



Trans-Team Inspections

Trans-Team Inspections are non-DOT inspections.

The Department of Defense (DOD) contracts with private company's to conduct these inspections.

Only Drivers/Trucks transporting DOD freight are subjected to these inspections.

Trans-Team Inspections are surveillance and compliance inspections.

Inspectors will normally begin their surveillance when you depart a military facility loaded with DOD freight.

They will follow you for several hours. They will observe your driving habits, including:

Speed – Lane Changes – Turns – Following Distance – Fueling – Parking

At some point, they will contact R&R and tell us to tell you to pull over at the next safe location.


- Your Dispatcher will send you a QC message with the name of the Inspectors and a description of their vehicle.
- Continue to observe all traffic laws.
- Park as HazMat Regulations require (i.e. 300 feet from any occupied building).
- Once they approach the vehicle and identify themselves as Inspectors, ask for identification.
- Once both Inspectors *prove* their identity, cooperate with the inspection.
- As with any inspection, conduct yourself in a professional manner. DO NOT ARGUE.

A Trans-Team inspection has three potential results:

Fail-	A violation that could impact public safety.
Finding-	A violation, but there is little or no impact on public safety.
Pass-	No violations

A Trans-team Inspection with a "Pass" result is worth **\$50.00** to each driver.

Chronic findings and failures can result in disqualification from transporting DOD freight.



What Will Trans-Teams Inspect?

- **Credentials-** CDL, medical certification, HazMat Certification
- **Compliance-** Insurance card, HazMat Registration and Safety Permit
- **HazMat BOL-** Compliant and within reach of the seat-belted driver
- **Placards-** Correct and properly mounted and secured
- **Hours-of-Service-** They will check your logs and your co-driver logs for accuracy
- **Panic Button-** They will ask you to press the panic button to assure it is working.
- **DTTS-** Is it active? They will ask you to send a test message
- **Regs. Books-** Do you have your FMCSA Regulation Book?
- Do you have your Hazardous Material Regulation Book?
- Do you have your Emergency Response Guide? Is it with the Bill of Lading?
- **Flatbed-** They will check that your cargo is properly secured?
- **Driver Interview-** They will ask you some regulatory questions to test your HazMat transportation knowledge.
- **Low Air Warning-** You will be asked to pump the tractor brakes to assure you get the proper low-air warning.

Inspectors may, or may not, check all of the above. There may be items not on this list that they may check.

The number one thing for any inspection...

BE PREPARED!

Intransit Surveillance Checklist (Cont'd) Ref. #:

General Requirements

1. Supply a lot of recorded information on the checklist to show or verify conformance.
2. You (the inspector) **MUST** get a copy of the **Bill of Lading** and **Route Plan (if available)** before the surveillance and also send it to ASR with the checklist.
3. For an AA&E load, contact DTTS at 800-826-0794 and ask for the duty officer. Tell them you are starting an intransit surveillance for SDDC. Give BOL data, carrier name, inspector name and number, car identification data, etc.
4. Contact ASR with the same information as above.
5. **DTTS will supply the inspector tractor identification data. Record on Checklist.**
6. For an AA&E load, you must have the truck stopped after following the truck for 200 miles or 4 hours.
7. Identify the name of the carrier from the tractor. Contact DTTS, 1-800-826-0794. Alternate phone numbers for SDDC are: 1-800-426-1465; and 618-220-6885. Identify yourself as an ASR inspector, under contract with SDDC, with badge and last four digits of your Social Security Number. Notify DTTS of a pending debrief inspection of the vehicle. Supply the carrier name and truck identification (number, license, etc.) and location if possible. Ask DTTS to contact the carrier dispatcher and have the truck stopped at the next rest area, or safe location.
8. Approach the vehicle and identify yourself as an ASR inspector performing an intransit inspection for SDDC. Identify the ASR surveillance team to the driver. Use the ASR identification badge as authorization.
9. For an AA&E load, have the driver send a message to DTTS stating "DTTS TRANSS TEST"
10. Continue with your intransit inspection. **Verify Tractor data supplied by DTTS.**
11. **After a total of at least 15 minutes has passed**, have the driver hit the "panic button". Vary tests between the dash board button and the remote control carried by the driver.
12. Wait for the results.
13. After completing the inspection, **get the driver to sign this checklist.**
14. For a FAK/HAZMAT load, follow the truck for 100 miles or 2 hours. Contact ASR to see if the truck can be stopped. If yes, perform your intransit inspection. (NO panic button). If the truck is not stopping, terminate the surveillance.

Summary Comments by Inspector on any deficiency:

Results:

PASS _____ FAIL _____ FINDING _____

Inspector's Signature _____

Date _____

Driver Signature _____

Date _____

In-Transit Inspection Tidbits

Every motor carrier has continuous responsibility for the management, maintenance, operation, safety, tracking and custody of the shipment in transit. Such attendance and surveillance shall prevent all access to (except those performed by governmental enforcement agencies or other representatives in their line of duty), tampering, pilfering, or sabotage, and, insofar as humanly possible, safeguard against all manner of unusual circumstances, such as wreck, delay, flood, or violent disturbances.

Every commercial motor vehicle must be operated in accordance with the laws, ordinances and regulations of the jurisdiction in which it is being operated.

FAIL CRITERIA:

To list each type of situation that would represent a FAIL condition is too numerous to list here. It only takes common sense to determine that a vehicle on the road, or parked at a diner is being operating in such a manner that it is a danger to the community.

Examples that I can think of are:

1. AA&E/Hazmat trucks left unattended for any reason. (except when loading). (Question 1.6 and 1.7.2 of IT checklist). The inspector should be calling the GDD Cell and telling them of this danger.
2. AA&E/Hazmat trucks parked too close to a building when carrying Class 1.1, 1.2 or 1.3. (except when loading). (Question 3.12 of IT checklist). The inspector should be calling the SDDC and telling them of this danger.
3. **Dangerous operation** of a vehicle on the road. If you don't think that your family would be safe on the road with this truck, nobody else is safe! (Report this to SDDC).
4. Any accident or emergency occurrence on the road. Report this to SDDC **immediately**.

FINDINGS CRITERIA:

There are many inspection activities performed during an IT inspection. A negative result of any one of the conditions will result in a Finding on a Summary Report when any one of the conditions is uncovered.

In an effort to obtain additional information on Carrier Intransit compliance with DOT and SDDC regulations, the following areas of the IT Inspection Checklist should be reviewed more carefully with the intention of recording additional information/data.

Examples that I can think of are:

1. Speeding (Excessive speed, 15+ miles per hour over posted speed, call state police)
2. Dropping off of a trailer. (Call SDDC immediately)

In-Transit Inspection Tidbits continued

Checklist paragraph	Descriptive Identification	Additional Data/Information requested
Page 1	License plates	If there are no tags, record this data.
1.3.1	Speeding	If the vehicle speeds, we need information as to what speed, (how you measured it, speedometer, radar gun, other), the duration of the speeding (how long), where it happened (beginning mark and ending mark, mile markers, buildings, physical location, etc.)
1.3.3	Weigh stations	If the vehicle enters a weigh station record data as to where the station is, how long the vehicle was there, etc.
1.3.4	Working lights	Record any exception that you notice. What light?
1.3.5 & 6	Railroad crossings	Record any infringement of the rules. Where did it happen, mileage and time, etc.
1.3.12	Refueling	Where did this happen? Name, location, mileage, time, etc.
1.6	Stopping	Whenever a vehicle stops, except for refueling, record where this happened, time, mileage, what you saw, anyone you talked to, to verify the activity, especially when the driver is doing something wrong. Look at 1.7.2, 3.12, 13 & 14
2.4	Vehicle papers	Record state of registration; if leased, data from lease as to who, what, when, how long with dates.
2.5.2	Driver license endorsements	Record what class, endorsements and/or restrictions apply to driver.
2.8	Medical Certificate	Record expiration date.
2.7	Glasses	Record any requirement.
2.10 – 2.15	Log Book	Record date of last entry.
2.18	DVIR	A copy of the previous day's inspection report should be on the tractor. Record if missing. Check with driver if repairs have been made. Look to verify.
2.18.1	Vehicle state inspection	Record data from inspection sticker.
3.2.1	Cargo seals	Record the seal numbers
3.9.2	Truck maintenance	Record how often the truck is maintained.
3.10	Cargo	Record the drivers response to this question
3.10.1	TPS	Record the drivers response to this question
3.17.1	Lease	Record the lease data.
3.18	Seals	Record the seal number(s)
3.19	Steering wheel lash and diameter	Measure and record the steering wheel lash and diameter.