

2017 International Roadcheck Results

During the 72-hour period, approximately 62,000 driver and vehicle safety inspections on large trucks and buses were conducted.

Of those inspected, 19.4 percent of vehicles were placed out of service. Additionally, 4.7 percent of drivers were placed out of service.

Top Vehicle OOS Violations

The top three out-of-service violations for vehicles were as follow:

- Brake systems (26.9 percent)
- Cargo securement (15.7 percent)
- Tires/wheels (15.1 percent)

Top Driver OOS Violations

The top three driver-related violations were as follow:

- Hours of service (32.3 percent)
- Wrong class license (14.9 percent)
- False log book (11.3 percent)

There were also 710 safety belt violations during the 2017 spree.

[Learn More.](#)

Owner-Operators can Dispute Certain Crash Rulings in CSA Overdrive

As of Aug. 1, 2017, owner-operators are able to dispute certain crashes that were ruled preventable and possibly have those crashes removed from their Compliance, Safety, Accountability scores.

A new DOT pilot program will allow crashes to be reviewed, potentially deemed non-preventable and removed from carriers' CSA ratings.



The [Crash Preventability Demonstration Program](#) will allow carriers to send requests for data reviews (RDRs) to the Federal Motor Carrier Safety Administration to evaluate the preventability of certain crashes. RDRs can be made through [the existing DataQs data correction system](#).

[More Information.](#)

Attempt to Delay ELD Mandate Fails in House

CCJ

An amendment brought to a 2018 appropriations package to stall the electronic logging device mandate's enforcement date for at least 10 months was defeated in a vote on the House floor

late Wednesday night.

The amendment, spearheaded by Rep. Brian Babin (R-Texas), would have restricted funding for enforcement of the U.S. DOT's ELD mandate through the 2018 fiscal year, which ends Sept. 30, 2018.

Lawmakers voted 246-173 against the amendment. The compliance date remains as December 18, 2017.



[Read More.](#)

Freight Factoring on Upswing in 2017

Transport Topics

According to industry experts, freight factoring is on the upswing this year as traditional banks apply stringent lending standards and truckers who are most likely to sell invoices benefit from a robust spot market.

Owner-operators and fleets rely upon factoring to generate immediate cash flow rather than wait a month or two before the shipper issues a check.

Since yesterday's dollars usually fund today's price at the pump, the lag can bankrupt a trucking company operating paycheck to paycheck.



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