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SAFETY BULLETIN



Cargo Securement Regulations Do Not Apply Just to Flatbed Carriers!

Anything and everything carried on a truck must be properly secured to prevent loss of control or falling cargo from injuring drivers, passengers, or pedestrians. While safe cargo securement principles (and of course regulations) apply to every single item carried for delivery, they also apply to anything else on the truck, including dunnage, tools, and equipment you need to get your job done. Shovels, blocks, webbing, chains, spare tires, brooms, forklifts, pallet jacks, winches, ratchets, etc., all must be secured.

1. **Know the regulations**—Cargo securement standards represent the minimum safety requirements for general cargo and some specific commodities. They are available at no charge from FMCSA in the U.S. and from Canadian Council of Motor Transport Administrators in Canada.
2. **Invest in the illustrated cargo securement handbook**, which includes both U.S. and Canadian regulations for reference. Click on CVSA's store at www.cvsa.org and order a copy of Practical Cargo Securement: Guidelines for Drivers, Carriers & Shippers, 406 pages, USD\$30.
3. **Download the FMCSA Driver's Handbook on Cargo Securement** and provide a copy to your drivers. Integrate the handbook sections that apply to your type of operation in your Driver's policy and procedures manual. <http://www2.idealease.com/e/36492/-cargo-securement-introduction/2bgym8/336246897>.
4. **Properly secure all equipment** as well as your load—one of the most frequently cited violations is for improper securement of

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TSA Issue ANPRM Calling for Underride Guards on Straight Trucks

On July 23, 2015, the National Highway Traffic Safety Administration (NHTSA) issued an [advanced notice of proposed rulemaking](#) (ANPRM) proposing to amend the Federal Motor Vehicle Safety Standards (FMVSSs) to require that single-unit trucks be equipped with rear impact guards and reflective tape on the rear and sides of the trucks to improve their visibility. The notice is in response to a petition submitted by the Truck Safety Coalition.

dunnage or equipment, such as tarps, blocks, chains or other tie downs, spare tires, brooms, forklifts, pallet jacks, winches, ratchets, etc.

5. **Inspect tie downs for wear and damage.** CVSA's North American Standard Out-of-Service Criteria includes the tie down defect tables for chain, wire rope, cordage, synthetic webbing, steel strapping, fittings or attachments and anchor points. If worn out, tie downs should be discarded.

6. **Brace and block cargo** properly within sided or van trailers. Loads that shift can cause not only crashes but damage to your equipment. And they indicate violations that will affect your company's safety rating.

7. **Use best practices or due diligence.** There may be best practices, established by consensus by those who haul what you're hauling, that are worth following. If your shipment is more unique, do your research, as the rules are established for a reason. Ensure your load is contained, immobilized or secured so that it cannot: (a) leak, spill, blow off, fall from, fall through or otherwise be dislodged from the vehicle, or (b) shift upon or within the vehicle to such an extent that the vehicle's stability or maneuverability is affected. If needed, hire a professional specializing in vehicle loading.

Top Twenty Cargo Securement Out-of-Service Violations from 2014 Calendar Year in the U.S.

Failure to properly secure cargo or equipment on a commercial vehicle is the fourth leading category of violations (after violations for Brakes, Lights, and Tires) that result in vehicles being placed Out-of-Service. Drivers and motor carriers should know about the importance of ensuring everything on their vehicles is properly and safely secured from shifting, tipping, sliding, or falling, even during a panic stop or rapid evasive maneuver. These violations represent over 80% of cargo related OOS violations and 13% of all OOS violations. Carriers should take care to avoid these common mistakes.

Ranking by # OOS Cargo Violations	FMCSR Violation Code	Violation Description	Percentage of OOS Cargo Violations
1	392.9A2	Failing To Secure Vehicle Equipment	14%

Comments are due September 21, 2015.

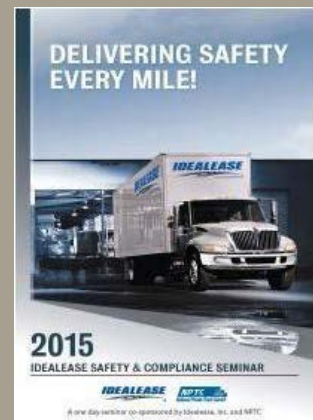
NEWS:

National Truck Driver Appreciation Week September 13-19, 2015

Make plans now to recognize your drivers!

CVSA Brake Safety Week September 6-12, 2015

Sign Up Now for one of Seven Safety Seminars to be held this Fall!



Idealease, its members and the National Private Truck Council NPTC will again be hosting safety seminars in 2015. The one day seminars this year will focus on basic safety and compliance, regulation changes and CSA. The seminars and 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

2	393.100A	Failing To Load/Equip Vehicle To Prevent Load Shifting/Falling	12%
3	393.100B	Leaking/Spilling/Blowing/Falling Cargo	10%
4	393.110B	Insufficient Tiedowns; Without Headerboard/Blocking	8%
5	392.9A	Failing To Secure Load	7%
6	393.104F3	Loose/Unfastened Tiedown.	6%
7	393.13	No/Improper Heavy Vehicle/Machine Securement	5%
8	393.104B	Damaged Securement System/Tiedowns	5%
9	392.9A1	Failing To Secure Cargo/§§ 393.100-393.136	4%
10	392.9	Driver Load Secure	3%
11	393.1	No Or Improper Load Securement	2%
12	393.134B3	Rear Of Container Not Properly Secured	2%
13	393.126	Fail To Ensure Intermodal Container Secured	2%
14	393.100C	Failure To Prevent Cargo Shifting	2%
15	393.134	No/Improper Securement Of Roll/Hook Container	2%
16	393.128B1	Vehicle Not Secured—Front And Rear	1%
17	393.116	No/Improper Securement Of Logs	1%
18	393.11	Failing To Meet Minimum Tiedown Requirements	1%

professionals.

October 7 Erie, PA
October 13 Toledo, OH
October 14 Grand Rapids, MI
October 14 Charlotte, NC
October 20 Las Vegas, NV
October 21 Los Angeles, CA
October 22 San Martin, CA

To register for an upcoming seminar in 2015 click on the following link:

www.idealease.com/safety-seminar-registration

19	393.106B	Cargo Not Immobilized Or Secured	1%
20	393.110C	Insufficient Tiedowns; With Headerboard/Blocking	1%

Use the Following Links to Access the US and Canadian Cargo Securement Regulations:

US

<http://www2.idealease.com/e/36492/gulations-Cargo-Securement-pdf/2bgymb/336246897>

Canada

<http://www2.idealease.com/e/36492/andard-10-Cargo-Securement-pdf/2bgymd/336246897>

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