



**Truck and Bus  
Enforcement Training  
(T&BET)  
Train-the-Trainer  
Course**



**F M C S A**  
*Federal Motor Carrier Safety Administration*





# **Chief Keith Terne (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.



# Large Truck and Bus Traffic Enforcement

---





# A Culture of Enforcement

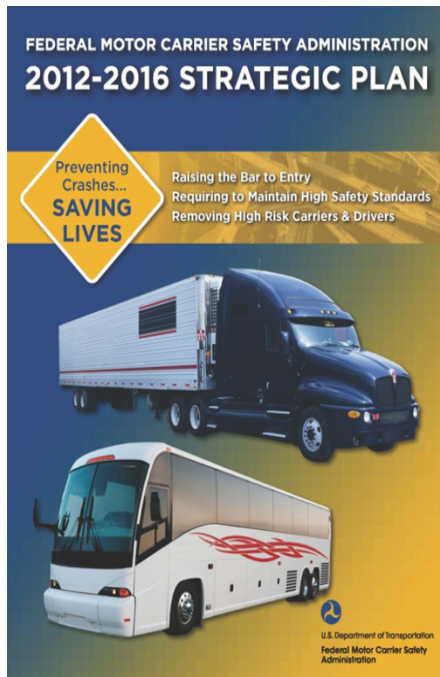




# Our Mission

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
- 13,000 interstate passenger
- 17,000 intrastate hazardous materials

Source: FMCSA 2016 Pocket Guide to Large Truck and Bus Statistics

STATES.

( 29 )



• Live



YouTube





# 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)

State	2009	2010	2011	2012	2013	Average 2009-2011	Average 2010-2012	Average 2011-2013	Percent of National Total (2011-2013)	Cumulative Percentage
Texas	282	369	402	515	473	351.0	428.7	463.3	12.49%	12.49%
California	259	242	263	254	253	254.7	253.0	256.7	6.92%	19.42%
Florida	192	198	212	199	207	200.7	203.0	206.0	5.56%	24.97%
Pennsylvania	129	166	159	160	162	151.3	161.7	160.3	4.32%	29.29%
Georgia	135	143	157	144	152	145.0	148.0	151.0	4.07%	33.37%
Ohio	106	119	111	144	125	112.0	124.7	126.7	3.42%	36.78%
New York	115	132	120	116	134	122.3	122.7	123.3	3.33%	40.11%
Illinois	94	105	119	118	132	106.0	114.0	123.0	3.32%	43.42%
<b>North Carolina</b>	<b>119</b>	<b>102</b>	<b>115</b>	<b>119</b>	<b>129</b>	<b>112.0</b>	<b>112.0</b>	<b>121.0</b>	<b>3.26%</b>	46.69%
Indiana	87	106	118	104	102	103.7	109.3	108.0	2.91%	49.60%
Total	3,193	3,512	3,593	3,726	3,806	3,432.7	3,610.3	3,708.3	100.00%	



# Fatalities in Large Truck and Bus Crashes (FARS)

State	2009	2010	2011	2012	2013	Average 2009-2011	Average 2010-2012	Average 2011-2013	Percent of National Total (2011-2013)	Cumulative Percentage
Texas	328	421	449	594	555	399.3	488.0	532.7	12.78%	12.78%
California	298	266	296	284	269	286.7	282.0	283.0	6.79%	19.57%
Florida	206	213	233	230	226	217.3	225.3	229.7	5.51%	25.08%
Pennsylvania	143	178	169	177	176	163.3	174.7	174.0	4.18%	29.26%
Georgia	160	158	176	158	173	164.7	164.0	169.0	4.06%	33.31%
Ohio	120	137	123	158	136	126.7	139.3	139.0	3.34%	36.65%
New York	122	144	142	128	146	136.0	138.0	138.7	3.33%	39.98%
Illinois	98	117	132	134	151	115.7	127.7	139.0	3.34%	43.31%
<b>North Carolina</b>	<b>135</b>	<b>122</b>	<b>128</b>	<b>129</b>	<b>145</b>	<b>128.3</b>	<b>126.3</b>	<b>134.0</b>	<b>3.22%</b>	46.53%
Indiana	103	120	144	116	122	122.3	126.7	127.3	3.06%	49.58%
Total	3,619	3,957	4,043	4,208	4,251	3,873.0	4,069.3	4,167.3	100.00%	



# Fatalities in All Crashes (FARS)

State	2009	2010	2011	2012	2013	Average 2009-2011	Average 2010-2012	Average 2011-2013	Percent of National Total (2011-2013)	Cumulative Percentage
Texas	3,104	3,023	3,054	3,408	3,382	3,060.3	3,161.7	3,281.3	9.95%	9.95%
California	3,090	2,720	2,816	2,966	3,000	2,875.3	2,834.0	2,927.3	8.87%	18.82%
Florida	2,560	2,444	2,400	2,431	2,407	2,468.0	2,425.0	2,412.7	7.31%	26.13%
Pennsylvania	1,256	1,324	1,286	1,310	1,208	1,288.7	1,306.7	1,268.0	3.84%	29.97%
Georgia	1,292	1,247	1,226	1,192	1,179	1,255.0	1,221.7	1,199.0	3.63%	33.61%
Ohio	1,022	1,080	1,017	1,121	989	1,039.7	1072.7	1042.3	3.16%	36.77%
New York	1,158	1,201	1,171	1,180	1,199	1,176.7	1,184.0	1,183.3	3.59%	40.35%
Illinois	911	927	918	956	991	918.7	933.7	955.0	2.89%	43.25%
<b>North Carolina</b>	<b>1,313</b>	<b>1,320</b>	<b>1,230</b>	<b>1,299</b>	<b>1,289</b>	<b>1,287.7</b>	<b>1,283.0</b>	<b>1,272.7</b>	<b>3.86%</b>	47.11%
Indiana	693	754	751	781	783	732.7	762.0	771.7	2.34%	49.44%
Total	33,883	32,999	32,479	33,782	32,719	33,120.3	33,086.7	32,993.3	100.00%	

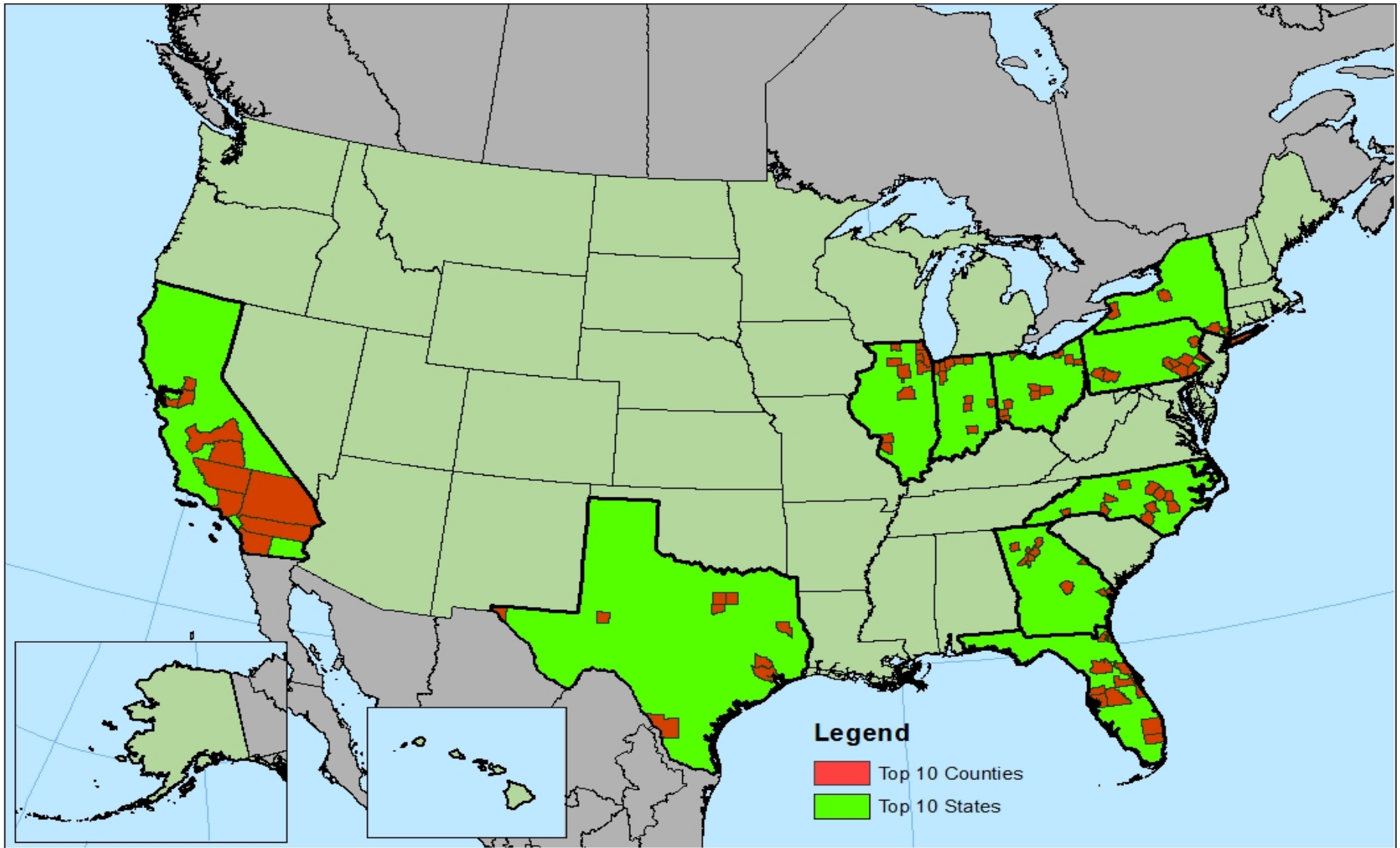
# Fatal Crashes by Work Zone, 2009 - 2013

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

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



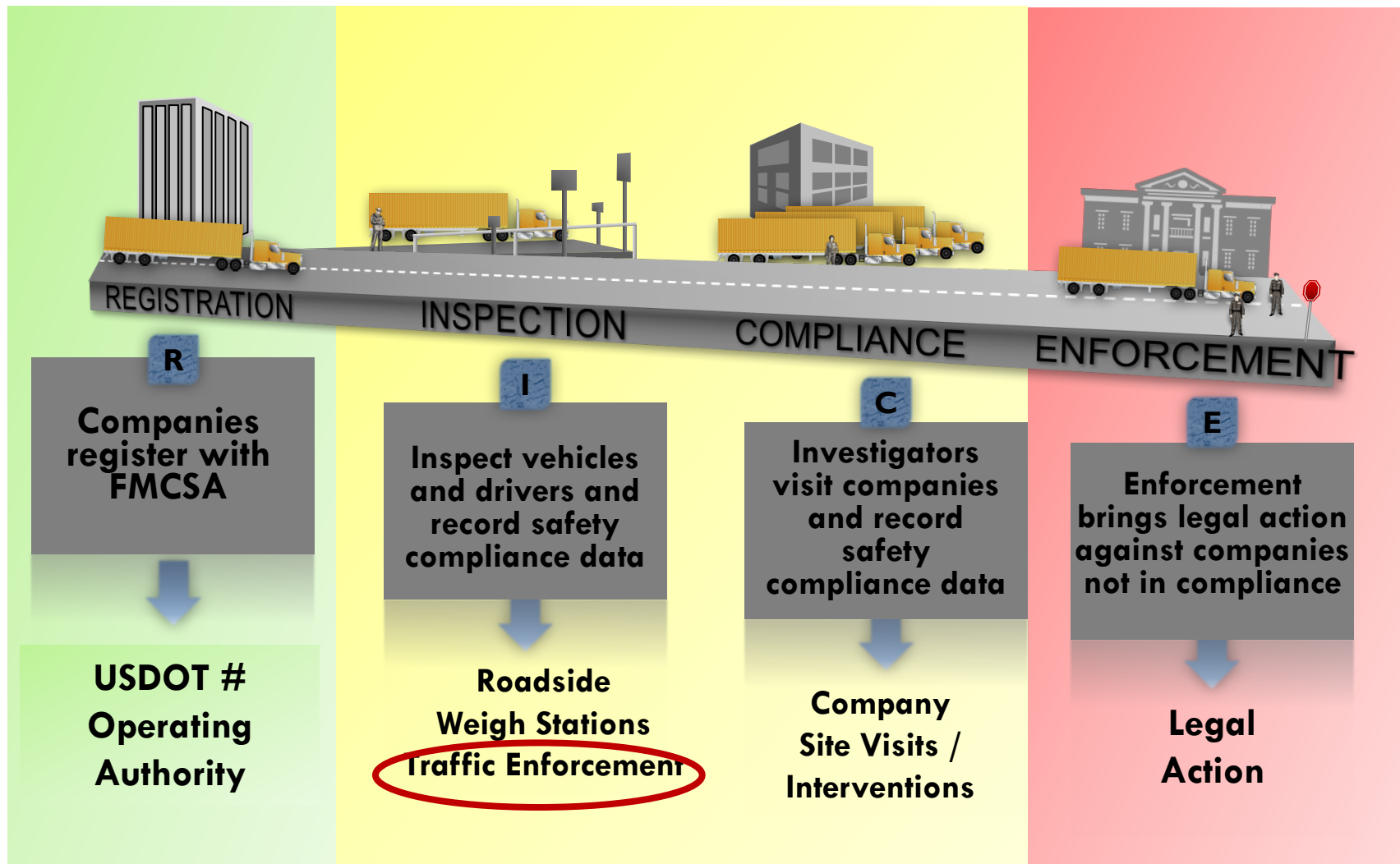
# Fatal Crashes: Top 10 States and Top 10 Counties of those States



U.S. Department of Transportation  
Federal Motor Carrier Safety Administration

Source: NHTSA, Fatality Analysis Reporting System (FARS) 2010 & MCMIS Crash Master Dec 14, 2012  
MAPID: EH2

# Key Safety Process Areas



# Large Truck and Bus Traffic Enforcement



## Unsafe Driving Behaviors

### Serious Traffic Offenses

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

### Major Traffic Offenses

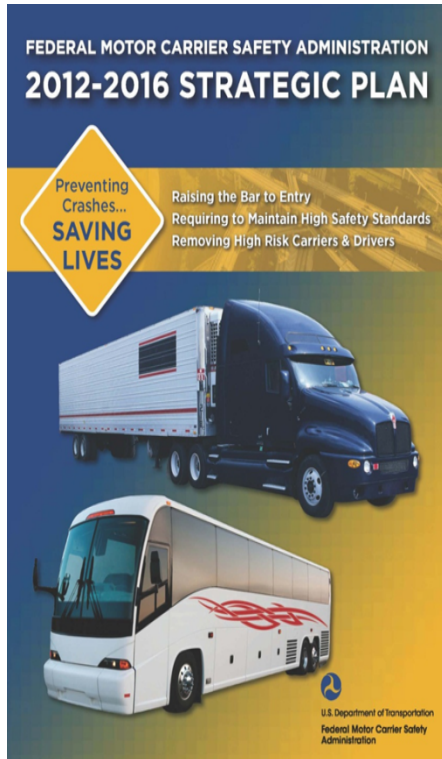
- DUI – Alcohol/Drugs
- Refusal to submit to alcohol test
- Felony use of a vehicle
- Driving on revoked/suspended license
- Leaving scene of crash

### Disqualifications (Serious)

- 2<sup>nd</sup> conviction – 60 days
- 3<sup>rd</sup> conviction – 120 days

### Disqualifications (Major)

- 1<sup>st</sup> conviction – 1 year
- 2<sup>nd</sup> conviction – lifetime



# FMCSA Vision

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



# In-Cab Video



# In-Cab Video





# Truck





# A Culture of Enforcement





# Examples of Large Trucks and Buses





# 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



U.S. Department of Transportation  
Federal Motor Carrier Safety Administration

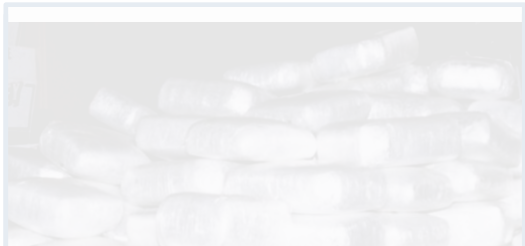
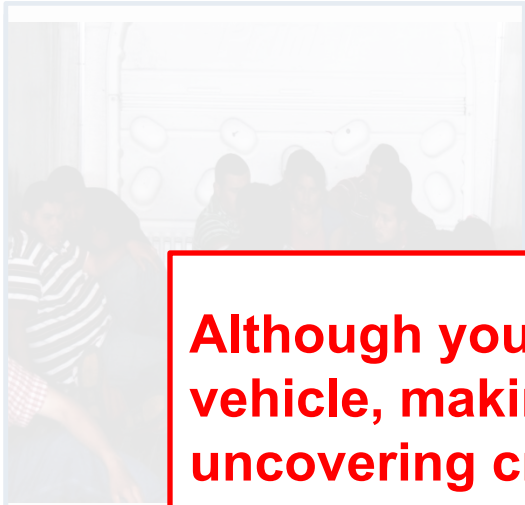
**45 kilos of cocaine were discovered in the trailer.  
What began as a vehicle stop ended up  
becoming a criminal case.**



For Official Use Only



# Criminal Activity



**Although you should never go into the back of a vehicle, making the stop can be the first step in uncovering criminal activity.**

**HUMAN TRAFFICKING**

The transport and trade of humans for the purpose of forced labor or prostitution.

**DRUG AND WEAPONS TRAFFICKING**

The transport and trade of illegal goods.

**MOVING FRAUD**

The extortion of consumers by un-registered moving companies.





# At the Very Least...



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



# Enforcing Traffic Safety



For Official Use Only



# Large Truck and Bus Traffic Enforcement Begins With...



U.S. Department of Transportation  
Federal Motor Carrier Safety Administration



## AWARENESS

Recognize unsafe driving behaviors.



## KNOWLEDGE

Conduct large truck and bus vehicle stops.

For Official Use Only



# Conducting a Large Truck or Bus Vehicle Stop



<b>OBSERVE</b>	Identify <b>traffic violations</b> associated with large truck and bus crashes.
<b>CONSIDER</b>	Differentiate <b>safety considerations</b> that apply before, during, and after a vehicle stop.
<b>DETECT</b>	Detect <b>potential indicators</b> of serious vehicle defects or criminal activity.
<b>REVIEW</b>	Recognize the <b>documentation required</b> for processing a large truck or bus vehicle stop.
<b>REPORT</b>	Recognize and select the <b>appropriate boxes</b> to check when filling out a citation for a large truck or bus vehicle.



# Motor Vehicle Law Violations



# Driver Behaviors



For Official Use Only





# 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**

If a driver had:	Increase in Crash Likelihood
Failure to Use/Improper Signal	<b>96%</b>
Past Crash	<b>88%</b>
Improper Passing	<b>88%</b>
Improper Turn	<b>84%</b>
<b>Improper or Erratic Lane Change</b>	<b>80%</b>
Improper Lane / Location	<b>68%</b>
Failure to Obey Traffic Sign	<b>68%</b>
<b>Speeding More Than 15 Miles over Speed Limit</b>	<b>67%</b>
Any conviction	<b>65%</b>
<b>A Reckless / Careless / Inattentive / Negligent Driving</b>	<b>64%</b>



# Additional Offenses



**EQUIPMENT**

**Vehicle defects can have as much to do with crashes as unsafe driving behaviors.**



# Making the Stop



# The Environment



**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.

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





# The Environment



## SHOULDER

Will the shoulder support the large truck or bus?

### 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.

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



# The Environment



**TRAFFIC RE-ENTRY**

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

### Did You Know?

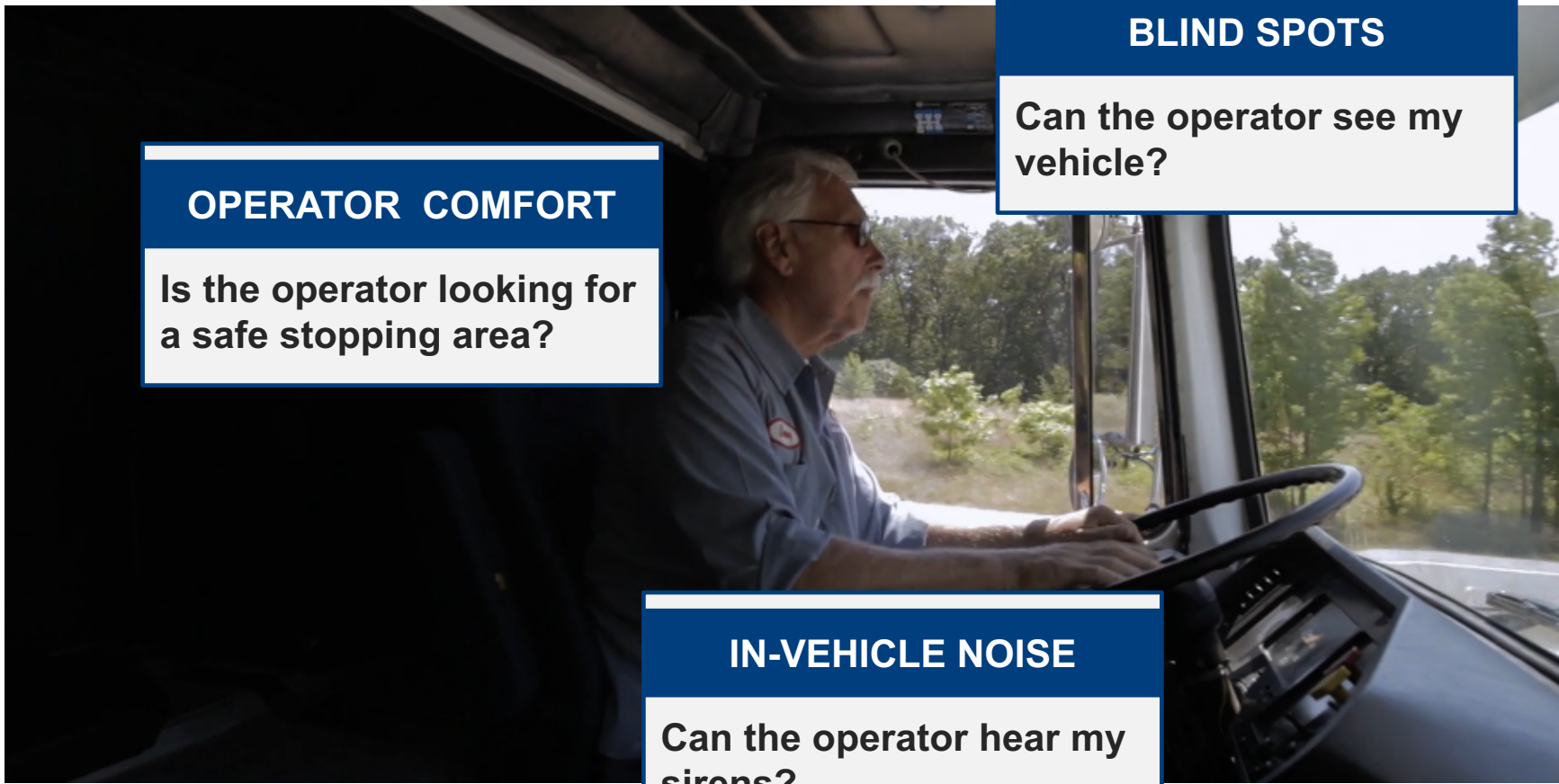
A large truck's maximum acceleration rate is only 30% of a passenger car's.

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





# If the Vehicle Does Not Stop



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

**BLIND SPOTS**  
Can the operator see my vehicle?

**IN-VEHICLE NOISE**  
Can the operator hear my sirens?



# Making the Stop



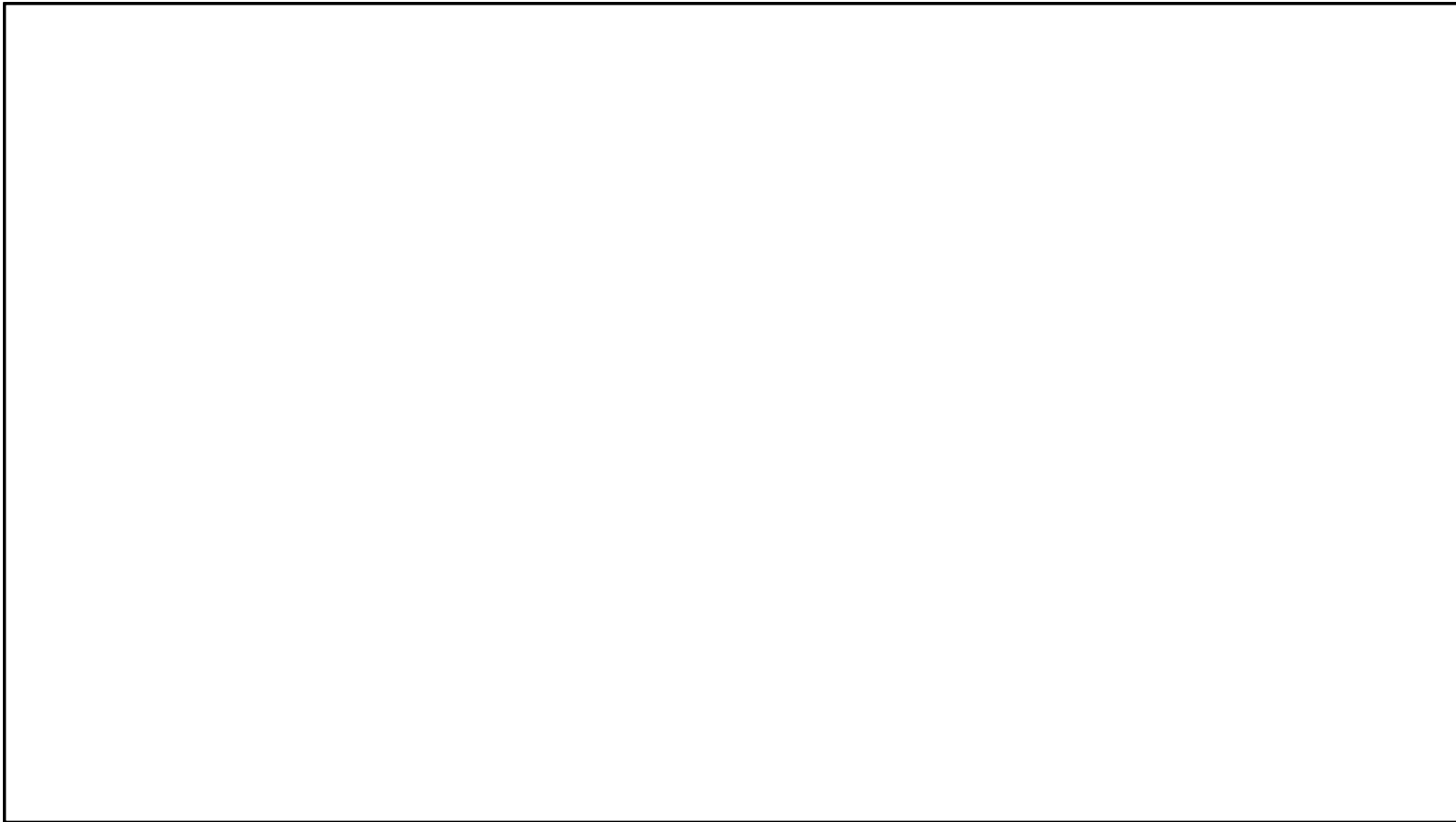
For Official Use Only



# Personal Safety



# Approaching the Vehicle





# Maintain Awareness



**INSIDE THE VEHICLE**

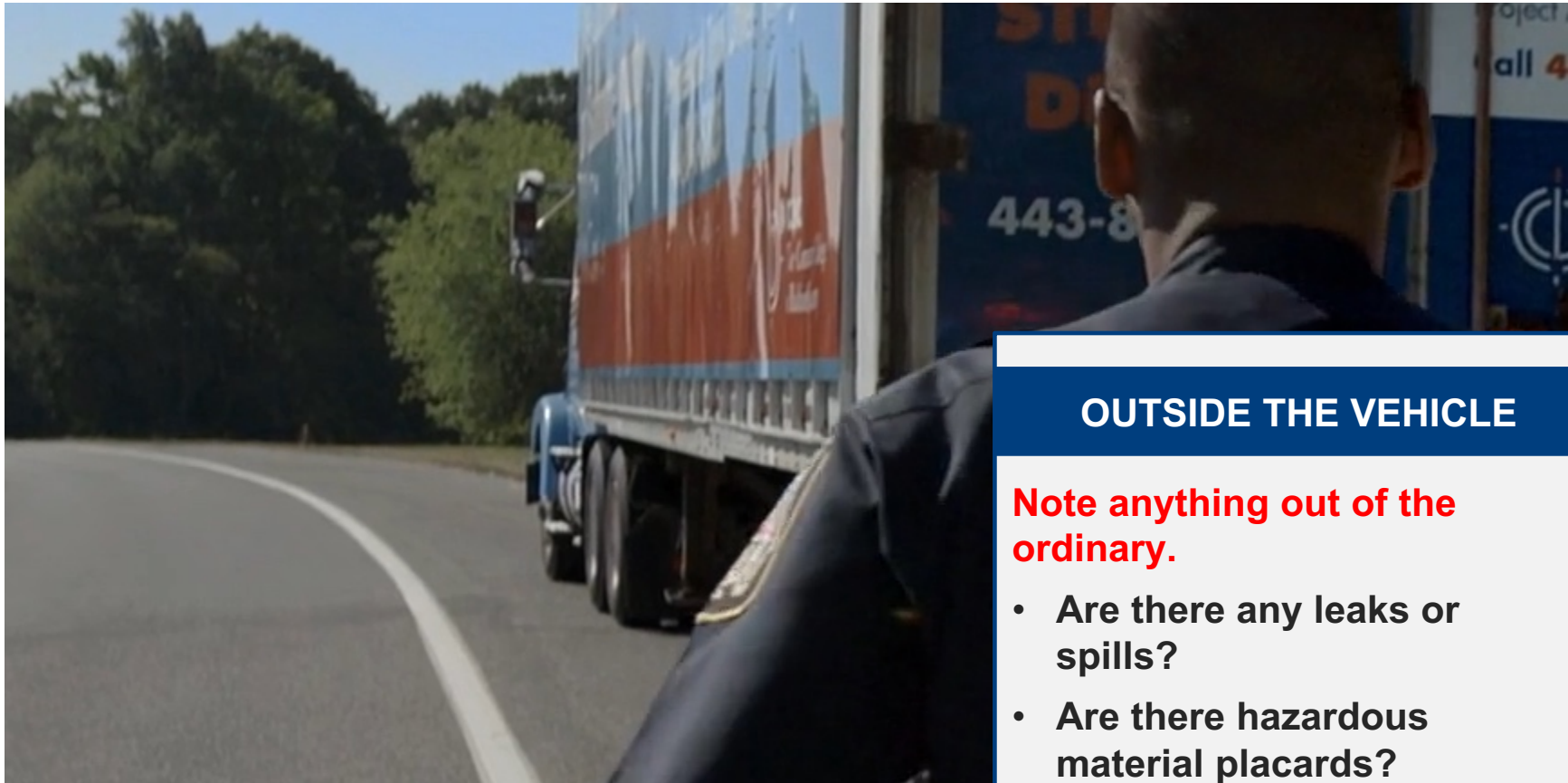
**Use the vehicle's mirrors to monitor driver.**

- 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.



# What to Look For – Serious Vehicle Defects



## 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



For Official Use Only





# Interacting with the Operator



# Passenger Car Vehicle Stop



**DOCUMENTATION**

- Driver's License
- Registration
- Proof of Insurance





# Asking for Documentation



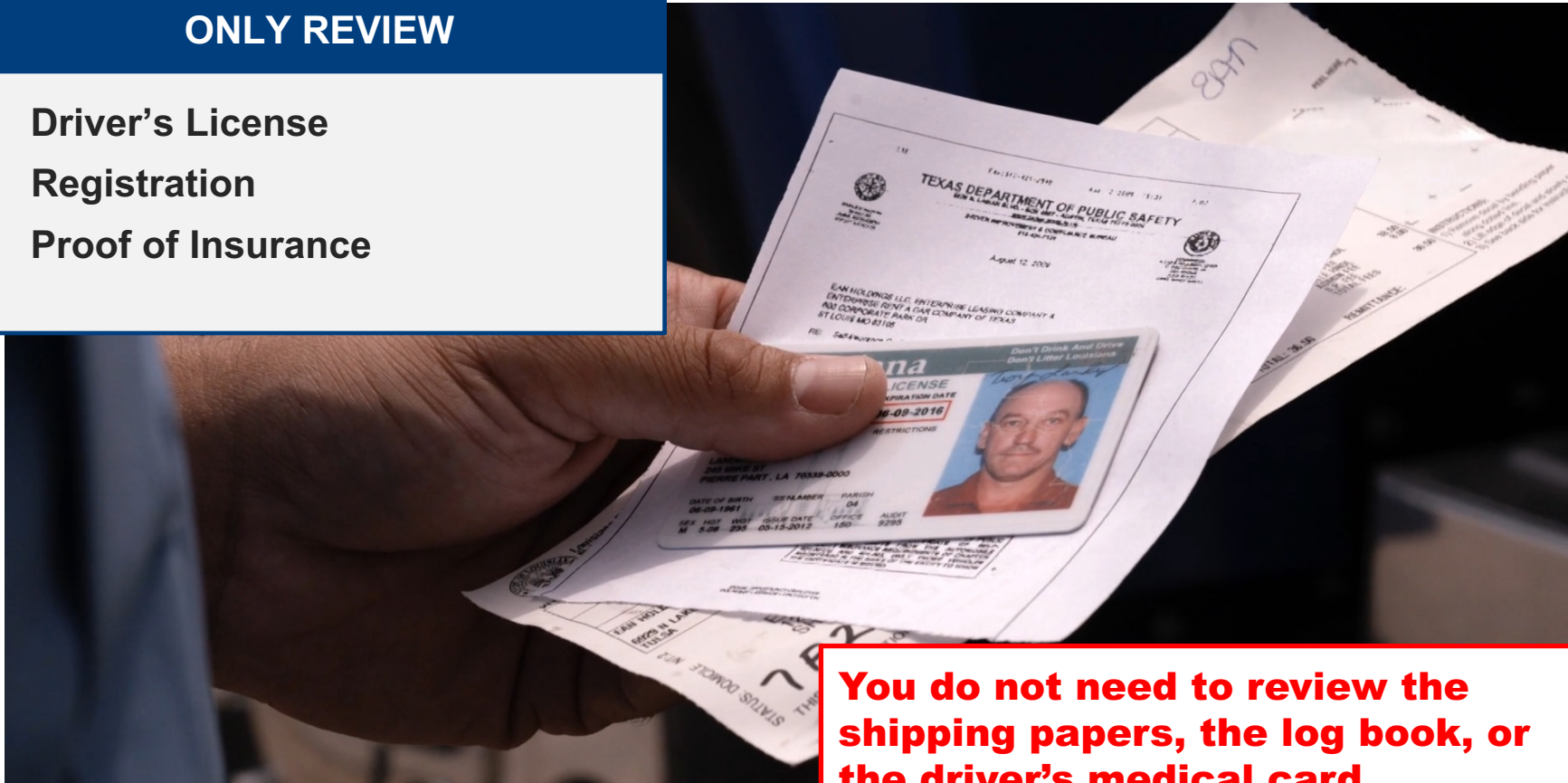
For Official Use Only



# 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.**



# About CDLs



For Official Use Only



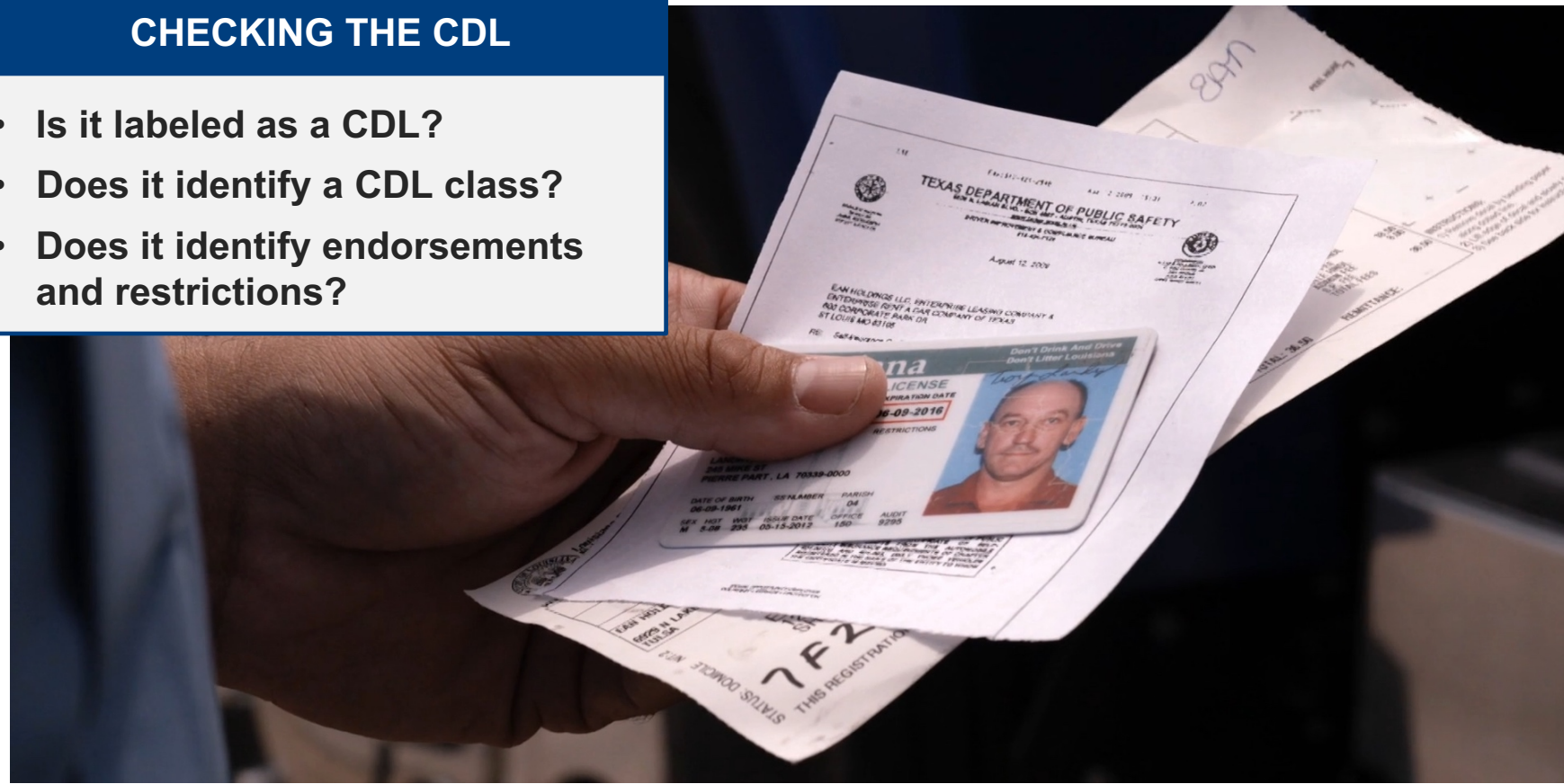


# CDL Information



## 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



## IMPAIRMENT

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?





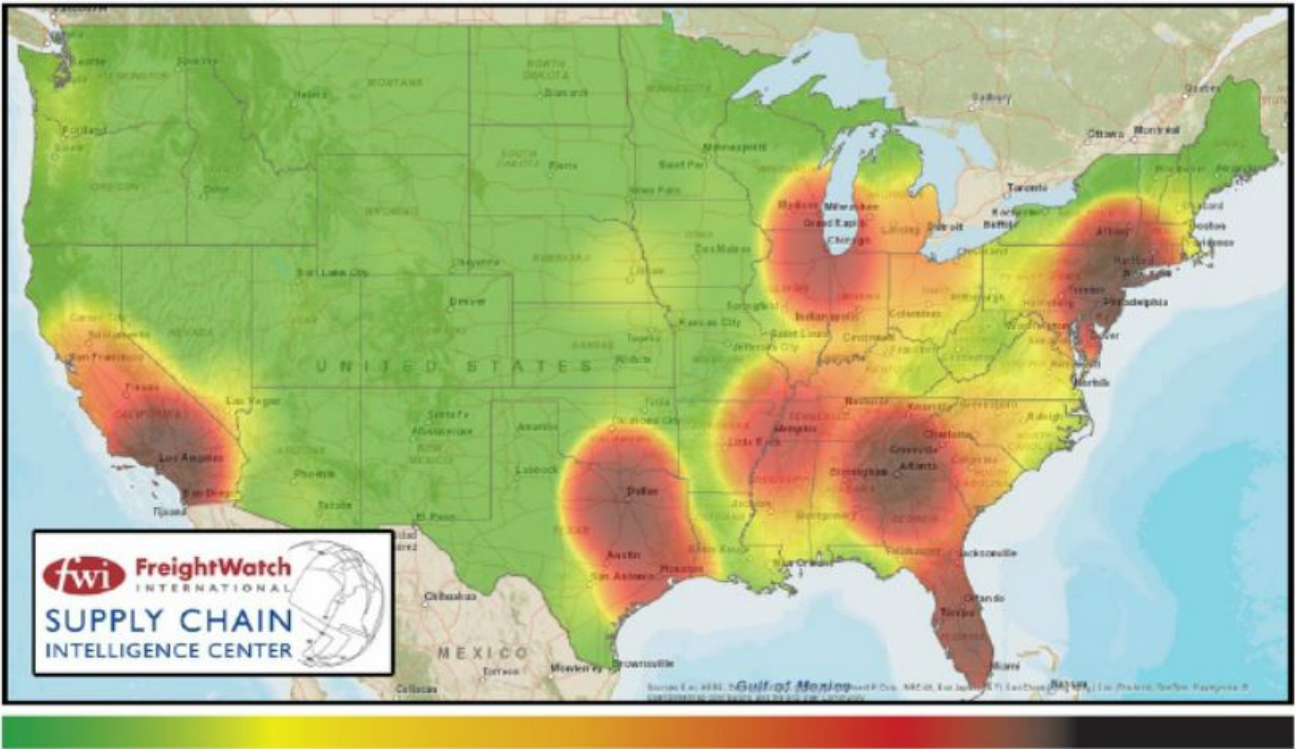
# Traffic Stop Leads to the Seizure US Currency



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



LOWEST RISK

HIGHEST RISK

For Official Use Only



# Contact a Motor Carrier Safety Assistance Program Officer



## FURTHER INSPECTION

If you observe something that you think warrants further inspection.

## DRUGS OR ALCOHOL

If you observe the presence of drugs or alcohol.

## UNSAFE CONDITION

If you observe an unsafe condition that makes the vehicle a road hazard.

**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



# Check the Appropriate Boxes



For Official Use Only



# Check the Appropriate Boxes



**ADDITIONAL CHECK BOXES**

- HazMat
- Seat Belt
- Work Zone





# After the Stop



# Re-Entering Traffic



For Official Use Only





# When Clearing the Stop



## BLOCK

Can approaching traffic see you?



## RE-ENTER

Can the vehicle re-enter the lane?



## FOLLOW

Can the vehicle get up to speed?



# Summary

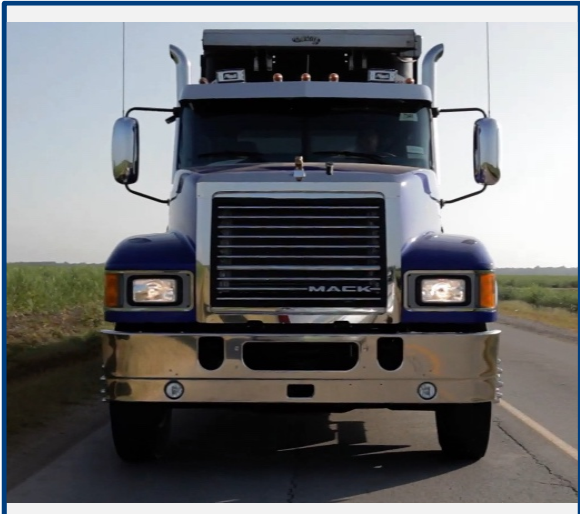
# Training Objectives - Review

---

- 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



<b>OBSERVE</b>	Identify <b>traffic violations</b> associated with large truck and bus crashes.
<b>CONSIDER</b>	Differentiate <b>safety considerations</b> that apply before, during, and after a vehicle stop.
<b>DETECT</b>	Detect <b>potential indicators</b> of serious vehicle defects or criminal activity.
<b>REVIEW</b>	Recognize the <b>documentation required</b> for processing a large truck or bus vehicle stop.
<b>REPORT</b>	Recognize and select the <b>appropriate boxes</b> to check when filling out a citation for a large truck or bus vehicle.



# Any further questions?

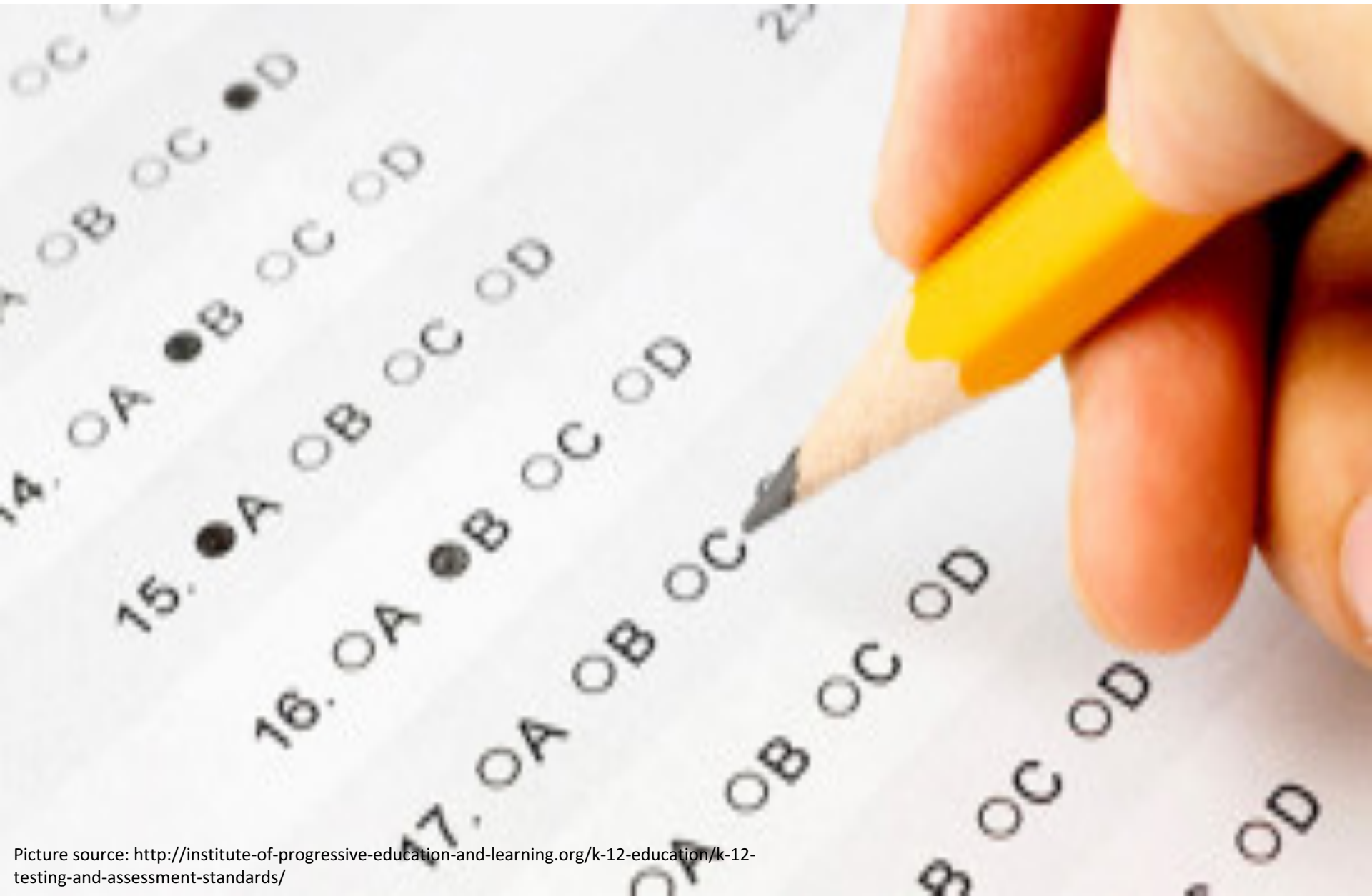


ANY  
questions?

Picture source:

[https://www.google.com/search?espv=2&biw=800&bih=388&tbm=isch&q=any+questions&revid=1626647222&sa=X&ved=0ahUKEwirjT90KTKAhWHYyYKHW\\_UCzUQ1QIIHA#imgrc=ywKHdwhJrQDiM%3A](https://www.google.com/search?espv=2&biw=800&bih=388&tbm=isch&q=any+questions&revid=1626647222&sa=X&ved=0ahUKEwirjT90KTKAhWHYyYKHW_UCzUQ1QIIHA#imgrc=ywKHdwhJrQDiM%3A)

# Time for the TEST





# Traffic Safety Applies to All Traffic



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

[www.fmcsa.dot.gov/traffickenforcement](http://www.fmcsa.dot.gov/traffickenforcement)

For Official Use Only

# Administrative Issues



Truck and Bus  
Enforcement Training  
(T&BET)  
Train-the-Trainer  
Course

**That was the  
last slide for the  
basic course.**

**Here is  
additional  
information for  
the instructors.**





# Instructor Notes

## Review – (page 4)



- 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.

For Official Use Only





# Optional Video Links



<b>18 Wheels and Busted</b>	<a href="http://www.aamva.org/18-Wheels-and-BUSted/">http://www.aamva.org/18-Wheels-and-BUSted/</a>
<b>Pull 'em Over</b>	<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>
<b>Fraudulent CDLs</b>	<a href="http://www.theiacp.org/Fraudulent-Commercial-Drivers-Licenses">http://www.theiacp.org/Fraudulent-Commercial-Drivers-Licenses</a>
<b>CMV Awareness Training Guide</b>	<a href="http://www.fmcsa.dot.gov/registration/commercial-drivers-license/commercial-motor-vehicle-awareness-training-guide">http://www.fmcsa.dot.gov/registration/commercial-drivers-license/commercial-motor-vehicle-awareness-training-guide</a>

# QCMobile



QCMobile.   
Federal Motor Carrier Safety Ad... >

GET

- **Tool for law enforcement to review USDOT registration and safety performance information.**



QCMobile   
Federal Motor Carrier Safety Administra..

Search		Carrier Detail			
<b>UNION GROUP INC</b>					
DBA NAME:					
DOT #: 2075968					
5245 EAST 89TH AVENUE UNIT A					
COMMERCE CITY , CO					
80022					
TEL: 303-353-9677					
OPERATING STATUS 					
STATUS				<b>INACTIVE</b>	
OUT OF SERVICE DATE				DEC 21, 2013	
<b>U.S. DOT# 2075968 is currently under an Out-of-Service order from FMCSA and shall not operate</b>					
OUT OF SERVICE REASON					
90 DAY FAILURE TO PAY FINE					
JUL 21, 2014					

# How to Reach Us

---

**Keith Ternes**

**[Keithternes@iadlest.org](mailto:Keithternes@iadlest.org)**

**701-630-4016**

**Or**

**Earl Hardy**

**[earl.hardy@dot.gov](mailto:earl.hardy@dot.gov)**

**202-366-3066**