Truck and Bus Enforcement Training (T&BET) Train-the-Trainer Course
Chief Keith Ternes (ret.)
Fargo, ND Police Department
Project Manager
International Association of Directors of Law Enforcement Standards and Training
Agenda

Welcome and Introductions
Overview
Truck and Bus Traffic Enforcement
Train-the-Trainer Instructional Materials
18-Wheels and Busted Video
Pull ‘em Over Video
Administrative Issues
Summary and Closing
INTRODUCTIONS

• Name
• Agency
• Role
• Why you’re here today?
• What you’re hoping to take away from here today?
Today’s
OVERALL
COURSE OBJECTIVE:
Prepare future instructors to teach the T&BET curriculum.

So let’s delve right into the materials…….
Instructor Notes (page 3)

• We will cover the administrative aspects of this training at the end of this block.
Truck and Bus Traffic Enforcement
T&BET
Purpose

Provide sustainable, highly visible large truck and bus traffic enforcement which will cause driver behaviors to conform with legal and socially acceptable driving norms
Goal

Provide law enforcement officers who have a duty and responsibility to enforce traffic laws the knowledge and skills appropriate to safely and effectively conduct large truck and bus vehicle stops after observing an illegal and/or unsafe driving behavior.
Training Objectives

• Discern state and national statistics to determine the need for increased traffic enforcement encouraging “culture of enforcement.”
• Identify the most common traffic violations associated with large truck and bus crashes.
• Differentiate the safety considerations that apply before, during and after a vehicle stop.
• Detect potential indicators of serious vehicle defects or criminal activity.
• Recognize the documentation required for processing a large truck or bus vehicle stop.
• Identify and select the appropriate boxes to check when completing a citation for a large truck or bus.
A Culture of Enforcement
Our Mission

Placing safety as our highest priority:
Prevent crashes, injuries, and fatalities involving CMV transportation through education, innovation, regulation, enforcement, financial assistance, partnerships, and full accountability
CMVs on the Road

Industry Statistics

2014 Registered Vehicles:
- 11,000,000 large trucks
- 900,000 buses

2014 Million Vehicle Miles Traveled (MVMT):
- 279,000 MVMT by large trucks
- 16,000 MVMT by buses

2015 Commercial Drivers License (CDL):
- 4,000,000 CDL
- 2,000,000 non-CDL

2015 Active Motor Carriers:
- 521,000 interstate freight
- 17,000 intrastate hazardous materials
- 13,000 interstate passenger

Source: FMCSA 2016 Pocket Guide to Large Truck and Bus Statistics
The Problem – Exploring Facts

Large trucks and buses represent

- 4% of the registered vehicles in the U.S.
- 9% of the vehicle miles traveled
- 13% of the crashes
- 13% of the traffic fatalities
Large Truck and Bus Crash Data

- In 2013, 3,806 crashes involving a large truck or bus claimed 4,251 lives lost
- 739 of those lives lost were large truck or bus occupants
- 3,512 of those lives lost were occupants of either a passenger vehicle, rider of a motorcycle or a bicycle or were a pedestrian
Large Truck and Bus Crash Data

7,572 total vehicles were involved in these crashes

- 4,053 - large trucks or buses
  - 101 - school buses
  - 34 - motorcoaches
- 3,179 - passenger vehicles
- 340 - other vehicles, mostly motorcycles
- 73 - bicyclists
- 374 - pedestrians
- 7 - persons on personal conveyances
Large Truck and Bus Crash Data

- At least 38% of large truck occupants were not wearing a seatbelt.
- In 20% of truck crashes with at least one large truck occupant fatality, the truck’s speed was a factor related to the crash.
- 63% of fatal crashes involving a large truck occur in rural areas.
- 28% of fatal crashes in work zones involve a large truck.
- Approximately 50% of large truck and bus fatal crashes occur in 10 States: Texas, California, Florida, Pennsylvania, Georgia, Ohio, New York, Illinois, North Carolina, and Indiana.
## Fatal Crashes Involving at Least One Large Truck or Bus (FARS)

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<td>282</td>
<td>369</td>
<td>402</td>
<td>515</td>
<td>473</td>
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<td>428.7</td>
<td>463.3</td>
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<td>259</td>
<td>242</td>
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<td>253</td>
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<td>Florida</td>
<td>192</td>
<td>198</td>
<td>212</td>
<td>199</td>
<td>207</td>
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<td>160</td>
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<td>4.32%</td>
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<td>Georgia</td>
<td>135</td>
<td>143</td>
<td>157</td>
<td>144</td>
<td>152</td>
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<td>148.0</td>
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<td>106</td>
<td>119</td>
<td>111</td>
<td>144</td>
<td>125</td>
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<td>124.7</td>
<td>126.7</td>
<td>3.42%</td>
<td>36.78%</td>
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<tr>
<td>New York</td>
<td>115</td>
<td>132</td>
<td>120</td>
<td>116</td>
<td>134</td>
<td>122.3</td>
<td>122.7</td>
<td>123.3</td>
<td>3.33%</td>
<td>40.11%</td>
</tr>
<tr>
<td>Illinois</td>
<td>94</td>
<td>105</td>
<td>119</td>
<td>118</td>
<td>132</td>
<td>106.0</td>
<td>114.0</td>
<td>123.0</td>
<td>3.32%</td>
<td>43.42%</td>
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<td><strong>119</strong></td>
<td><strong>102</strong></td>
<td><strong>115</strong></td>
<td><strong>119</strong></td>
<td><strong>129</strong></td>
<td><strong>112.0</strong></td>
<td><strong>112.0</strong></td>
<td><strong>121.0</strong></td>
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<td><strong>46.69%</strong></td>
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<tr>
<td>Indiana</td>
<td>87</td>
<td>106</td>
<td>118</td>
<td>104</td>
<td>102</td>
<td>103.7</td>
<td>109.3</td>
<td>108.0</td>
<td>2.91%</td>
<td>49.60%</td>
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<td><strong>Total</strong></td>
<td><strong>3,193</strong></td>
<td><strong>3,512</strong></td>
<td><strong>3,593</strong></td>
<td><strong>3,726</strong></td>
<td><strong>3,806</strong></td>
<td><strong>3,432.7</strong></td>
<td><strong>3,610.3</strong></td>
<td><strong>3,708.3</strong></td>
<td><strong>100.00%</strong></td>
<td><strong>100.00%</strong></td>
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</table>
## Fatalities in Large Truck and Bus Crashes (FARS)

<table>
<thead>
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<td>421</td>
<td>449</td>
<td>594</td>
<td>555</td>
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<td>488.0</td>
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<td>298</td>
<td>266</td>
<td>296</td>
<td>284</td>
<td>269</td>
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<td>282.0</td>
<td>283.0</td>
<td>6.79%</td>
<td>19.57%</td>
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<tr>
<td>Florida</td>
<td>206</td>
<td>213</td>
<td>233</td>
<td>230</td>
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<td>143</td>
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<td>169</td>
<td>177</td>
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<td>163.3</td>
<td>174.7</td>
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<td>4.18%</td>
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<tr>
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<td>160</td>
<td>158</td>
<td>176</td>
<td>158</td>
<td>173</td>
<td>164.7</td>
<td>164.0</td>
<td>169.0</td>
<td>4.06%</td>
<td>33.31%</td>
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<tr>
<td>Ohio</td>
<td>120</td>
<td>137</td>
<td>123</td>
<td>158</td>
<td>136</td>
<td>126.7</td>
<td>139.3</td>
<td>139.0</td>
<td>3.34%</td>
<td>36.65%</td>
</tr>
<tr>
<td>New York</td>
<td>122</td>
<td>144</td>
<td>142</td>
<td>128</td>
<td>146</td>
<td>136.0</td>
<td>138.0</td>
<td>138.7</td>
<td>3.33%</td>
<td>39.98%</td>
</tr>
<tr>
<td>Illinois</td>
<td>98</td>
<td>117</td>
<td>132</td>
<td>134</td>
<td>151</td>
<td>115.7</td>
<td>127.7</td>
<td>139.0</td>
<td>3.34%</td>
<td>43.31%</td>
</tr>
<tr>
<td><strong>North Carolina</strong></td>
<td><strong>135</strong></td>
<td><strong>122</strong></td>
<td><strong>128</strong></td>
<td><strong>129</strong></td>
<td><strong>145</strong></td>
<td><strong>128.3</strong></td>
<td><strong>126.3</strong></td>
<td><strong>134.0</strong></td>
<td><strong>3.22%</strong></td>
<td><strong>46.53%</strong></td>
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<tr>
<td>Indiana</td>
<td>103</td>
<td>120</td>
<td>144</td>
<td>116</td>
<td>122</td>
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<td>126.7</td>
<td>127.3</td>
<td>3.06%</td>
<td>49.58%</td>
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<tr>
<td>Total</td>
<td>3,619</td>
<td>3,957</td>
<td>4,043</td>
<td>4,208</td>
<td>4,251</td>
<td>3,873.0</td>
<td>4,069.3</td>
<td>4,167.3</td>
<td>100.00%</td>
<td>100.00%</td>
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</table>
## Fatalities in All Crashes (FARS)

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Texas</td>
<td>3,104</td>
<td>3,023</td>
<td>3,054</td>
<td>3,408</td>
<td>3,382</td>
<td>3,060.3</td>
<td>3,161.7</td>
<td>3,281.3</td>
<td>9.95%</td>
<td>9.95%</td>
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<td>California</td>
<td>3,090</td>
<td>2,720</td>
<td>2,816</td>
<td>2,966</td>
<td>3,000</td>
<td>2,875.3</td>
<td>2,834.0</td>
<td>2,927.3</td>
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<td>18.82%</td>
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<td>Florida</td>
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<td>2,444</td>
<td>2,400</td>
<td>2,431</td>
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<td>2,468.0</td>
<td>2,425.0</td>
<td>2,412.7</td>
<td>7.31%</td>
<td>26.13%</td>
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<tr>
<td>Pennsylvania</td>
<td>1,256</td>
<td>1,324</td>
<td>1,286</td>
<td>1,310</td>
<td>1,208</td>
<td>1,288.7</td>
<td>1,306.7</td>
<td>1,268.0</td>
<td>3.84%</td>
<td>29.97%</td>
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<tr>
<td>Georgia</td>
<td>1,292</td>
<td>1,247</td>
<td>1,226</td>
<td>1,192</td>
<td>1,179</td>
<td>1,255.0</td>
<td>1,221.7</td>
<td>1,199.0</td>
<td>3.63%</td>
<td>33.61%</td>
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<tr>
<td>Ohio</td>
<td>1,022</td>
<td>1,080</td>
<td>1,017</td>
<td>1,121</td>
<td>989</td>
<td>1,039.7</td>
<td>1,072.7</td>
<td>1,042.3</td>
<td>3.16%</td>
<td>36.77%</td>
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<tr>
<td>New York</td>
<td>1,158</td>
<td>1,201</td>
<td>1,171</td>
<td>1,180</td>
<td>1,199</td>
<td>1,176.7</td>
<td>1,184.0</td>
<td>1,183.3</td>
<td>3.59%</td>
<td>40.35%</td>
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<tr>
<td>Illinois</td>
<td>911</td>
<td>927</td>
<td>918</td>
<td>956</td>
<td>991</td>
<td>918.7</td>
<td>933.7</td>
<td>955.0</td>
<td>2.89%</td>
<td>43.25%</td>
</tr>
<tr>
<td>North Carolina</td>
<td>1,313</td>
<td>1,320</td>
<td>1,230</td>
<td>1,299</td>
<td>1,289</td>
<td>1,287.7</td>
<td>1,283.0</td>
<td>1,272.7</td>
<td>3.86%</td>
<td>47.11%</td>
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<tr>
<td>Indiana</td>
<td>693</td>
<td>754</td>
<td>751</td>
<td>781</td>
<td>783</td>
<td>732.7</td>
<td>762.0</td>
<td>771.7</td>
<td>2.34%</td>
<td>49.44%</td>
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<tr>
<td>Total</td>
<td>33,883</td>
<td>32,999</td>
<td>32,479</td>
<td>33,782</td>
<td>32,719</td>
<td>33,120.3</td>
<td>33,086.7</td>
<td>32,993.3</td>
<td>100.00%</td>
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## Fatal Crashes by Work Zone, 2009 - 2013

<table>
<thead>
<tr>
<th></th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of Fatal Work-Zone Crashes that Involved at Least One Large Truck</td>
<td>22.2%</td>
<td>22.5%</td>
<td>27.2%</td>
<td>23.8%</td>
<td>27.7%</td>
</tr>
<tr>
<td>Percentage of ALL Fatal Crashes that Involved at Least One Large Truck</td>
<td>9.7%</td>
<td>10.8%</td>
<td>11.3%</td>
<td>11.2%</td>
<td>11.8%</td>
</tr>
</tbody>
</table>

Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS)
Key Safety Process Areas

**REGISTRATION**
- **R** Companies register with FMCSA
- USDOT # Operating Authority

**INSPECTION**
- **I** Inspect vehicles and drivers and record safety compliance data
- Roadside Weigh Stations
  - Traffic Enforcement

**COMPLIANCE**
- **C** Investigators visit companies and record safety compliance data
- Company Site Visits / Interventions

**ENFORCEMENT**
- **E** Enforcement brings legal action against companies not in compliance
- Legal Action

**US Department of Transportation**
Federal Motor Carrier Safety Administration
Large Truck and Bus Traffic Enforcement

Removal of Unsafe Drivers

Unsafe Driving Behaviors

Serious Traffic Offenses
- Speeding
- Reckless Driving
- Following too close
- Improper lane change
- Texting and cell phone use

Major Traffic Offenses
- DUI – Alcohol/Drugs
- Refusal to submit to alcohol test
- Felony use of a vehicle
- Driving on revoked/suspended license
- Leaving scene of crash

Disqualifications (Serious)
- 2nd conviction – 60 days
- 3rd conviction – 120 days

Disqualifications (Major)
- 1st conviction – 1 year
- 2nd conviction – lifetime
FMCSA Vision

Save lives by striving toward a crash-free and fully accountable CMV transportation life-cycle
In-Cab Video

Caught on Tape
Texting While Driving a Bus
Truck
A Culture of Enforcement
Situation

Which presents a greater safety risk? A large truck driving outside the lane line or a passenger car driving outside the lane line?

While the large truck presents a greater potential risk based on its size, the passenger car is more likely to be pulled over.
Vehicle Stop for a Motor Vehicle Violation

45 kilos of cocaine were discovered in the trailer. What began as a vehicle stop ended up becoming a criminal case.
Although you should never go into the back of a vehicle, making the stop can be the first step in uncovering criminal activity.
At the Very Least…

Do your part by enforcing traffic safety laws for ALL vehicles on the road.
Enforcing Traffic Safety
Large Truck and Bus Traffic Enforcement Begins With…

**AWARENESS**
Recognize unsafe driving behaviors.

**KNOWLEDGE**
Conduct large truck and bus vehicle stops.
## Conducting a Large Truck or Bus Vehicle Stop

<table>
<thead>
<tr>
<th>Action</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>OBSERVE</td>
<td>Identify <strong>traffic violations</strong> associated with large truck and bus crashes.</td>
</tr>
<tr>
<td>CONSIDER</td>
<td>Differentiate <strong>safety considerations</strong> that apply before, during, and after a vehicle stop.</td>
</tr>
<tr>
<td>DETECT</td>
<td>Detect <strong>potential indicators</strong> of serious vehicle defects or criminal activity.</td>
</tr>
<tr>
<td>REVIEW</td>
<td>Recognize the <strong>documentation required</strong> for processing a large truck or bus vehicle stop.</td>
</tr>
<tr>
<td>REPORT</td>
<td>Recognize and select the <strong>appropriate boxes</strong> to check when filling out a citation for a large truck or bus vehicle.</td>
</tr>
</tbody>
</table>
Motor Vehicle Law Violations
Crash Predictor Study

- Top 10 behaviors linked to future crash risk
- 2011 Release date
- Motor Carrier Management Information System
- Commercial Driver's License Information System
- 587,772 truck drivers

<table>
<thead>
<tr>
<th>If a driver had:</th>
<th>Increase in Crash Likelihood</th>
</tr>
</thead>
<tbody>
<tr>
<td>Failure to Use/Improper Signal</td>
<td>96%</td>
</tr>
<tr>
<td>Past Crash</td>
<td>88%</td>
</tr>
<tr>
<td>Improper Passing</td>
<td>88%</td>
</tr>
<tr>
<td>Improper Turn</td>
<td>84%</td>
</tr>
<tr>
<td>Improper or Erratic Lane Change</td>
<td>80%</td>
</tr>
<tr>
<td>Improper Lane / Location</td>
<td>68%</td>
</tr>
<tr>
<td>Failure to Obey Traffic Sign</td>
<td>68%</td>
</tr>
<tr>
<td>Speeding More Than 15 Miles over Speed Limit</td>
<td>67%</td>
</tr>
<tr>
<td>Any conviction</td>
<td>65%</td>
</tr>
<tr>
<td>A Reckless / Careless / Inattentive / Negligent Driving</td>
<td>64%</td>
</tr>
</tbody>
</table>
Vehicle defects can have as much to do with crashes as unsafe driving behaviors.
Making the Stop
The Environment

Do not stop on curves, hills, and steep grades.

STOPPING DISTANCE

Is there anything that could make stopping difficult?

Did You Know?
It takes six seconds for a large truck to stop when it is travelling at 55 mph.
The Environment

Do not stop on curves, hills, and steep grades.

Did You Know?
The weight of a large truck or bus easily exceeds 14,000 lbs. The weight of the average car is around 4,000 lbs.
The Environment

TRAFFIC RE-ENTRY

Can the large truck or bus safely re-enter traffic?

Did You Know?
A large truck’s maximum acceleration rate is only 30% of a passenger car’s.

Do not stop on curves, hills, and steep grades.
If the Vehicle Does Not Stop

BLIND SPOTS
Can the operator see my vehicle?

OPERATOR COMFORT
Is the operator looking for a safe stopping area?

IN-VEHICLE NOISE
Can the operator hear my sirens?

For Official Use Only

47
Making the Stop
Personal Safety
Approaching the Vehicle
INSIDE THE VEHICLE

Use the vehicle’s mirrors to monitor driver.

• What is the operator doing?
• Are there any passengers?
• Are there any animals?
Maintain Awareness

OUTSIDE THE VEHICLE

Note anything out of the ordinary.

- Are there any leaks or spills?
- Are there hazardous material placards?
Safety

SERIOUS VEHICLE DEFECTS
Anything that makes the vehicle a hazard on the road.

HAZARDOUS MATERIALS
Any material that poses an unreasonable risk to health and safety.
### SMOKE

May be a sign of engine or brake trouble.

### LEAKS AND SPILLS

May be any number of engine fluids.
What to Look For – Placards

INFORMATION

Includes the hazard class/division of the material.

Do not approach a placarded vehicle that is leaking or smoking.
Safety Around the Truck Cab
Interacting with the Operator
Passenger Car Vehicle Stop

**DOCUMENTATION**
- Driver’s License
- Registration
- Proof of Insurance
Asking for Documentation
Remember...

ONLY REVIEW

• Driver’s License  
• Registration  
• Proof of Insurance

You do not need to review the shipping papers, the log book, or the driver’s medical card.
CDL Information

CHECKING THE CDL

• Is it labeled as a CDL?
• Does it identify a CDL class?
• Does it identify endorsements and restrictions?
Verifying CDL Privileges

ENDORSEMENTS

T – Haul double or triple trailers
P – Operate passenger vehicles commercially
N – Operate cargo tank vehicles
H – Haul hazardous material commercial loads
X – Combination of N and H
S – Operate school bus
Detecting Criminal Activity
What to Look For – Vehicle

**VEHICLE MARKINGS**

Are they incomplete, unprofessional, or misspelled?

**SEALS**

Are there any broken or missing seals?
What to Look For – Driver

**IMPAIREDMENT**

Is the driver under the influence of drugs or alcohol?

**BEHAVIOR**

Is the driver overly anxious or defensive?
### What to Look For – Passengers

**PRESENCE**

Does the passenger know the driver?

**BEHAVIOR**

Is the passenger behaving suspiciously?

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For Official Use Only
Traffic Stop Leads to the Seizure US Currency

The Texas Department of Public Safety (DPS) seized more than $1.2 million in cash on Monday, October 12, after a Texas Highway Patrol trooper pulled over a tractor towing a trailer in Hidalgo County. At approximately 6:45 a.m. Monday, the trooper stopped the tractor trailer traveling southbound on U.S. Highway 281 for a traffic violation. The trooper then discovered 12 bundles of U.S. currency totaling $1,239,755 million hidden in the trailer. The driver was charged with a federal money laundering offense and taken into custody by the U.S. Marshals Service. Available at: http://www.chron.com/neighborhood/katy/crime-courts/article/Katy-man-arrested-with-1-2-million-hidden-in-6572788.php#photo-8795896
Stolen Cargo/Trailer
When contacting a Motor Carrier Safety Assistance Program (MCSAP) officer, share what you have observed.
Citing and Reporting
Completing the Citation

ENFORCE THE LAW

• Confirm the CDL
• Confirm the registration
• Cite the violation
• Check the appropriate boxes
After the Stop
Re-Entering Traffic
When Clearing the Stop

Can approaching traffic see you?

Can the vehicle re-enter the lane?

Can the vehicle get up to speed?
Summary
Training Objectives - Review

- Discern state and national statistics to determine the need for increased traffic enforcement encouraging “culture of enforcement.”
- Identify the most common traffic violations associated with large truck and bus crashes.
- Differentiate the safety considerations that apply before, during and after a vehicle stop.
- Detect potential indicators of serious vehicle defects or criminal activity.
- Recognize the documentation required for processing a large truck or bus vehicle stop.
- Identify and select the appropriate boxes to check when completing a citation for a large truck or bus.
Making the Difference Involves…

**AWARENESS**
Recognizing unsafe driving behaviors.

**KNOWLEDGE**
Conducting large truck and bus vehicle stops.
Conducting a Large Truck or Bus Vehicle Stop

<table>
<thead>
<tr>
<th>OBSERVE</th>
<th>Identify <strong>traffic violations</strong> associated with large truck and bus crashes.</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONSIDER</td>
<td>Differentiate <strong>safety considerations</strong> that apply before, during, and after a vehicle stop.</td>
</tr>
<tr>
<td>DETECT</td>
<td>Detect <strong>potential indicators</strong> of serious vehicle defects or criminal activity.</td>
</tr>
<tr>
<td>REVIEW</td>
<td>Recognize the <strong>documentation required</strong> for processing a large truck or bus vehicle stop.</td>
</tr>
<tr>
<td>REPORT</td>
<td>Recognize and select the <strong>appropriate boxes</strong> to check when filling out a citation for a large truck or bus vehicle.</td>
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</tbody>
</table>
Any further questions?
Time for the TEST

Picture source: http://institute-of-progressive-education-and-learning.org/k-12-education/k-12-testing-and-assessment-standards/
Traffic Safety Applies to All Traffic

Do your part by enforcing traffic safety laws for ALL vehicles on the road.

www.fmcsa.dot.gov/trafficenforcement
That was the last slide for the basic course. Here is additional information for the instructors.
• Be sure to take your flash drive with you when teaching to ensure that all videos and slides will play.
• Hover the mouse over the corner of the screen to play the videos.
• The full library of videos is listed.
• Make copies of the Post-Test to distribute to all students to ensure that you have a record of their knowledge and competency with this subject.
• Allotted time is 2 hours – but you may take longer if needed.
• Interact with the students using the provided NOTES.
• Submit all class records: Rosters, post test scores and level 3 questions to Project Manager.
• Subject Matter Expert Selection Criteria Handout.
### Optional Video Links

<table>
<thead>
<tr>
<th>Source</th>
<th>Link</th>
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</thead>
<tbody>
<tr>
<td>Pull 'em Over</td>
<td><a href="http://www.youtube.com/watch?v=GmEATMjQShl&amp;feature=youtu.be">http://www.youtube.com/watch?v=GmEATMjQShl&amp;feature=youtu.be</a></td>
</tr>
<tr>
<td>Fraudulent CDLs</td>
<td><a href="http://www.theiacp.org/Fraudulent-Commercial-Drivers-Licenses">http://www.theiacp.org/Fraudulent-Commercial-Drivers-Licenses</a></td>
</tr>
</tbody>
</table>
QCMobile

- Tool for law enforcement to review USDOT registration and safety performance information.
How to Reach Us

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