, intersections, accident scene, etc.) Cell phone and texting laws also vary by state and local jurisdiction.

Distracted driving is a serious issue that demands our attention. Drivers need to be vigilant while driving in order to minimize the chances of injury or violation. Distraction, like impaired driving, could have very serious repercussions for a motor carrier if a collision leads to litigation. There are many resources being poured into this problem area. Some electronic approaches look promising, but as managers, we may have the ability to influence changes within our own organizations at no cost. The failure to enhance our safety results will ultimately be brought back to us through fines and BASIC scores.

Section	Violation Description - Roadside Inspection	Group	BASIC	Severity
390.17DT	Operating a CMV while texting	Texting	Unsafe Driving	10
392.2-SLLT	State/Local Laws-Operating a CMV while texting	Texting	Unsafe Driving	10
393.88	Improperly located television receiver	Cab, Body, Frame	Vehicle Maintenance	2

<sup>23</sup> Safety is My Goal's blog; wordpress.com; Paul Farrell, Safety First Systems

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## Driving while impaired

<sup>24</sup>When involving a CMV, particularly one transporting hazardous material, this (driving impaired) can lead to a catastrophic event seeking a time and place to happen. Officers need to be constantly alert, both day and night, for actions and indicators such as driving too slowly, failing to stay within a single lane, careless/reckless driving, or any other behavior that would indicate the possibility of an impaired CMV driver. CMV drivers are considered impaired at 0.04 percent BAC. Levels for non-CMV drivers vary by state jurisdiction. Officers should observe the actions of the driver during the initial vehicle stop for additional indicators of impairment. Other indicators to watch for are:

- Driver's coordination when leaving the vehicle's cab.
- Open containers of alcoholic beverages in the cab. Containers may be brand name bottles or cans, or they can be plastic cups, thermos bottles, flasks, or plastic bottles with the labels removed. Agency policy should be followed to protect this type of evidence.
- Driver's appearance, including condition of clothes, breath odor, blood-shot or eyes slow to focus, confusion, and slurred speech.
- Manner and type of response to questions and directions.

Reaction to being stopped by a police officer; a normal reaction will involve some degree of

apprehension or nervousness. However, a driver that appears unconcerned and inattentive to what is taking place, is hyperactive and talkative, or experiences sudden mood swings from passive to angry needs to be closely observed for evidence of substance abuse.

After the officer determines, based on the CMV driver's mental state, driving, physical appearance, and actions, that further investigation is necessary, standard field sobriety tests should be administered. Additionally, the officer needs to assess the possibility of a medical condition that may lead to reactions that mimic impairment (e.g., diabetic shock).

When the officer determines that there is sufficient probable cause to arrest a CMV driver for DWI, the procedures are the same as for any driver of any other type or class of motor vehicle. The statutes applicable to implied consent, chemical/breath testing, and the type and number of tests administered will determine the appropriate course of action the arresting officer should take.

In the event the officer cannot obtain sufficient evidence of DWI and the driver appears to act in a normal manner, a trained officer or certified CMV inspector should be summoned to the location. This officer can review the driver's hours-of-service records and other related documents to determine if the erratic driving was the result of driver fatigue, perhaps caused by an hours-of-service infraction. CSA BASIC severity for D&A carries the maximum of 10.

Section	Violation Description - Roadside Inspection	Group	BASIC	Severity
392.5(c)(2)	Violating OOS order pursuant to 392.5(a)/(b)	Alcohol Jump OOS	Controlled Substances	10
392.4(a)	Driver uses or is in possession of drugs	Drugs	Controlled Substances	10
392.5(a)	Possession/use/under influence alcohol-4hrs prior to duty	Alcohol	Controlled Substances	5

<sup>24</sup> Commercial Motor Vehicle Traffic Enforcement; Idaho State Police; P.O. Box 700, Meridian, Idaho



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## Fatigued Driving

Motor carriers should have a formal Fatigue Management program including screening drivers for sleep apnea and training on managing fatigue. Clearly define policies on fatigue, aggressive driving, and continuing commitment to professionalism. Finally, teach drivers to maintain proper following distances and remind them that maintaining a safe following distance is dependent on their mental attitude and alertness.

Exceeding maximum driving time and falsification of logs are indicators of potential fatigue, all of which carry a high BASIC severity level.

Note that Form & Manner log violations are less severe (log not dated, signed, etc.)



Section	Violation Description - Roadside Inspection	Group	BASIC	Severity
392.3	Operating a CMV while ill/fatigued	Jumping OOS/ Driving Fatigued	Fatigued Diving	10
395.13(d)	Driving after being declared out-of- service	Jumping OOS/ Driving Fatigued	Fatigued Diving	10
395.8(e)	False report of drivers record of duty status	False Log	Fatigued Diving	7
395	Hours of Service Violation	Hours	Fatigued Diving	7
395.8	Logbook Violation	Incomplete/ Wrong Log	Fatigued Diving	5
395.8	Log violation (general/form and manner)	Other Log Form, Manner	Fatigued Diving	2
395.15(b)	Onboard recording device information requirements not met	EOBR Related	Fatigued Diving	1

# UNSAFE DRIVING BEHAVIOR

## *Following too closely*

<sup>25</sup>The second most frequent complaint, following too closely, or tailgating is a common violation. However, when the driver of an 80,000 pound truck tailgates a 2,500 pound automobile, the potential for a disaster is much greater. The average stopping distance for a loaded tractor-trailer traveling at 55 mph is 196 feet (does not include perception and reaction time = additional 100'+), compared with 133 feet for an automobile. Adverse highway conditions, such as rain, ice, snow, other debris, or mechanical conditions, such as faulty brakes, air loss, or bad tires, exponentially increase stopping distances and the the potential for a crash. These problems increase when the CMV is transporting hazardous materials. A common complaint from CMV drivers is that drivers of passenger vehicles cut in front of them. When such a cut-off occurs, the driver should slow until a safe distance is re-established. Failure to do so in a reasonable distance represents tailgating, regardless of the actions of the other vehicle.

## *Stopping Distances*

Understand that stopping distances can increase by as much as a factor of ten on wet ice where a normal stopping distance from 30mph can increase from 100 feet to as much as 1000 feet. To compensate, reduce speed and increase following distances by at least 2 to 3 seconds. Watch ahead and anticipate hazards. Often collisions are prevented because the truck driver is sitting higher and can see the problem before the traffic ahead sees it.

Stopping distance is broken down into four functions.

1. Perception time: This can vary according to conditions, but typically is measured at between  $\frac{3}{4}$  of a second to  $1\frac{1}{2}$  seconds with the lower number being used for most stopping distance formulas.

2. Reaction time: This is the time that it takes an individual to apply brakes after perceiving a condition that requires slowing or stopping.

3. Brake lag: This is the time that it takes the air to travel the length of a vehicle equipped with air brakes and activate the brakes. Federal requirements call for this time lag to be not more than  $\frac{1}{2}$  a second for Commercial Vehicles. It is important to recognize that automobiles do not experience this lag before brake lock-up.

4. Stopping distance: This is the actual skid distance or time that it takes the brakes to bring the vehicle to a stop. This time will depend on the surface and the nature of the tires. Trucks have harder tires and so have less friction between the rubber and the highway. This results in as much as a 30% reduction in stopping efficiency as compared to an automobile.



<sup>25</sup> Commercial Motor Vehicle Traffic Enforcement; Idaho State Police; P.O. Box 700, Meridian, Idaho



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Professional drivers must be aware of these issues and increase their following distances to accommodate the increased stopping distances that commercial vehicles are subject to.

The basic rule for following distances is 1 second for each 10 feet of vehicle length with a minimum of 7 seconds for tractor-trailers and 5 seconds for straight

trucks. One second is added for speeds over 40 miles per hour, and at least one additional second is required for adverse conditions. Drivers who fail to comply with these standards may be subject to accidents that result from following too closely.

These accidents are not only often the most serious, but are almost always PREVENTABLE.

Section	Violation Description - Roadside Inspection	Group	BASIC	Severity
392.2- SLLS4	State/Local Laws - Speeding 15 or more miles per hour over the speed limit	Speeding 4	Unsafe Driving	10
392.2- SLLSWZ	State/Local Laws - Speeding work/construction zone	Speeding 4	Unsafe Driving	10
393.75	Tires/Tubes (general)	Tires	Vehicle Maintenance	8
393.207	Suspension	Suspension	Vehicle Maintenance	7
392.2- SLLS3	State/Local Laws - Speeding 11-14 miles per hour over the speed limit	Speeding 3	Unsafe Driving	7
393.209	Steering Wheel	Steering Mechanism	Vehicle Maintenance	6
392.2FC	Following too close	Dangerous Driving	Unsafe Driving	5
392.71(a)	Using or equipping a CMV with radar detector	Speeding Related	Unsafe Driving	5
392.7	Pre-trip inspection	Inspection Reports	Vehicle Maintenance	4
396	Post-trip inspection	Inspection Reports	Vehicle Maintenance	4
393	Brakes (all violations)	Brakes	Vehicle Maintenance	4
392.2- SLLS2	State/Local Laws - Speeding 6-10 miles per hour over the speed limit	Speeding 2	Unsafe Driving	4
393.82	Speedometer inoperative / inadequate	Other Vehicle Defect	Vehicle Maintenance	3
392.2S	Speeding	Speeding Related	Unsafe Driving	*1

\* 392.2S violations from January 1, 2011 or later will be weighted at 1. The rest are weighted 5.



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## Improper Lane Change

<sup>26</sup>Another frequent violation, improper lane changes often occur under two circumstances: in heavy traffic flow where commercial vehicle drivers squeeze their vehicle between automobiles when overtaking slower traffic; or on the open highway and traveling at full speed, when CMV drivers fail to slow down for vehicles as they approach from the rear. This violation also occurs at high speed merge locations when the commercial vehicle driver fails to accurately gauge the vehicle's position and speed during the merge maneuver. In addition, this violation also occurs when other vehicles are traveling in the commercial vehicle's blind spot. This demonstrates the importance of signaling before attempting to change lanes.

When changing lanes, first signal, then check mirrors

to assure yourself that it is clear. If moving right, lean forward or back in your seat to double check blind spots. Make sure that if you have an observation window in your passenger side door that there are no obstructions that prevent your seeing traffic next to you. Once it is clear to move, do so gradually so that any traffic that you did not see can adjust to your movement. After moving over, cancel your turn signal so as not to confuse others.

Expand your look-ahead capacity and anticipate merging traffic. Know your blind spots and check mirrors for traffic to sides and rear before changing lanes. If lane(s) are not clear, slow down and allow merging traffic to blend in smoothly with the rest of traffic. Do not contest other drivers for road position. Lane encroachment, entrapment, squeeze play and blind spot collisions are PREVENTABLE. CSA BASICS apply to lane changes and merging.

Section	Violation Description - Roadside Inspection	Group	BASIC	Severity
392.2LC	Improper lane change	Dangerous Driving	Unsafe Driving	5
392.2P	Improper passing	Dangerous Driving	Unsafe Driving	5
392.2Y	Failure to yield right of way	Dangerous Driving	Unsafe Driving	5
392.2LV	Lane Restriction violation	Misc Violations	Unsafe Driving	3

## Reckless Driving

<sup>27</sup>Sometimes described as the "wanton, willful disregard for the welfare and safety of another person or property" this violation requires the establishment of the wanton and willful disregard element. Some prosecuting attorneys and judges require a minimum of three concurrent serious moving violations to establish this element, while others consider knowingly operating a vehicle with faulty equipment, such as inoperative **brakes, as being reckless. It is the traffic enforcement officer's responsibility to know** what the courts

deem reckless, as **well as the agency's policy. This knowledge is** essential if the driver is to be properly cited. However, regardless of the legal description, unsafe actions by an experienced, well trained driver are inexcusable and any collisions that result from such actions will be considered PREVENTABLE. Safe driving requires a defensive attitude. Conscious decisions by a driver to follow too closely, speed, ignore conditions, or intimidate other traffic represent reckless operation. Be courteous and defensive at all times. BASIC severity level for Reckless Driving is the maximum of 10.

Section	Violation Description - Roadside Inspection	Group	BASIC	Severity
392.2R	Reckless driving	Reckless Driving	Unsafe Driving	10

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# UNSAFE DRIVING BEHAVIOR

## Speeding

<sup>28</sup>Perhaps the most common violation, law enforcement agencies receive numerous calls every day from citizens complaining about trucks speeding through residential streets, speeding on the open road, and not reducing speed at school crossings, blind intersections, business districts, and railroad grade crossings.

While State speed limits generally apply to both commercial and non-commercial vehicles, some States restrict large trucks, certain types of buses, vehicles towing trailers, and trucks transporting hazardous materials. All States have statutes that address reducing speed when specific special conditions are present, such as at school zones, adverse weather conditions, steep down-grades, sharp curves, or other situations where traveling at the posted speed limit becomes unsafe and threatens the safety of others. As speed increases, drivers have less time to adjust to the actions of others. Stopping distances increase exponentially, and collision severity increases. Studies by the University of Washington indicate that drivers who routinely speed are as much as 5 times as likely to



be involved in collisions as drivers who obey the speed limit. No load or delivery schedule is worth risking the lives of others by speeding.

Collisions that result from speeding are PREVENTABLE.

Section	Violation Description - Roadside Inspection	Group	BASIC	Severity
392.2- SLLS4	State/Local Laws - Speeding 15 or more miles per hour over the speed limit	Speeding 4	Unsafe Driving	10
392.2- SLLSWZ	State/Local Laws - Speeding work/construction zone	Speeding 4	Unsafe Driving	10
392.2-SLLS3	State/Local Laws - Speeding 11-14 miles per hour over the speed limit	Speeding 3	Unsafe Driving	7
392.71(a)	Using or equipping a CMV with radar detector	Speeding Related	Unsafe Driving	5
392.2- SLLS2	State/Local Laws - Speeding 6-10 miles per hour over the speed limit	Speeding 2	Unsafe Driving	4
393.82	Speedometer inoperative / inadequate	Other Vehicle Defect	Vehicle Maintenance	3
392.2S	Speeding	Speeding Related	Unsafe Driving	*1

\* 392.2S violations from January 1, 2011 or later will be weighted at 1. The rest are weighted 5.

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## Unqualified Driving

Failing to meet and maintain the minimum driver qualification standards by either the driver or the motor carrier indicate disregard for fundamental safety rules and regulations. Motor carriers must establish thorough hiring, screening and qualification **practices, as well as monitor ongoing compliance and keeping up with driver's licenses,** DOT medicals, Annual Reviews, Certificates of Violations, HAZMAT training and other expiring

documentation. The BASIC severity weight rating for unqualified commercial drivers is high. Establish company policies and standards for safe operation and proper qualification. Post them and require that all persons responsible for hiring be familiar with, and comply with all published company hiring standards. Check drivers on a routine basis to insure that licenses and physicals are current and that the driver is still qualified.

Section	Violation Description - Roadside Inspection	Group	BASIC	Severity
386.72(b)	Failing to comply with Imminent Hazard OOS Order	Fitness/Jumping OOS	Driver Fitness	10
383	CDL Violation	License-related: High	Driver Fitness	8
391	Unqualified driver	License-related: High	Driver Fitness	8
383	CDL Violation	License-related: Medium	Driver Fitness	5
391.11(b)(1)	Interstate driver under 21 years of age	General Driver Qualification	Driver Fitness	4
391.11(b)(2)	Non-English speaking driver	General Driver Qualification	Driver Fitness	4
393.76	Sleeper berth requirement violations	Other Vehicle Defect	Driver Fitness	3
391.11(b)(4) 398.3(b)	Driver lacking physical qualification(s) Driver not physically qualified	Physical	Driver Fitness	2
383	CDL Violation	License-related: Low	Driver Fitness	1
391.41	Medical certificate violation	Medical Certificate	Driver Fitness	1





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## **Violating Other Commercial Motor Vehicle Laws**

Under the Federal Motor Carrier Safety Assistance Program (MCSAP), all states (except California) have adopted the Federal Motor Carrier Safety Regulations (FMSCR) either partially or in their entirety. While the federal regulations apply to all interstate motor carriers, some states allow exemptions for intrastate, private and for-hire motor carriers. Most states do apply the FMCSRs to both inter and intrastate carriers and Thorn Valley Safety recommends that all carriers conform to federal safety regulations, even if they may be exempted in their state from a few regulations because they are intra-state carriers.

All states and local jurisdictions have unique laws and regulations governing commercial motor vehicle traffic and parking. It is up to driver and the motor carrier to know and abide by these rules (parking, weight, routes, driver supervision/qualification, etc.) If you are uncertain which safety regulations apply, check with your state Bureau of Motor Vehicles and State Police Motor Carrier Enforcement Division.

<sup>29</sup>Your county or city may have laws restricting the times of day the CMV may use specific roadways or designate specific truck routes in urban areas or prohibiting CMV traffic altogether; providing weight, height and width restrictions, weather conditions, and hours of operation; requiring escort or pilot vehicles, sometimes requiring height poles, lights, radio communications, and personnel to have weapons to protect the load; and, limiting hazardous material or requiring placards, lights, etc. In these instances, a permit is often required by the State. Be aware that some Department of Defense and Department of Energy movements are not subject to certain traffic law regulations, and are often accompanied by armed escorts. Officers need to contact these agencies so that their dispatcher can, in turn, call the driver to advise him on the procedure for the stop.

Keep in mind that any collision resulting from a violation of these laws and ordinances is considered PREVENTABLE, and the driver may be subject to criminal charges.



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# FIRE, EMERGENCY & ENVIRONMENTAL

Drivers must anticipate fire and environmental emergencies and know how to respond in order to protect themselves, company assets, the environment and the public. Fuel and oil spills are the most common environmental incidents and can occur at any time either due to road debris, collision or mechanical failure. Large truck fluid leaks entering streams and storm water systems can create substantial environmental exposure. Equip power units with a vehicle spill kit containing sorbent booms, pads, plugs, putty or other material to stop and contain active leaks. Kits should have Personal Protective Equipment (PPE; goggles, gloves, etc.)

Vehicle fires pose unique emergency responses. Fires can occur in the engine compartment (BC), cab (AC) or cargo area (ABC). Tire fires require a large

amount of water to extinguish and most likely a 10 ABC extinguisher will not handle the job. In addition, aluminum wheels may ignite (class D) producing extremely hazardous fumes from which drivers should stay downwind. The best prevention for tire fires is to continually monitor tire inflation. Tires run flat create excessive heat and can spontaneously combust in transit.

Hazmat CMV's must be equipped with a fully charged 10 BC fire extinguisher (5 BC for non-hazmat; err on the side of safety - provide at least 10 ABC for all units). Drivers must know how, when to, and when not to, combat fires. Aim extinguisher at base of fire (not at flames). Use the "P.A.S.S." method (Pull, Aim, Squeeze, Sweep) and stay upwind of any fumes.

Section	Violation Description - Roadside Inspection	Group	BASIC	Severity
393.75	Multiple	Tires	Vehicle Maintenance	8
393.77(b)(11)	Bus heater fuel tank location	Other Vehicle Defect	Vehicle Maintenance	3
393.77(b)(5)	Protection of operating controls from tampering	Other Vehicle Defect	Vehicle Maintenance	3
393.28	Improper or no wiring protection as required	Other Vehicle Defect	Vehicle Maintenance	3
393.30	Improper battery installation	Other Vehicle Defect	Vehicle Maintenance	3
393.68	Compressed Natural Gas (CNG) Fuel Container does not conform to regulations	Other Vehicle Defect	Vehicle Maintenance	3
393.75	Tires/Inflation	Tire vs. Load	Vehicle Maintenance	3
393.76	Sleeper berth requirement violations	Other Vehicle Defect	Vehicle Maintenance	3
393.77	Defective and/or prohibited heaters	Other Vehicle Defect	Vehicle Maintenance	3
396.5(b)	Oil and/or grease leak	Other Vehicle Defect	Vehicle Maintenance	3
396.5B	Hub - Wheel seal leaking	Wheels, Clamps, Studs	Vehicle Maintenance	2
392.8	Failing to inspect/use emergency equipment	Emergency Equipment	Vehicle Maintenance	2
393.95 (a) 393.95 (b)(c) 393.95 (f)	No/discharged/unsecured fire extinguisher No spare fuses as required No/insufficient warning devices	Emergency Equipment	Vehicle Maintenance	2
393.65	Fuel system	Fuel system	Vehicle Maintenance	1
393.83	Exhaust system	Exhaust Discharge	Vehicle Maintenance	1
397	Hazmat related	HM Related	HM Compliance	1





# DRIVE DEFENSIVELY

## *Communicating with other Motorists*

Thorough pre-trip and maintenance inspection procedures must include minimum, safety checks to ensure that lights, signals, reflectors and conspicuity tape are present, are in good condition and operate properly. As the driver performs his safety inspection, he should take a rag with him and wipe down the conspicuity tape, reflectors, and lights on his tractor and trailer. Anyone who's ever ridden a motorcycle or bicycle in traffic understands that they must act as if they are invisible and assume that every other driver out there can't see them. Motorcycle safety



classes teach this concept as one of the basics of safe operation. On the other hand, we in big trucks tend to assume that everyone can see us and drive accordingly. As a consequence, we are often involved in accidents when it seemed that there was no way that the other driver could not have seen us and avoided the collision. To begin with, NEVER assume that the other driver sees you. Too often they are on

the phone, texting, reading, or distracted by others in the car. In addition, in many cases, your truck may be masked by surrounding visual effects. (i.e. A white sided trailer may blend in with adjacent buildings).

Ever been to the airport and watched large jets taking off or landing? Even though they are traveling at speeds in excess of 150 mph, it appears that they are just floating along. Why? Their size creates the illusion of slower speeds. The size of your truck has the same effect on young or inexperienced drivers. Even when they see us approaching, they fail to

realize how close we are or how long it will take us to clear their path. As a consequence, they pull out in front of us with no realization that they are risking their lives and the lives of those in the car with them.

Instead of assuming that everyone can see us and expecting them to adjust to our presence, we need to consider that we are driving "invisible trucks" and act as if people don't see us. By doing so, we will all become much more defensive and avoid the "accidents that should have never happened". Remember - never expect the other driver to adjust to you. Give him enough time and distance to avoid braking, swerving, or taking any other action. Become the "invisible driver" and drive like you were on a motorcycle instead of in an 80,000lb truck.

All drivers must understand the danger of flashing bright lights at oncoming traffic and blinding them to the dangers ahead. When communicating with other motorists, vision is the most critical sense needed to make sound driving decisions. Crash analysis of fatal collisions has discovered that by the time the driver begins flashing his lights, the only person who had the opportunity to prevent the collision was effectively



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blinded and prevented from doing so. By flashing hi-beams on/off, oncoming motorists may experience temporary loss of night vision and be unable to see the hazard that they are being warned against. In addition, since they cannot see the hazard, they assume that they are being told to dim their lights, and do not perceive the flashing lights as a warning. To warn other motorists, drivers

should sound their horn or quickly turn their lights off/on. Never flash your bright lights at oncoming traffic.

When passing on two lane highways, use your lights or horn to alert the driver that you are passing before attempting the pass. Eye contact with him through his mirrors will confirm that he knows you are there.

<i>Section</i>	<i>Violation Description - Roadside Inspection</i>	<i>Group</i>	<i>BASIC</i>	<i>Severity</i>
392.33	Operating CMV with lamps/reflectors obscured	Lighting	Vehicle Maintenance	6
393.9, 17, 19, 24 & 25	No/inoperative/defective lighting	Lighting	Vehicle Maintenance	6
391.11(b)(2)	Non-English speaking driver	General Driver Qualification	Driver Fitness	4
392.2DH	Headlamps - Failing to dim when required	Misc Violations	Unsafe Driving	3
393.80	Failing to equip vehicle with two rear vision mirrors	Other Vehicle Defect	Vehicle Maintenance	3
393.81	Horn inoperative	Other Vehicle Defect	Vehicle Maintenance	3
393.11	No/defective lighting devices/reflective devices/projected	Reflective Sheeting	Vehicle Maintenance	3
393.9(a)	Inoperative required lamps	Clearance ID Lamps/Other	Vehicle Maintenance	2
393.23	Required lamp not powered by vehicle electricity	Clearance ID Lamps/Other	Vehicle Maintenance	2
393.78	Windshield wipers inoperative/defective	Windshield, Glass, Markings	Vehicle Maintenance	1
393.79	Defroster/defogger inoperative	Windshield, Glass, Markings	Vehicle Maintenance	1
392.2WC	Wheel (Mud) Flaps missing or defective	Windshield, Glass, Markings	Vehicle Maintenance	1
393.60(b)	Windshield/Glass/Inoperative/Missing/Defective	Windshield, Glass, Markings	Vehicle Maintenance	1
392.22(a)	Failing to use hazard warning flashers	Other Driver Violations	Unsafe Driving	1



# PLAN TO DRIVE DEFENSIVELY

## 1 *Think Bigger (Think outside of the box)*

Scan your mirrors every 3 - 5 seconds

Emphasize situational awareness

Anticipate others' driving errors

Always have a "plan B" (Play "what if" and always plan a way out of potential trouble.)

## 2 *Look Further (How far down the road can you see?)*

Scan 12-15 seconds down the road

Keep eyes on the road; do not text, talk on cell phone or operate computers, etc. while driving. Always remember: The mile that you are in is the most dangerous mile that you will ever drive.

An automobile "look-ahead capacity" is limited as the driver's eye height is much lower to the ground than that of truck drivers.

## 3 *Be a Space Manager (Don't get trapped, leave space cushion on all 4 sides of vehicle.)*

Ideal conditions; 5-7 second following distance, depending upon vehicle and load

Maintain minimum following distance of 1 sec. per 10' of vehicle length

At speeds over 40 mph add another second.

Increase following distance and reduce speed in adverse driving conditions

Allow adequate stopping distance;

Perception time (.75 sec) + reaction time (.75 sec) = 1.5 sec (55 mph (81 fps), 1.5 sec = 121')

Brake lag = 1/2 sec or 40 feet

Add braking distance = 264'

Total stopping distance = 425 (> football field including end zones)

## 4 *Assume you are Invisible (Signal to Others Early and Often!)*

Anticipate other drivers' incorrect decisions and driving maneuvers

Allow other drivers to anticipate and react to your driving decisions

Panic maneuvers are result of failure to plan and anticipate

Ensure all lights, signals, reflectors, horn and emergency equipment are present and function

## 5 *Maneuver Decisively (Decide your actions in advance!)*

Learn not to second guess your decisions, trust your instincts

Do not change your mind in a split second; make your decisions in advance of the maneuver



**Driving is a "con" game; Have confidence in your ability. Work hard at developing your driving skills - but never become complacent or over- confident.**

