

In This Issue: Schools Out! Memorial Day Weekend, Safety First!

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Schools Out! Memorial Day Weekend, Safety First!

With the arrival of summer, many of us are looking forward to spending more time outdoors. School is out, so there are many children participating in outdoor activities throughout the day. Adults too are taking advantage of the longer daylight hours, so let's all commit ourselves to staying alert and staying safe. Here are some safety tips for drivers I urge you to follow:

- The last week of school is an exciting time for children and they may become preoccupied and forget the rules of the road. Use extra caution when driving through school zones.
- During those last few days of school, be aware that kids may be arriving or leaving school at different times throughout the day.
- Remember that playground speed limits remain in effect year-round. Observe carefully when driving around playgrounds and parks. Small children are less predictable and harder to see than adults.
- Watch for clues, a hockey net or ball in the road or on the sidewalk can mean kids are playing nearby. Pay attention and always anticipate the



May 24th, 2019

Six Most Common CSA Violations



The Truck

Lighting

Violation: Twenty-eight percent of all roadside vehicle violations last year, out of 2.4 million inspections, dealt with lights or reflective materials. Light violations are a severity point assessment of 6 CSA points and a conspicuity of reflective tape violations are 3 CSA points.

Prevention: Pre and Post trip inspections and reporting of lighting defects on the daily vehicle inspection report.

Brakes

Violation: Twenty-five percent of vehicle violations are for brakes, with over 1 million brake violations last year, each with four CSA points.

Prevention: Training is key. Make sure drivers know what to look for and when to get assistance with their brakes. The only way to find a brake adjustment problem is to carefully measure the

unexpected.

- Always watch for small children as you're backing up. Walk around your vehicle to make sure no kids or pets are behind it.
- As you make your deliveries you will see children that would normally be in schools on bikes, skateboards, walking, etc. in parking lots, shopping centers and crossing streets.

CVSA's 2019 International Roadcheck Enforcement Event to Take Place June 4-6 with Special Emphasis on Steering Components and Suspension Systems

The Commercial Vehicle Safety Alliance's (CVSA) 32nd annual International Roadcheck will take place June 4-6, 2019. 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. Each year, International Roadcheck places special emphasis on a category of violations. This year's focus is steering components and suspension systems. While checking vehicle compliance is always part of the North American Standard Inspection Program, CVSA is highlighting steering components and suspension systems this year as a reminder of their importance to highway safety.

"Steering and suspension are safety critical systems for any commercial motor vehicle," said CVSA President Chief Jay Thompson with the Arkansas Highway Police. "Not only do they support the heavy loads carried by trucks and buses, but they also help maintain stability and control under acceleration and braking, keeping the vehicle safely on the road. Furthermore, they keep tires in alignment, reducing chances of uneven tire wear and possible tire failure, and they maximize the contact between the



tires and the road to provide steering stability and good handling." Inspectors will primarily be conducting the [North American Standard Level I Inspection](#), which is the most thorough roadside inspection. It is a 37-step procedure that includes an examination of both driver operating requirements and vehicle mechanical fitness. International Roadcheck is the largest targeted enforcement program on commercial

motor vehicles in the world, with nearly 17 trucks or buses inspected, on average, every minute in Canada, the United States and Mexico during a 72-hour period. Since its inception, more than 1.5 million roadside inspections have been conducted during International Roadcheck campaigns. [Learn more about International Roadcheck.](#)

CVSA will hold Industry Roadside Inspection Course – Vehicle Requirements in Oak Creek, Wisconsin, June 24-28

The focus of the training will be on vehicle-related roadside requirements and out-of-service conditions. This training will provide each motor carrier with the tools and

stroke and adjusting a brake that has an automatic adjuster won't fix the problem.

Tires

Violation: Eleven percent of vehicle violations are for tires, with a CSA severity of eight points. Steer tires must have 4/32 inch of tread depth; other tires must have 2/32 inch.

Prevention: Pre and Post Trip inspections that identify tires that are getting close to regulation requirements being reported on the daily vehicle inspection report. Drivers need to know how and when to check inflation with a gauge and when it's time for a replacement.

The Driver

Logs

Violation: "Form & Manner" and "Log Not Current" violations make up 25% of all driver violations at the roadside, far and above any other violation. A form or manner violation carries just one CSA point, but a log that isn't current is worth five.

Prevention: Review hours of service regulations with all drivers upon orientation and throughout the year during driver meetings. Monitor hours of service documentation for violations. Implement a progressive disciplinary policy for violators with termination as the ultimate action taken. Consider implementing electronic logging devices.

Medical Issues

Violation: Twelve percent of driver violations are related to medical issues, often a failure to have a valid medical certificate. These carry a low CSA point value of one or two, although driving while physically ill is a 10-point violation.

Prevention: Track the expiration of your drivers' medical cards and make sure they get updated, placed in drivers' files, carried in the vehicle and turned in to the state licensing agency. Make sure drivers know exactly what's required of them and have consequences in place for those who fail to comply. Some of these violations may go away once we have the National Registry of Medical Examiners, and once interstate CDL drivers no longer have to carry their medical cards.

English Ability

Violation: This violation has been surging in recent years, currently at 9% of all driver violations and carrying four CSA points. Compliance is complicated because there is no yes/no standard. Key for a roadside inspection is being able to fill out paperwork, speak with officers and answer their questions, all in English.

Prevention: Your hiring practices should filter out drivers who simply cannot meet the standard. Use training and practice to help drivers know how to

knowledge to achieve compliance with the roadside safety regulations and a better understanding of the relationship between regulatory requirements and out-of-service conditions. This course includes information on regulatory requirements of 49 Code of Federal Regulations 393, 396 and Appendix G. This course will thoroughly explain the Federal Motor Carrier Safety Regulations, the CVSA North American Standard Level I Inspection Procedure and the CVSA North American Standard Out-of-Service Criteria as it relates to vehicle components of a commercial motor vehicle. The deadline for registration is Friday, June 14. [Click here](#) to access the training.



FMCSA, NHTSA Seeking Public Input on Automated Driving Systems

The Federal Motor Carrier Safety Administration (FMCSA) and National Highway Traffic Safety Administration (NHTSA) are seeking public input on automated driving system (ADS) vehicles. FMCSA and NHTSA issued advance notices of proposed rulemaking (ANPRM) seeking comments on the removal of unnecessary regulatory barriers as ADS vehicles increase in prominence. FMCSA is exploring how the regulatory rules can account for differences between human operation and ADS in the following areas:

- Requirements of human drivers
- CDL endorsements
- Hours-of-service rules
- Medical qualifications
- Distracted driving
- Safe driving
- Inspections
- Repair and maintenance
- Roadside inspections
- Cybersecurity



NHTSA is seeking comments on potential regulatory barriers to the deployment of ADS vehicles posed by certain existing Federal Motor Vehicle Safety Standards (FMVSS). Both notices will have a 60-day comment period upon formal publication in the Federal Register. Comments will be accepted at regulations.gov for Docket Nos. FMCSA-2018-0037 or at NHTSA-2019-0036.

Memorial Day Holiday

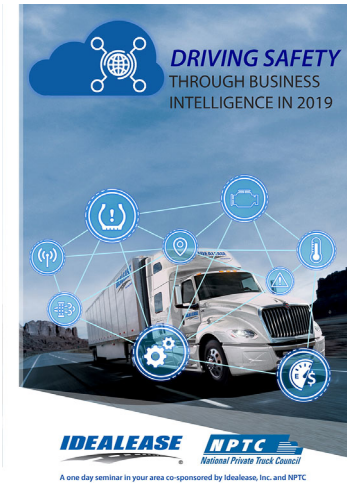
As we celebrate the upcoming Memorial Day Holiday let us not lose site of the freedom that we all enjoy. On May 3, 2000, President William J. Clinton, designated that 3:00 pm on Memorial Day as a time for US citizens to observe one minute of silence in respect and reverence to those individuals who have given the ultimate sacrifice to protect the freedom of the United States of America. Also keep in your thoughts and prayers for the well-being of the lives of the men and women who currently serve in our armed forces. Have a safe and enjoyable holiday. This is the first three-day holiday weekend of the year



and it is not uncommon for thieves to target truck terminals and truck

respond to typical questions about their logs, their trips and cargo, their insurance, registration, license and their vehicle.

2019 Idealease / NPTC Safety Seminars



[Click here to register for a Safety Seminar in your area.](#)

Idealease and the National Private Truck Council NPTC will be hosting safety seminars again in 2019. The one-day seminar this year will focus on new safety technologies available on trucks today, basic [Safety and Compliance](#), regulation changes and CSA. The seminars will be provided to all Idealease customers, potential customers and NPTC members at no additional charge. The seminars provide important information applicable to both the novice and experienced transportation professionals.

Fall Seminars

9/12/2019	Nashville, TN
9/19/2019	Springfield, IL
10/3/2019	Erie, PA
10/15/2019	Reno, NV
10/16/2019	Chicago, IL
10/22/2019	Salt Lake City, UT
10/23/2019	Lexington, KY
10/23/2019	Modesto/Turlock, CA
TBD	San Leandro, CA
TBD	Eugene, OR
TBD	Green Bay, WI
TBD	Louisville, KY
TBD	Kelowna, BC
TBD	Everett, WA
TBD	Chattanooga, TN

dealerships over the holidays. With the rising price of Diesel fuel, fuel in your unit's tanks is especially vulnerable to theft. Another theft item that has escalated in the last three years is the Diesel Particulate Filter (DPF). The DPF is constructed with precious metals. Thieves use a battery powered saws all to cut off the DPF. Thieves recently stole a complete after treatment system form one of our customers units. The theft not only resulted in the cost of replacing the parts but also resulted in the unit being down for six weeks due to parts on backorder. Thieves know this holiday is a good opportunity for a successful theft as the possibility exists for no one to be at the facility.

Here are some security tips:

- Make sure that you take extra precaution to secure the trucks and items of value at your facility.
- If your units do not have anti-siphon fuel devices or locking fuel caps, instruct the drivers not to fill the units at the end of the day.
- Make sure that all security alarms and cameras are in working order.
- Walk the perimeter of the yard to make sure that security fencing is in good condition.
- Move units and all other material such as pallets, tires, etc. far enough away from the fence so they cannot be used to climb on to get over the fence.
- Review your security lighting to make sure it is operational and adequate. Lighting can be obstructed by vehicles or trees allowing a thief a place to be unseen.
- Make sure the security alarm system is operational and cameras are adjusted.
- Consider blocking the entrance and exits to the lot so units cannot be stolen. Throughout the three-day weekend assign management personnel to check the terminal randomly.
- Notify local law enforcement officials of your hours of operation over the holidays so they know when to expect activity at your location. Using a little prevention and common sense can deter a thief from striking your facility and disrupting your business!



The next Idealease Safety bulletin will be on June 7th because of the Memorial Day Holiday next week.



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SUBMIT

SAFETY BULLETIN

November 30th, 2018

PROACTIVE
REACTIVE

Proactive vs. Reactive Safety and Loss Control Program

At the end of the year you should be evaluating your safety and loss control program to determine your performance over the year. Where do you stand compared to last year and the year before?

Ongoing analysis programs are vital to a proactive and productive safety and loss control program. It always analyzes the data companies cannot tell the what their accident frequency rate is and how it compares to peers past. Accident frequency should be determined throughout the year so less than quarterly to determine trends and be proactive in controlling losses. Accident frequency rates can be calculated by multiplying the total number of accidents for a period by one million and then dividing by the total number miles for the same period.

Accident frequency rates can be determined for DOT recordable, preventable, avoidable, non-preventable, by region, by fleet, driver supervisor, injury, etc. However, accident frequency rates are just one piece of the overall safety analysis program that is in place to provide you with a variety of direction of where your program is going. Other areas of your internal analysis program should include, driver turnover frequency, DOT violation analysis (hours of service, drug and alcohol, driver file, driver violations, workers compensation injuries, etc. Another analysis tool that you should review monthly is your CSA 2000 data provided to you by the

Most of the vehicles this week will experience another lightbulb issue again. During winter storms, headlights will often be the cause of major incidents. These large vehicles can present a hazard for drivers who have low visibility. Observe these tips to stay safe while giving inoperative operators room to do their job.

Keep your back from overexposure

How drivers can't see directly behind their trucks. Sometimes the truck slip or slide or things can become loaded a moment and prevent you from observing large and small gear and from warning operators that avoid control or other malfunctions.

Know where the overexposure is on multiple highway

The pile could be in other area, or in the shoulder, learn the requirements to maintain right and left-hand side only, turn-around.

Never drive through a snow cloud or whiteout conditions

You can't see if a snow machine are caused by overexposure to a snow machine, so be patient. Overexposure

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