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## SAFETY BULLETIN

# INTERNATIONAL ROADCHECK 2018

## International Roadcheck Set for June 5-7 with Focus on Hours-of-Service Compliance

*The Commercial Vehicle Safety Alliance's (CVSA) International Roadcheck will take place June 5-7, 2018. Over that 72-hour period, commercial motor vehicle inspectors in jurisdictions throughout North America will conduct inspections of commercial motor vehicles and drivers. This year's focus is on hours-of-service compliance.*

"The top reason drivers were placed out of service during 2017 International Roadcheck was for hours-of-service violations," said CVSA President Capt. Christopher Turner of the Kansas Highway Patrol. "Thirty-two percent of drivers who were placed out of service during last year's three-day International Roadcheck were removed from our roadways due to violations related to hours-of-service regulations. It's definitely an area we need to call attention to this year."

"Although the electronic logging device (ELD) rule that went into effect on Dec. 18, 2017, does not change any of the underlying hours-of-service rules or expectation, the ELD mandate placed a spotlight on hours-of-service compliance," said Capt. Turner. "We thought this year would be a perfect opportunity to focus on the importance of the hours-of-service regulations."

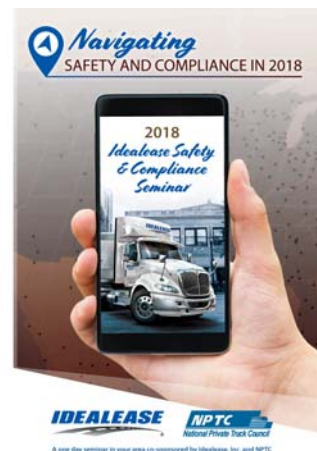
During International Roadcheck, inspectors will primarily conduct the North American Standard Level I Inspection, a 37-step procedure that includes an examination of both driver operating requirements and vehicle mechanical fitness.

[Click Here](#) to learn more about International Roadcheck.



May 11, 2018

## Navigating Safety and Compliance in 2018



Idealease and the National Private Truck Council NPTC will again be hosting safety seminars in 2018. 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 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 2018 [Click Here](#).

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

Click Here to view this tip sheet CVSA published for carriers and drivers in preparation for this year's Roadcheck that you can print off as a handout for your drivers.

**In The Inspector's Seat**  
**The Point of the North American Standard Level I Inspection Procedure**

From a commercial vehicle safety inspector's perspective, the point of the NMS inspection is to ensure both your safety and those of others traveling on the highway.

The costs associated with being put out of service are insignificant when compared to the costs of crashes with human potential. Be prepared and inspect your vehicle thoroughly before you take your next trip. This keeps you in power hand.

**1 BRAKES**  
 Check for missing, non-functioning, loose, contaminated or cracked pads on the brake drums. Check for "V" mark. If not for visible air leaks around trailer components and lines. Check that the slack adjusters are the same length. From center of "V" open to center of drum shell, and that the air chambers on each side are the same size. Check the adjustment. Ensure the air system maintains air pressure between 90 and 120 psi. Measure pedestal travel. Inspect required brake system warning devices, such as ABS malfunction lamps and low air pressure warning device. Inspect brake protection systems, including the feedback system on the trailer.

**2 COUPLING DEVICES**  
 Safety Device Full Throttle/Converter (Fullthru) Check the safety device. Make sure you have sufficient number, missing components, improper repair, and device that are incapable of secure attachment. On the Lower Fifth Wheel check for unsecured mounting to the frame or any missing or damaged parts or any visible gaps between the upper and lower Fifth wheel plates. Verify that the locking jaws are around the chock and the head of the tongue and that the release lever is seated properly and that the safety latch is engaged. Check the Upper Fifth Wheel for any damage to the weight bearing plate (and its supports) such as cracks, loose or missing bolts on the trailer. On the Sliding Fifth Wheel check for proper engagement of locking mechanism (bolts fully engaged on both sides) check for wear or missing parts. Ensure that the position does not allow the tractor frame rails to contact the landing gear landing frame. Check for damaged or missing lugs and all stops.

**3 FUEL & EXHAUST SYSTEMS**  
 Check your fuel tanks for the following conditions: Loose mounting, leaks, or other conditions, loose or missing caps, and signs of leaking fuel below the tanks. For exhaust systems, check the following: Unsecured mounting, bolts, hoses, the only exhaust system components to contact with electrical wiring or brake lines and hoses, and excessive carbon deposits around exhaust and chimneys.

**4 FRAME, VAN & OPEN-TOP TRAILERS**  
 Inspect for corrosion, fatigue, cross member(s) cracked, loose or missing, cracks in frame, missing or defective body parts. Look at the condition of the frame, check separation of air horns of vehicle with riding bolsters. On the frame and frame assembly check for cracks, bends, sagging, loose bolsters or any other defects that may lead to the collapse of the frame, corrosion, fatigue, cross members cracked or missing, cracks in frame, missing or defective body parts. Inspect all axles. Inspect for non-manufactured holes (i.e. nail holes, holes created by drilling or welding etc.) in the frame springs in the spring hanger bearing section of the parking brake. For van and open-top trailer bodies, look at the upper rail and check for cracks and side rails for buckling, cracks, or rust. Inspect for sagging floor, rail, or cross members, or broken or loose or missing bolsters or side rail adjustment to the truck.

**5 LIGHTING**  
 Inspect all required lamps for proper color, operation, mounting and visibility.

**6 SECUREMENT OF CARGO**  
 Make sure you are carrying a safe load. Check tail board security, brack and gates are secured in close position. Check both sides of the trailer to ensure cargo is protected from shifting or falling. Verify that rear doors are securely closed. When load is visible, check for proper blocking and bracing. It may be necessary to measure loads of trailer to ensure that large objects are properly secured. Check cargo securement device for proper number, size and condition. Check tie-down anchor points for deterioration and cracking.

**7 STEERING**  
 Check the steering knuckle first turning the steering wheel in one direction until the tires begin to steer. Then, place a mark on the steering wheel at a fixed reference point. Then turn the wheel in the opposite direction until the lines again start to move. Mark the steering wheel at the same fixed reference point and measure the distance between the two marks. The amount of allowable lash varies with the diameter of the steering wheel.

**8 SUSPENSION**  
 Inspect the suspension for indications of misalignment, shifted, cracked or missing springs, bent/damaged mounting bolts, unsecured spring hangers and cracked or loose U-bolts. Also, check any unsecured axle positioning parts and for signs of axle misalignment. On the front axle, check for cracks, wear and obvious misalignment.

**9 TIRES, WHEELS, RIMS & HUBS**  
 Check tires for proper inflation, cuts and bulges, irregular tread wear patterns, tread wear and major tread groove depth. Inspect wheel(s) for defects, improper repairs, repaired tires or rims, contact with any part of the vehicle, and the markings including it from one on a steering axle, inspect wheels and rims for cracks, unsecured locking rings, missing or missing caps, studs or clamps. Also check for rims that are cracked or bent, have loose or damaged lock nuts and elongated stud holes, have cracks across spines or the web area, and have evidence of slippage to the clamp area. Check the hubs for lubricant leaks, missing caps or plugs, misalignment and positioning, and damaged, worn or missing parts.

**CVSA**  
 www.CVSA.org



### Spring Seminars (March-May)

5/15/2018	Detroit, MI
5/22/2018	San Leandro, CA

### Fall Seminars (Sept-Oct)

8/9/2018	Santa Rosa, CA
9/25/2018	Dallas, TX
9/26/2018	Houston, TX
10/10/2018	Nashville, TN
10/16/18	Kansas City, MO
10/24/2018	Turlock, CA
10/25/18	Oklahoma City, OK
11/7/2018	San Leandro, CA
TBD	Moncton, NB
TBD	Fort Wayne, IN

## 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:**

- [Tractor Trailer](#)
- [Straight Truck](#)

**Spanish:**

- [Tractor Trailer](#)
- [Straight Truck](#)



- 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 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.

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**Our mailing address is:**

Idealease  
430 North Rand Road  
North Barrington, IL 60010

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