



May 10th, 2019

## Annual DOT Inspection

The annual DOT Inspection is required of all CMV's that have a GVWR of 10,001 lbs or more, as defined in the definition of a CMV in [CFR 390.5](#) for interstate carriers with US DOT operating authority. For INTRASTATE operators check with your state carrier enforcement for adoption of this federal regulation. [CFR 396.17](#) requires that all CMV's that meet the above definition be inspected annually, according to Appendix G of the FMCSA regulations. [Click here to access Appendix G.](#) A motor carrier shall not use a commercial motor vehicle unless each component identified in Appendix G has passed an inspection at least once during the preceding 12 months and documentation of such inspection is on the vehicle. The documentation may be:

The inspection report prepared in accordance with [CFR 396.21](#) or other forms of documentation, based on the inspection report (e.g., sticker or decal), which contains the following information:

- Date of inspection
- Name of Motor Carrier
- Address of the motor carrier or other entity where the inspection report is maintained
- Information uniquely identifying the vehicle inspected if not clearly marked on the
- Motor vehicle
- Certification that the vehicle has passed an Inspection in accordance with [CFR 396.17](#)



## CVSA's 2019 International Roadcheck Enforcement Event to Take Place June 4-6 with Special Emphasis on Steering Components and Suspension Systems

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."

Motor Carrier record keeping requirements for periodic inspections are found in [CFR 396.21](#). The qualified inspector performing the inspection shall prepare a report which:

- Identifies the individual performing the inspection
- Identifies the motor carrier operating the vehicle
- Date of the inspection
- Vehicle inspected
- Vehicle components inspected
- Describes the results of the inspection
- Includes the identification of those components not meeting the minimum standards set forth in Appendix G.
- Certifies the accuracy and completeness of the inspection as complying with all the requirements of [CFR 396.17](#)



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. 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. [Learn more about International Roadcheck.](#)

The original or copy of the inspection report shall be retained by the motor carrier or other entity that is responsible for the inspection for a period of fourteen months from the date of the inspection report. The original or a copy of the inspection report shall be retained where the vehicle is either housed or maintained. The original or a copy of the inspection report shall be available for inspection upon demand of an authorized Federal, State, or local official.

## Who is a Qualified Inspector?

The FMCSA defines an inspector in [CFR 396.17](#) as a person who understands the inspection criteria set forth in 49 CFR Part 393 and Appendix G of this subchapter and can identify defective components. That person is knowledgeable of and has mastered the methods, procedures, tools, and equipment used when performing an inspection. Also, capable of performing an inspection by reason of experience and training. Please [click here](#) for an example of a certification for an annual inspector, which contains the certification requirements. Exemptions to the Periodic Inspection Program Vehicles passing roadside or periodic inspections performed under the auspices of any State



government, equivalent jurisdiction, FMCSA, meeting the minimum standards contained in Appendix G of this subchapter, will be considered to have met the requirements of an annual inspection for a period of 12 months. Commencing from the last day of the month in which the inspection was performed. The Federal Motor Carrier Safety Regulations require that all

commercial motor vehicles operating in interstate commerce must pass an inspection at least annually. One way to satisfy this requirement is through the periodic inspection programs administered by certain states. To qualify, the state inspection program must comply with federal standards. The following is a complete list of states with inspection programs that the Federal Motor Carrier Safety Administration (FMCSA) has determined are comparable to, or as effective as, the federal periodic inspection requirements.

*Alabama (LPG Board), California, Connecticut, District of Columbia, Hawaii, Illinois, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Texas, Utah, Vermont, Virginia,*

## 2019 Idealease / NPTC Safety Seminars



[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

## West Virginia and Wisconsin

Note that two states that used to appear on this list have since been removed. Arkansas no longer has a periodic inspection program for buses, and Oklahoma has repealed its inspection requirements. In addition to the states listed above, the FMCSA also accepts the inspection programs of the Yukon Territory and the 10 Canadian Provinces:

*Alberta, British Columbia, Manitoba, New Brunswick, Newfoundland, Nova Scotia, Ontario, Prince Edward Island, Quebec, Saskatchewan*



The FMCSA considers Mexico's NOM (Norma Oficial Mexicana or Official Mexican Standard) 68 program, as comparable to, or as effective as, the federal periodic inspection requirements. All other states either have no periodic inspection programs for commercial vehicles or their programs have not been determined by the FMCSA to be comparable to the federal requirements.

and experienced transportation professionals.

## Spring Seminars

5/21/2019 Baltimore, MD  
5/23/2019 Milwaukee, WI

## Fall Seminars

9/12/2019 Nashville, TN  
9/19/2019 Springfield, IL  
10/3/2019 Erie, PA  
10/15/2019 Reno, NV  
10/16/2019 Chicago, IL  
10/22/2019 Salt Lake City, UT  
10/23/2019 Lexington, KY  
10/23/2019 Modesto/Turlock, CA  
TBD San Leandro, CA  
TBD Eugene, OR  
TBD Green Bay, WI  
TBD Louisville, KY  
TBD Kelowna, BC  
TBD Everett, WA  
TBD Chattanooga, TN

## CVSA's Operation Safe Driver Week to Focus on Speeding

Speeding was selected as the emphasis for this year's Operation Safe Driver week, scheduled for July 14-20 throughout North America. During the annual Commercial Vehicle Safety Alliance (CVSA) event, law enforcement personnel are on the lookout for commercial motor vehicles (CMVs) and passenger vehicles driving dangerously. Anyone performing unsafe driving behaviors runs the risk of being pulled over and faces warnings or citations. Law enforcement personnel will also track driver behavior such as distracted driving, texting, seatbelt violations, following too closely, improper lane changes, reckless or aggressive driving, failure to obey traffic control devices, and driving while intoxicated. Industry facts based on speeding include:

- In 2017, speeding was a contributing factor in 26 percent of all traffic fatalities, accounting for 9,717 lives, according to the National Highway Traffic Safety Administration.
- During last year's Operation Safe Driver Week, 1,908 CMV drivers were issued citations for speeding and 17 were cited for driving too fast for conditions.
- According to the Insurance Institute for Highway Safety Loss Data Institute, speeding has been a factor in more than a quarter of crash deaths since 2008.
- According to the Federal Motor Carrier Safety Administration's 2016 Large Truck and Bus facts, speeding was the most frequent driver-related crash factor for drivers of CMVs and passenger vehicles.



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**IDEALEASE**  
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?

Changing 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 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 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 areas of your overall analysis program should include driver behavior frequency, DOT violation analysis (hours of service, drug and alcohol, driver fit), OSHA violations, workers compensation claims, etc. Another analysis tool that you should review monthly is your CSA (SMS) data provided to you by the









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