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## SAFETY BULLETIN



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## Cargo Securement Regulations Apply to Everyone

*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.*

### What Should You DO:

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](http://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/5d513d/585561483>
4. Properly secure all equipment as well as your load—one of the most frequently cited violations is for improper securement of 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



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 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 2017 click on the following link:

<http://www2.idealease.com/e/36492/safety-seminar-registration/5d513s/585561483>

[Idealease 2017 Safety Seminar Schedule](#)

Date

Location



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.

September 12	Santa Rosa, CA
October 3	Charlottesville, VA
October 4	Erie, PA
October 10	Kansas City, MO

## Top Twenty Cargo Securement Out-of-Service Violations

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%
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	393.130	No/Improper Heavy Vehicle/Machine Securement	5%
8	393.104B	Damaged Securement System/Tiedowns	5%
9	392.9A1	Failing To Secure Cargo/SS	4%
10	392.9	Driver Load Secure	3%
11	393.100	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	393.110	Failing To Meet Minimum Tiedown Requirements	1%
19	393.106B	Cargo Not Immobilized Or Secured	1%
20	393.110C	Insufficient Tiedowns; With Headerboard/Blocking	1%



**Safety Tips:**

1. Watch how other drivers secure their loads, no matter how long you have been pulling platform trailers.
2. Use good footgear for climbing.
3. Have good foul-weather gear to wear.
4. Carry plenty of extra gloves to keep your hands warm and dry in the snow and change them often.
5. Avoid climbing whenever possible, especially in low-light or high wind conditions.
6. Have the forklift operator lift your tarps onto your load or place them on top of a bundle before it is put on the trailer.
7. Watch your footing, especially after you have covered the load with the tarp and can no longer see gaps in the freight.
8. Take your time. Never be in a hurry to secure your load.
9. When tightening chain binders, grip the trailer with one hand and rock the cheater bar with the other. If you pull with both hands and your feet slip out from under you, that pipe can go flying.
10. Be careful when throwing chains or belts over the load not to hit anyone on the other side.
11. Take it easy going into corners or turns. Some company policies mandate taking ramps at 10 mph below the posted speed.

## Sleep Apnea Withdrawn from Rulemaking Process by FMCSA and FRA

The Federal Motor Carrier Safety Administration (FMCSA) and the Federal Railroad Administration (FRA) withdraw the March 10, 2016, advance notice of proposed rulemaking concerning the prevalence of moderate-to-severe obstructive sleep apnea (OSA) among individuals occupying safety sensitive positions in highway and rail transportation, and its potential consequences for the safety of highway and rail transportation.

The Agencies have determined not to issue a notice of proposed rulemaking at this time and believe that current safety programs and FRA's rulemaking addressing fatigue risk management are the appropriate avenues to address OSA.

Click [here](#) to read the Federal Register notice.

## FMCSA adds 12 new roadside inspection violations to CSA math

The Federal Motor Carrier Safety Administration (FMCSA) revised its Compliance, Safety, Accountability (CSA) Safety Measurement System (SMS) methodology to include 12 new roadside inspection violations.

In Version 3.08 of the "Safety Measurement System (SMS) Methodology: Behavior Analysis and Safety Improvement Category (BASIC) Prioritization Status," the agency added the following:



BASIC	Section	Violation Description	Severity Weight
Unsafe Driving	392.16B	Operating a property-carrying commercial motor vehicle while all other occupants are not properly restrained.	7
	393.75B-OOS	Tire-front tread depth less than 2/32 of inch on a major tread groove	8
	393.75C-OOS	Tire-other tread depth less than 1/32 of inch measured in 2 adjacent major tread grooves	8
Vehicle Maintenance	393.75F-SPEED	Operating a CMV at speeds exceeding the speed-restriction label of the tire.	8
	393.75G-LOAD	Weight carried exceeds tire load limit	3
	393.75I1	Operating a CMV while weight carried exceeds tire rating due to under-inflation	3
	392.4A-POS	Driver on duty and in possession of a narcotic drug / amphetamine	10
Controlled Substances/ Alcohol	392.4A-UI	Driver on duty and under the influence of, or using a narcotic drug / amphetamine, which renders the driver incapable of safe operation	10
	392.5A2-DETECT	Driver having any measured alcohol concentration, or any detected presence of alcohol while on duty, or operating, or in physical control of a CMV	5
	392.5A2-POS	Driver having possession of alcohol while on duty, or operating, or in physical control of a CMV	3
Hazardous Materials Compliance	392.5A2-UI	Operating a CMV while under the influence of an intoxicating beverage regardless of its alcohol content	5
	180.3	Represent a package as meeting a specification that does not meet a specification	8

### National Truck Driver Appreciation Week

**Sept. 10-16, 2017**

**Make plans now to recognize your drivers.**

CVSA's Operation Airbrake Program is holding one more brake safety enforcement event this year. The next Brake Safety Day event will take place on Thursday, Sept. 7, 2017, at participating jurisdictions throughout Canada, Mexico, and the U.S.

### Operation Safe Driver Week announced by CVSA

October 15-21, 2017, motorists throughout North America will experience heightened traffic safety enforcement, the Commercial Vehicle Safety Alliance (CVSA) announces.

## Mark Your Calendar:

CVSA Brake Safety Day - Sept. 7th  
National Truck Driver Appreciation Week - Sept. 10-16  
Operation Safe Driver Week - Oct. 15-21st

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