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April 12th, 2019

## 2019 Idealease / NPTC Safety Seminars

# Different Levels of Commercial Vehicle Safety Alliance (CVSA) Inspections

Roadside inspections are a way of life for commercial motor vehicle (CMV) drivers. They take on special emphasis during the annual Commercial Vehicle Safety Administration (CVSA) International Roadcheck, set for June 4-6 this year in North America. This year's emphasis is on steering and suspensions, and you and your drivers can prepare now to ensure inspections go smoothly. But as motor carriers know, inspections occur well beyond a 72-hour span every year in June. Here are five common inspections that every carrier and driver should understand.

### 1. Comprehensive Driver and Vehicle

This is the most common type of inspection and the most thorough. The investigation covers both the driver and vehicle and takes about 45-60 minutes to complete. A driver will be asked to produce documents such as his or her commercial driver's license (CDL), medical card, and record of duty status. The vehicle portion will check the components — brakes, frame, fuel system, lights, cargo securement, hazardous materials, tires, etc.

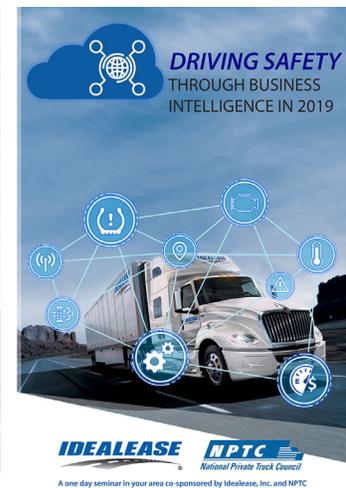


### 2. Walk-Around

The walk-around inspection is similar to the comprehensive inspection but does not include looking at components requiring the inspector to physically get under the vehicle. The walk-around takes about 30 minutes to complete.

### 3. Driver-Only

This type of inspection involves an inspection of documents pertaining to the driver and any hazardous materials. This includes the driver's CDL, medical card, log, and documentation of the annual inspection.



[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.

## Spring Seminars

**4. Vehicle-Only**

A driver need not be present for these inspections. They typically take place at a motor carrier's place of business during an on-site visit. The process is very similar to a comprehensive vehicle inspection and serves as a valid annual inspection. If the vehicle passes, it is issued a CVSA decal indicating a certified inspector conducted the inspection.



**5. Radioactive Materials**

These inspections are conducted only on select shipments of radioactive material and follow a higher standard than the comprehensive inspection. Any brakes found out of adjustment in this inspection can result in an OOS violation.

**6. Preparation is Key**

Knowing what's expected when inspection time arrives — and having your drivers prepared to deal with inspections in a professional and efficient manner — can only help your company going forward. Safe operations lead to fewer inspections, a good safety record, and a better reputation within the industry and with law enforcement officials. Regularly passing inspections keeps you off the Federal Motor Carrier Safety Administration's (FMCSA) radar for its "Compliance, Safety, Accountability" (CSA) program and, out of the FMCSA's crosshairs for more inspections.

4/17/2019	Ventura, CA
4/18/2019	San Leandro, CA
4/23/2019	Portland, OR
5/1/2019	Plymouth, IN
5/1/2019	Grand Rapids, MI
5/7/2019	Upper Marlboro, MD
5/9/2019	Aurora, CO
5/21/2019	Baltimore, MD
5/23/2019	Milwaukee, WI

**Fall Seminars**

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

**Commercial Vehicle Safety Alliance (CVSA) Driver Tip Sheet**

CVSA published this tip sheet for carriers and drivers in preparation for this year's Roadcheck that you can print off as a handout for your drivers:  
<http://www2.idealease.com/e/36492/inspectors-are-looking-for-pdf/5mdd39/713577888?h=Y2o84OGWnWIPG0XQs4jalwZxid8UbNtHgk65bONzvQo>

*Question of the Week*

**Question:** My driver has gone through a roadside inspection; how long do I have to keep this documentation on file?

**Answer:** Copies of all roadside inspections are to be kept by the motor carrier for 12 months. The driver is required to turn in the inspection to the motor carrier within 24 hours. If they are not going to return to the terminal they are to mail in the inspection. If the inspection resulted in violations, they are to be corrected or repaired and the inspection form is to be signed and certified that the repairs were completed and sent back to the state of inspection within 15 days.

**Best Practice Guidelines for Roadside Inspections:**

- Train drivers how to complete good quality pre-trip inspection to reduce possibility of violations.
- Review CSA monthly at [www.ai.fmcsa.dot.gov](http://www.ai.fmcsa.dot.gov) and enter your DOT number or name.
- Review the vehicle and driver basics with the associated inspections and cross reference the inspections you have on file with the inspections turned in by your drivers. Question those drivers who did not submit inspection reports.
- Review the "Carrier History" tab in the



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Tools/Resource section on your home page to determine if the number of inspections you are having is on the rise or decline.

- Review vehicle inspections and violations with your maintenance provider to reduce violations.
- Maintain copies, along with any repair orders attached if there were violations, in tractor and trailer file.
- Use the roadside inspection information, such as date, time and locations to cross reference with the drivers hours of service documentation for falsification violations.
- Train drivers how to successfully pass a roadside inspection and how to conduct themselves.
- Keep your vehicles clean and well maintained as not to be targeted for inspection.
- Advise drivers that moving violations will generate inspections.
- Consider providing an incentive to drivers who successfully pass an inspection.

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**SUBMIT**

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Safety Bulletin

November 30th, 2018

**Don't Crowd the Plow**

**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 amazes me that companies cannot tell me what their accident frequency rate is and their compliance to years past. Accident frequency should be determined throughout the year no 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, recordable, non-preventable, by region, by fleet, driver experience, trips, etc. However, accident frequency rates are just one piece of the overall safety analysis program that is in place to provide you with a sense 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, other HOS, Data violations, medical operation queries, etc. Another analysis tool that you should review monthly is your CSA 3MS data provided to you by the

Most of the bulletins this week will experience another significant snow storm. During winter storms, maintenance work is often done to make roads passable. Most large vehicles are present at accident to drivers who have no choice. Obvious risks tip to slip into while going responsive operators learn to do their job.

Keep well back from snowplows  
 Plow drivers start see directly behind their trucks. Sometimes they start close or back up. Keeping a safe distance behind a snowplow will protect you from possible being impacted (not at their standing distance that plow operator or other vehicles.

Know where the snowplow is on route (use headlights)

The plow should be in either lane, or on the shoulder, until the completion of manual turns and "substantiated vehicle only" maneuvers.

Never drive through a snow cloud or without headlights

You can't see past it from within are caused by darkness or by a snowplow, so be patient. Obey your

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**Our mailing address is:**  
 430 North Rand Road  
 North Barrington, IL 60010

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