



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."

In 2016, the "BIT" program changed names to the "Basic Inspection of Terminals" along with that it became a performance-based Inspection Selection System rather than a time-based. Also, the program began to cover more vehicles such as 2 axles with a GVWR greater than 10,000 lbs.

Starting October 1, 2020, The California Highway Patrol (CHP) has amended regulations for consistency with statutory changes in the 2016 and 1989 and with the Federal Motor Carrier Safety Regulations (FMCSA). This rulemaking aligns CHP regulations with the current California Vehicle Code sections and increases the competitiveness of California carriers by eliminating or modifying regulation that conflict with updated Federal regulations.

In other words, the original program was only including certain vehicles and certain types of drivers but now the California Highway Patrol will now be adapting to the federal consistency requirements. Class C drivers will now be required to follow the same requirements as the Department of Transportation (DOT) interstate drivers. (Except drug/alcohol testing is not required for class C drivers.)

Implementation

To become compliant, you must now maintain the following:

Driver Records:

- Driver Qualifications & DOT Employment Application
- Drivers Authorized Vehicle List
- Employer Pull Notice
- Driver Timekeeping Records (RODS)
- Driver Proficiency records
- Medical Certificate in Possession

HazMat Records:

HM training, cargo tank, shipping papers.

Maintenance Records:

- Driver vehicle inspection reports
- Mileage Records
- 90-day vehicle inspections
- Preventive maintenance inspection reports.



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

- Documentation of all inspection, maintenance, lubrication, and repair, including copies of work orders and receipts.

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.

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 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.