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## SAFETY BULLETIN

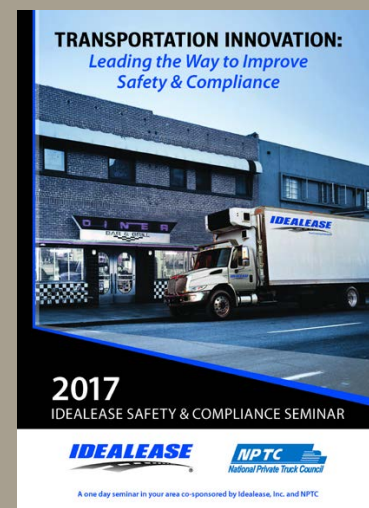


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## What is a Safety Sensitive Defect?

*The Drivers Daily Vehicle Inspection (DVIR) is part of a driver's daily responsibility to protect themselves, the motoring public and the equipment they operate. But does your driver know the difference between a "defect" and a "safety sensitive" defect?*

Drivers and technicians need to understand the Federal Motor Carrier Safety Regulations contained in CFR 399 Appendix G that defines "safety sensitive" defects that would render the unit out of service during a pre or post-trip inspection.

### Here is the Guidance for FMCSA CFR 396.11:

**Question 6:** Does §396.11(c) require a motor carrier to effect repairs of all items listed on a DVIR prepared by a driver before the vehicle is subsequently driven?

**Guidance:** The motor carrier must effect repairs of defective or missing parts and accessories listed in Appendix G to the FMCSRs before allowing the vehicle to be driven.

Idealease and the National Private Truck Council NPTC will again be hosting safety seminars in 2017. The one day seminar this year will focus on the new Electronic Logging Device (ELD) regulation, basic safety and compliance, regulation changes and CSA. The seminars will be provided to all Idealease customers, potential customers and NPTC members at no charge. The seminar provides important information applicable for both the novice and experienced transportation professionals. To register for an upcoming seminar in 2017 click on the following link:

The Drivers Daily Inspection Processes are a requirement of the Federal Motor Carrier Safety Regulations to insure the vehicle is in safe operating condition. A crucial part of each and every driver's daily operation is to inspect the commercial vehicle they are operating. Over the years there has been confusion regarding pre and post trip inspections. Let's start with the pre-trip inspection.

**FMCSA regulations CFR 396.13 state that before driving a motor vehicle, the driver shall:**

1. Be satisfied that the vehicle is in safe operating condition;
2. Review the last driver vehicle inspection report; and
3. Sign the report, only if the driver who prepared the report, to acknowledge that the driver has reviewed it and that there is a certification that the required repairs have been performed, noted defects or deficiencies. The signature requirement does not apply to listed defects on a towed unit, which is no longer part of the vehicle combination.

Does the pre-trip inspection need to be documented? Although the pre-trip is not required by regulation to be documented, it is a good idea to document the inspection; I recommend that the pre-trip inspection be "flagged" on the driver's record of duty status in the "Grid" section.

Now let's take a look at the post trip inspection. The FMCSA CFR 396.11 requires that every driver report, and prepare a report in writing at the completion of each day's work on each vehicle operated and that report (DVIR) shall cover the following parts and accessories:

1. Service brakes including trailer brake connections.
2. Parking (hand) brake
3. Steering Mechanism
4. Lighting devices and reflectors
5. Tires
6. Horn
7. Windshield Wipers
8. Rear vision mirrors
9. Coupling devices
10. Wheels and rims
11. Emergency equipment.

The report shall identify the vehicle and list any defect or deficiency in the vehicle that would affect the safe operation of the vehicle or cause a mechanical breakdown. If there are no defects or deficiencies the driver shall so indicate on the DVIR. In all instances the driver is required to sign the DVIR upon completion.

Now if there are defects or deficiencies noted by the driver the motor carrier is required to correct or cause to have corrected the defects or deficiencies of the CMV prior to allowing or permitting the operation of the vehicle. Does this mean all defects and deficiencies have to be corrected? NO, only those as outlined in appendix G of the FMCSR that would directly affect the safe operation of the CMV. Technicians, drivers and service managers should all become familiar with appendix G to determine which defect/deficiencies must be corrected immediately and which

<http://www2.idealease.com/e/36492/safety-seminar-registration/5c233x/566081653>

## Idealease 2017 Safety Seminar Schedule

Date	Location
May 3	Grand Rapids, MI
May 4	Fort Wayne, IN
May 4	Aurora, CO
May 9	Ontario, Canada
May 10	Greensboro, NC
May 17	San Leandro, CA
May 18	Los Angeles, CA
September 12	Santa Rosa, CA
October 3	Charlottesville, VA
October 4	Erie, PA

can be held off until the next PM or later date. Once the defect /deficiency(s) have been corrected the original DVIR is required to be “certified” as corrected or that the correction was unnecessary. The DVIR is then to be signed by the repairing technician. The “certification” is required to be on all copies of the DVIR. The driver is to retain the previous days DVIR on the CMV and the motor carrier is required to maintain all DVIRs for ninety days.

If you have not reviewed appendix G of FMCSA CFR 399 with your drivers I would recommend that you include this information in your next driver safety meeting.

Here is a link to Appendix G:

<http://www2.idealease.com/e/36492/tleB-chapIII-subchapB-appG-pdf/5c233j/566081653>



## **ATRI Research Sheds Light on DOT Medical Exam Process**

A new report has raised concerns about quality, costs, and delays in the medical certification process for commercial drivers.

Three years after rollout of the National Registry of Certified Medical Examiners (NRCME), the American Transportation Research Institute (ATRI) and Mayo Clinic surveyed over 900 drivers, 300 motor carriers, and 1,200 medical examiners to better understand the impacts that the NRCME has had on the trucking industry.

The survey found that 63 percent of drivers faced higher costs for their exams since the NRCME was established, with almost 40 percent having to pay \$75 to \$124 out-of-pocket.

Delays in the certification process — such as those caused by requests for additional testing — were identified as a significant concern for both motor carriers and drivers.

### **Other survey findings include the following:**

- Despite additional costs, only 6.2 percent of drivers reported improved exam quality after NRCME implementation.
- 26.6 percent of drivers reported spending 20 minutes or less with their examiner, with 6.5 percent of those drivers spending 10 minutes or less. Drivers certified by chiropractors were more likely to have important medical checks omitted, ATRI claims.
- Among the 5.9 percent of drivers who were not issued a medical certificate on the day of their physical exam, 22.6 percent cited having a medical condition that required treatment before certificate issuance as the reason.
- Motor carriers still have significant concerns related to the medical certification

process, including delays caused by examiner requests for additional medical documentation, driver confusion over how regulatory changes impact the ability to hold a valid medical certificate, and concerns with the competency of examiners.

- Nearly 50 percent of motor carriers reported that they specify which examiner their drivers see, to ensure medical exam quality.
- Less than one percent of carriers reported no major concerns with the medical certification process.
- The ability of drivers to find an examiner close to where they live may be more challenging in the future as 15.3 percent of examiners reported that they have quit performing DOT physicals or plan to quit performing DOT physicals.

“The data show a polarity in quality of medical examiners,” said Clayton T. Cowl, MD, MS, Chair of Mayo Clinic’s Division of Preventive, Occupational and Aerospace Medicine. “Those examiners who are performing only minimal examinations may have received substandard training or are not taking their role seriously.” Cowl says motor carriers and medical examiners should communicate with drivers before their exams to make sure the medical examiners are provided with all necessary paperwork to make a certification decision.

The NRCME was established in May 2014 and was designed to improve the physical exam process and ensure that medical examiners understand DOT regulations and guidance for issuing medical certificates.

ATRI is a not-for-profit research organization serving the trucking industry.

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## CVSA's 2017 International Roadcheck Enforcement Event to Take Place June 6-8

The Commercial Vehicle Safety Alliance’s (CVSA) 30th annual International Roadcheck will take place June 6-8, 2017. Over a 72-hour period, CVSA-certified commercial motor vehicle inspectors in jurisdictions throughout North America will conduct inspections of commercial motor vehicles and their drivers.



[Learn more about International Roadcheck.](#)

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