

The IDEALEASE logo is displayed in a large, bold, blue, italicized sans-serif font. It is positioned on a white, curved graphic element that resembles a road or a stylized 'D' shape, set against a background image of a white IDEALEASE truck driving on a road under a multi-level highway interchange.

## SAFETY BULLETIN

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### Appendix G

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.

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:

- (a) Be satisfied that the vehicle is in safe operating condition;
- (b) Review the last driver vehicle inspection report; and

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### Webinar to Show Large Truck, Bus Crash Data

The Federal Motor Carrier Safety Administration's (FMCSA's) Office of Analysis, Research, and Technology will be hosting an upcoming webinar for the presentation of data on trucks and buses involved in crashes in 2013 and trends in the data over the past 10 years.

The webinar will be presented by Ms. Jenny Guarino of the Analysis Division. This overview presentation will cover the types of trucks and buses involved in crashes and the characteristics and types of crashes and

(c) 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:

- (a) Service brakes including trailer brake connections.
- (b) Parking (hand) brake
- (c) Steering Mechanism
- (d) Lighting devices and reflectors
- (e) Tires
- (f) Horn
- (g) Windshield Wipers
- (h) Rear vision mirrors
- (i) Coupling devices
- (j) Wheels and rims
- (k) 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 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.

drivers involved.

The webinar will be hosted on Thursday, May 21, 2015 at 2:00 p.m. EST.

To register for the webinar [CLICK HERE](#).

**Now is the Time for all Drivers to Tune Up their Pre- and Post-Trip Inspection Skills. Roadcheck 2015 will take place on June 2-4, 2015**

Starting June 2, approximately 10,000 specially-trained and certified officers will blanket North America's roadways to prevent truck and bus crashes and save lives. For the past 28 years, the Commercial Vehicle Safety Alliance's (CVSA) annual Roadcheck event dispatches federal, state, provincial and local inspectors to conduct North American Standard Inspections around the clock for 72 hours from June 2-4. These inspections involve a comprehensive 37-step procedure which includes items related to vehicle, driver and cargo safety. Inspectors also hand out educational materials to drivers on various aspects of commercial vehicle, driver and hazardous materials safety.

[International Roadcheck Checklist for Drivers](#)

Register Now for the

[CLICK HERE](#) to link to Appendix G.

## FMCSA Considering the Creation of a Beyond Compliance Program

The U.S. Department of Transportation and motor carriers have invested millions of dollars in research, development, and implementation of strategies and technologies to reduce truck and bus crashes. The Federal Motor Carrier Safety Administration (FMCSA) is evaluating the impacts of considering a company's proactive voluntary implementation of state-of-the-art best practices and technologies when evaluating the carrier's safety.

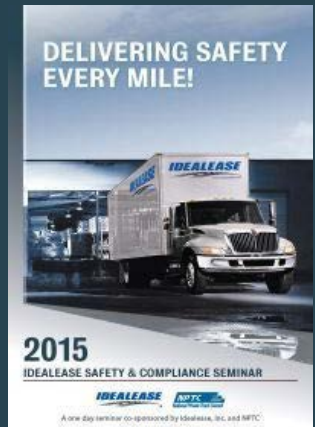
FMCSA requests responses to specific questions and any supporting data the agency should consider in the potential development of a Beyond Compliance program. Beyond Compliance would include voluntary programs implemented by motor carriers that exceed regulatory requirements, and improve the safety of commercial motor vehicles and drivers operating on the Nations' roadways by reducing the number and severity of crashes. Beyond Compliance would not result in regulatory relief.

In determining possible development of a Beyond Compliance program, FMCSA seeks responses to the following specific questions and encourages the submission of any other reports or data on this issue.

1. What voluntary technologies or safety program best practices would be appropriate for a Beyond Compliance program?
2. What safety performance metrics should be used to evaluate the success of voluntarily implemented technologies or safety program best practices?
3. What incentives would encourage motor carriers to invest in technologies and best practices programs?
  - o Credit on appropriate SMS scores (e.g., credit in Driver Fitness for use of an employer notification system)?
  - o Credit on ISS scores?
  - o Reduction in roadside inspection frequency?
  - o Other options?
4. What events should cause the incentives to be removed?
  - o If safety goals for the carrier are not consistently achieved, what is the benefit to the motoring public?
5. Should this program be developed by the private sector like PrePass, ISO 9000, or Canada's Partners in Compliance (PIC)?
6. How would FMCSA verify that the voluntary technologies or safety programs were being implemented?

Comments must be received on or before June 22, 2015.  
Submit remarks bearing the Federal Docket Management System (FDMS) Docket No. FMCSA-2015-0124.

## 2015 Idealease/NPTC Safety Seminars!



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 professionals.

To register for an upcoming seminar in 2015 [CLICK HERE](#).

## 2015 Idealease Safety Seminar Schedule:

May 5	Kelowna, BC
May 6	Lexington, KY
May 7	Denver, CO
May 12	Tampa, FL
May 12	Detroit, MI
May 14	Minneapolis, MN
May 20	Altoona, IA
June 25	Santa Rosa, CA
October 13	Toledo, OH
October 14	Grand Rapids, MI

October 20 Las Vegas, NV  
October 22 San Martin, CA

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