

IDEALEASE

PREPARE NOW FOR INTERNATIONAL ROADCHECK MAY 4-6

International Roadcheck Set for May 4-6 with Emphasis on Lighting and Hours of Service



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The Commercial Vehicle Safety Alliance (CVSA) has set May 4-6 as the dates for this year's International Roadcheck. Over that 72-hour period, commercial motor vehicle inspectors in jurisdictions throughout Canada, Mexico and the U.S. will conduct inspections on commercial motor vehicles and drivers.

Each year, CVSA asks its member jurisdictions to capture and report data focusing on a certain category of violations during International Roadcheck. This helps bring awareness to certain aspects of a roadside inspection. This year, inspectors will capture data on two categories, corresponding to the two main inspection categories of the North American Standard Level I Inspection – driver operating requirements and vehicle mechanical fitness. For the driver category, hours of service will

be highlighted this year, and for the vehicle category, inspectors will be paying special attention to lighting.

According to the Federal Motor Carrier Safety Administration, the lighting violation “lamps inoperable” (Title 49 Code of Federal Regulations 393.9) was the number one vehicle violation in fiscal 2020, accounting for approximately 12.24% of all vehicle violations discovered that year. And during last year’s International Roadcheck, the top driver out-of-service violation category in North America was hours of service, accounting for 34.7% of all driver out-of-service conditions.

[Learn more about International Roadcheck. \(http://cvsa.org/program/programs/international-roadcheck/\)](http://cvsa.org/program/programs/international-roadcheck/)

Commercial Vehicle Safety Alliance (CVSA) Driver Tip Sheet

CVSA published this [tip sheet for carriers and drivers \(http://cvsa.org/wp-content/uploads/what_inspectors_are_looking_for.pdf\)](http://cvsa.org/wp-content/uploads/what_inspectors_are_looking_for.pdf) in preparation for this year’s Roadcheck that you can print off as a handout for your drivers.

Question of the Week

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.
- Use Idealease Pre-Post Trip training videos:

English:

Spanish:

- Review your FMCSA data monthly at <https://safer.fmcsa.dot.gov/CompanySnapshot.aspx> (<https://safer.fmcsa.dot.gov/CompanySnapshot.aspx>) and enter your DOT number or name.

- After reviewing the snapshot report click on the SMS (CSA) link in the blue box in the upper right hand corner.
- 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 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 inspections 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.

Senators Reintroduce DRIVE Safe Act

Senator Todd Young (R-IN) and a bipartisan group of seven other Senators have reintroduced the "Developing Responsible Individuals for a Vibrant Economy Act" or "[DRIVE Safe Act](https://www.ifdaonline.org/issues-advocacy/drivesafeact)" (<https://www.ifdaonline.org/issues-advocacy/drivesafeact>), in the Senate. The bill would allow 18-20 year-olds to drive commercial motor vehicles in interstate commerce under certain safeguards and conditions.

The bill, which was first introduced in the last Congress, would require completion of two separate apprenticeships before a driver under 21 years of age could drive a CMV in interstate commerce.

The first apprenticeship would require a minimum of 120 on-duty hours, with at least 80 hours behind the wheel of a CMV accompanied by an experienced driver. The apprentice would have to pass established performance benchmarks, including: interstate, city traffic, rural 2-lane, and evening driving; safety awareness; speed and space management; lane control; mirror scanning; right and left turns; and logging and complying with rules relating to hours of service.

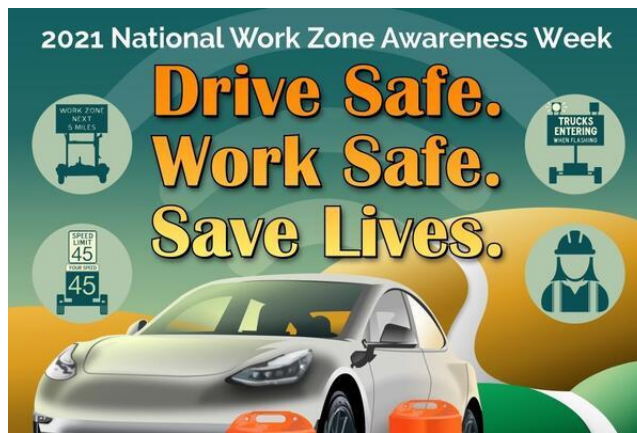
The second apprenticeship would require a minimum of 280 on-duty hours, with at least 160 hours behind the wheel of a CMV. The apprentice would have to pass additional performance benchmarks, including: backing and maneuvering in close quarters; pre-trip inspections; fueling procedures; weighing loads, weight distribution, and sliding tandems; coupling and uncoupling procedure; and trip planning, truck routes, map reading, navigation, and permits.

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National Work Zone Awareness Week April 26-30



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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, [click here \(http://www.nwzaw.org\)](http://www.nwzaw.org).

10 Tips for Driving Safely in Work Zones

- EXPECT THE UNEXPECTED! (Normal speed limits may be reduced, traffic lanes may be changed, and people may be working on or near the road.)
- SLOW DOWN!(Speeding is one of the major causes of work zone crashes.)
- DON'T TAILGATE! KEEP A SAFE DISTANCE BETWEEN YOU AND THE CAR AHEAD OF YOU. (The most common crash in a highway work zone is the rear end collision. So, don't tailgate.)
- KEEP A SAFE DISTANCE BETWEEN YOUR VEHICLE AND THE CONSTRUCTION WORKERS AND THEIR EQUIPMENT.
- PAY ATTENTION TO THE SIGNS! (The warning signs are there to help you and other drivers move safely through the work zone. Observe the posted signs until you see the one that says you've left the work zone.)
- OBEY ROAD CREW FLAGGERS! (The flagger knows what is best for moving traffic safely in the work zone. A flagger has the same authority as a regulatory sign, so you can be cited for disobeying his or her directions.)
- STAY ALERT AND MINIMIZE DISTRACTIONS!(Dedicate your full attention to the roadway and avoid changing radio stations or using cell phones while driving in a work zone.
- KEEP UP WITH THE TRAFFIC FLOW. (Motorists can help maintain traffic flow and posted speeds by merging as soon as possible. Don't drive right up to the lane closure and then try barge in.)
- SCHEDULE ENOUGH TIME TO DRIVE SAFELY AND CHECK RADIO, TV AND WEBSITES FOR TRAFFIC INFORMATION. (Expect delays and leave early so you can reach your destination on time.
- BE PATIENT AND STAY CALM. (Work zones aren't there to personally inconvenience you. Remember, the work zone crew members are working to improve the road and make your future drive better.)
- Most States have a 511 Road condition app that you can down load to your smart device.

24/7 ROADSIDE ASSISTANCE
CALL 1-800-435-3273

IDEALEASE, INC.

430 North Rand Road, North Barrington, IL 60010 | **847-304-6000** |