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## CVSA's 2019 International Roadcheck Enforcement Event to Take Place June 4-6

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. Drivers are required to provide items such as their driver's license, hours-of-service documentation, motor carrier registration and shipping documentation, and inspectors will be checking drivers for seat belt usage and the influence of alcohol and/or drugs. The vehicle inspection includes checking items such as the brake systems, cargo securement, coupling devices, driveline/driveshaft, exhaust systems, frames, fuel systems, lighting devices (required lamps), steering mechanisms, suspensions, tires, van and open-top trailer bodies, wheels, rims and hubs, windshield



April 5th, 2019

## National Work Zone Awareness Week is Next Week!



National Work Zone Awareness Week (NWZAW) is an annual spring campaign held at the start of construction season to encourage safe driving through highway work zones and construction sites. The key message is for drivers to use extra caution in work zones. For more information, check out the link below: <http://www2.ideallease.com/e/36492/2019-04-05/5mbn2w/711884896?h=bEPoPEFBoh0fC7a6jmFbZGWIvRHYxFym3lZD4Q80ZNO>

## Registration Is Open Online for the 2019 Ideallease / NPTC Safety Seminars

wipers, and emergency exits (on buses). 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. International Roadcheck is a CVSA program with participation by the U.S. Federal Motor Carrier Safety Administration, Canadian Council of Motor Transport Administrators, Transport Canada, and the Secretariat of Communications and Transportation (Mexico).

[Learn more about International Roadcheck.](#)

## Proposed Hours-of-Service Reforms Sent to White House

The much-anticipated changes to the hours-of-service (HOS) rules in the trucking industry took another step closer to reality last week. While speaking to a crowd at the Mid-America Trucking Show in Louisville, Kentucky, Transportation Secretary Elaine Chao announced that a notice of proposed rulemaking (NPRM) has been sent to the Office of Management and Budget (OMB) for consideration. Ray Martinez, administrator for the Federal Motor Carrier Safety Administration (FMCSA), addressed the HOS rules Monday at a Commercial Vehicle Safety Alliance (CVSA) workshop in St. Louis, Missouri. Martinez said the FMCSA is seeking to provide more flexibility to drivers while maintaining current safety standards for commercial motor vehicles during its review of the HOS rules. The trucking industry has been buzzing about the proposed changes since last fall when the DOT received more than 5,200 comments in response to a request for input on ways to make the HOS rules more flexible. In August, the DOT sought comments on the following issues:



- Extending the maximum workday to 14 hours for 100-air-mile drivers
- Extending the 14-hour limit to 16 hours when a driver encounters adverse driving conditions
- Revising or even eliminating the 30-minute rest-break provision
- Restoring flexibility to the split-sleeper-berth provision
- Petitions from the Owner-Operator Independent Drivers Association and Trucker Nation on rest breaks and the 14-hour rule.

During his remarks to the CVSA, Martinez said the many of the comments received by the FMCSA about HOS had to do with increased flexibility to deal with breaks, traffic congestion, and finding parking. Neither Chao nor Martinez said they could provide additional details while the proposed rules remain under OMB review, nor was a timeframe offered regarding when the industry can expect to hear any announcements.

## Were You Proactive by Placing Automatic On-Board Recording Devices (AOBRD) in Your Units Prior to the Implementation of the ELD Ruling on December 16, 2017?

If so, you were grandfathered for compliance of switching to ELD's until December 16, 2019. Are you still holding out on converting your automatic on-board recording devices (AOBRD) to an electronic logging device (ELD) despite the coming deadline? If so, you're not alone. Research indicates that more than 60 percent of logging devices are still AOBRDs, meaning most motor carriers and drivers still must transition over to meet the ELD compliance deadline of December



[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

4/17/2019	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
TBD	Erie, PA
9/12/2019	Nashville, TN
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

16, 2019. Hopefully, you already have a plan in place to train drivers, develop or update company policies, and implement the ELDs or update the software from AOBRD to ELD requirements. If you do not, it's not too late, but it probably is time to get moving. Follow the checklist provided here to make your transition a smooth one.

### Set Policies and Procedures

- Update policies and procedures to reflect the differences between ELDs and AOBRDs
- Update responsibilities of affected personnel
- Verify that the hours of service (HOS) is a condition of employment and falsification or tampering with ELDs will not be tolerated

### Establish a Training Program

- Create or update training policies for affected personnel on how to operate ELDs
- Select a training team to facilitate ELD implementation
- Train drivers and supervisors to operate ELDs at a high level
- Train your supervisors and the audit teams on how to detect falsification methods

### Assign Responsibilities

- Develop security safety settings for system reporting.
- Establish an implementation timeline.
- Determine who will install the ELDs.
- Define the communication process for issue resolution.
- If switching providers, obtain (and test) the devices to ensure everything works properly.

The necessary move from AOBRDs to ELDs is the final step in a transition that has been a long process spread over multiple year for some carriers. Establishing an implementation plan well in advance will help make the last step into the ELD world smoother for all parties. While many carriers are holding out until later this year, those that wait much longer could find themselves in dire straits as they scramble to get technology, policies, and people in line in short order.



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SUBMIT

**IDEALEASE**  
Safety Bulletin

November 30th, 2018

Don't Crowd the Flow

**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?

Organic 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 how it compares to years past. Accident frequency should be determined throughout the year to less than quarterly to bi-annual reports and be provided to controlling boards. 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 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 sense of direction of where your program is going. Other pieces of your overall analysis program should include: driver behavior frequency, DOT violation analysis (Hours of Service, Drug and Alcohol, Driver Risk), Osha violations, workers compensation claims, etc. Another analysis tool that you should review monthly is your CSA SMS data provided to you by the

Most of the times this week an accident or another significant issue arise. They either appear, unprovoked with almost no warning or they are provoked. These days accidents are provoked or caused by drivers who have too many. Observe these facts to see how you are going compare your own administration this year.

Keep and track them completely. They should not be done until they are done. Observe the road side to look at. Working with drivers to be more aware of the road. Do not please help and provide you of them using instead to drive safely on the roadway.

Know where the computer is in multi state highways. The you could be in a state, or at the moment, you're in a state or in a state and "driving" on the highway.

How many times through a winter season or winter conditions. The left to left to left conditions are changing constantly by a winter, to be patient. Observe

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