



JAY JOHNSON & ASSOCIATES

COMMERCIAL VEHICLE SAFETY

Compliance E-mail Newsletter

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"Safety equals profit."

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A Compliance Update

The CHP Biennial Inspection of Terminal, or "BIT" program, was established in 1988. The program was intended to increase commercial vehicle operation safety.

The program objectives, as outlined by the CHP were:

"Prevention of collisions and injuries due to mechanical defects, excessive driving hours, misuse of controlled substances and alcohol, and prevention of catastrophes due to HazMat transportation."

The original program was a time based program with inspections every 25 months. It included operators of truck-tractors, three-axle vehicles, trailers, combos over 40 feet, and vehicles transporting HazMat.

Starting January 1, 2016, the "BIT" program changed names to the "Basic Inspection of Terminals." Along with the name change, it is now a Performance-based Inspection Selection System, replacing the former time-based inspection system. It incorporates methodologies consistent with those used by FMCSA based on the Safety Management System BASIC percentiles. Also, the program now covers more vehicles including 2 axle vehicles with a Gross Vehicle Weight Rating greater than 10,000 pounds. The addition of that type of vehicle is what will affect you most.

Implementation

To become compliant, you must now maintain the following:

Driver Records:

- Employer Pull Notice.
- Driver timekeeping records.
- Driver proficiency records.
- Driver employment application.

HazMat Records:

- HM training, cargo tank, shipping papers.

Maintenance Records:

- Daily vehicle inspection reports.
- 90-day vehicle inspections.
- Preventive maintenance inspection reports.
- Documentation of all inspection, maintenance, lubrication, and repair.

If you are currently in the BIT program, you may just need to add your smaller 2 axle vehicles, and drivers, to your existing program.



Own any of these? Two axle trucks, flat or box, >10,000 lbs. GVWR are now part of BIT.

What to Expect

The program is no longer calendar based for inspections. Selection is now made using the following criteria:

Performance-based inspection selection system tied to the FMCSA SMS scores. Possible triggers include unsafe driving, hours of service, controlled substances and alcohol, driver fitness, vehicle maintenance, HM compliance, citations, and collisions. Carrier with BASIC percentile at or above federal alert level will be selected for inspection (all California terminals).
Crash BASIC to 89% will trigger inspection only in conjunction with elevated driver-related BASIC percentile.
Prioritized inspections of terminals never before inspected and terminals from which HM is transported.

Some additional facts:

California-based motor carriers are assigned intrastate US DOT numbers by the CHP. DOT numbers may be displayed – not required. (Your CA number has to be displayed, if you do not display your DOT number.)
Carriers are encouraged to maintain federal census information current and correct. Carriers are encouraged to monitor Safety Measurement System. You must request a PIN from the FMCSA to access your scores.
You could go as long as 6 years between inspections, if you maintain compliance.

For Additional Information

This is just an overview of the *changes* to the program. If you believe you may need to be enrolled in the program, or are already part of the BIT program and need additional information, please contact us with any additional questions. We may be reached at:

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Services

Jay Johnson & Associates specializes in regulatory compliance for trucking companies, and for companies that own trucks not realizing they are a trucking company. Please call and we would be happy to discuss your specific needs.