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May 17th, 2019



**Pre-Employment  
Screening Program**  
Federal Motor Carrier  
Safety Administration

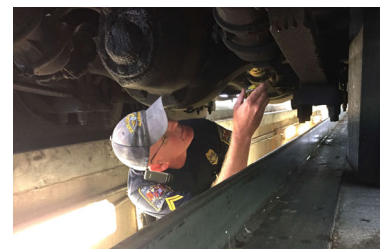
## Are You Using the FMCSA PSP Screening Program?

The Pre-Employment Screening Program (PSP) is a screening tool that allows motor carriers and individual drivers to purchase driving records from the Federal Motor Carrier Safety Administration's (FMCSA) Motor Carrier Management Information System (MCMIS). Records are available for 24 hours a day via the PSP web site. Motor Carriers and drivers can enroll in the PSP program by going to the [FMCSA PSP](#) website link.

## Cross Referencing of Data Can Pay Off in a Big Way

In a world now where we receive more data than ever before, it is important to not only read the data you receive but in certain situations to Cross Reference with other data you already have on file. By Cross Referencing the data, you can validate the accuracy of the data in question as well as determine if you indeed have all of the data needed. For those of you who are responsible for compliance with the FMCSA regulations, Cross Referencing of data should be a common occurrence in your safety program. Below I have listed some data that Cross Referenced.

1. Pre-Employment Screening Report (PSP) with a CMV drivers Application. The PSP report provides the name of the past employers of a driver who incurred moving violations, roadside inspections and reportable crashes. These employers should have been placed on the application as previous employers by the driver applicant. [www.psp.fmcsa.dot.gov](http://www.psp.fmcsa.dot.gov)
2. Hours of Service records Cross Referenced to CSA SMS information for accuracy showing a roadside inspection, crashes, moving violations, etc. logged as "On Duty" time on the log.
3. Accident Register [CFR 390.15](#) Cross Referenced with the CSA SMS Crash Basic information to make sure all recordable crashes are logged on the register.
4. Moving violations on the CSA SMS



**CVSA Will Hold Industry  
Roadside Inspection  
Course – Vehicle  
Requirements in Oak**

with a driver's Certification of Violation form [CFR 391.27](#) required to be completed annually.

5. Annual motor vehicle record [CFR 391.25](#) with the Certification of Violation Form [CFR 391.27](#)
6. Daily Vehicle Inspection Reports DVIR CFR [396.11](#) with CSA SMS Maintenance Basic violations to see if the driver noted the violation during a pre-post trip inspection on their DVIR.
7. CSA SMS inspection information (click on relevant inspections to see all inspections) and compare with copies of roadside inspections provided by your drivers to make sure you have copies of all the inspections in the last 12 months as required by [CFR 396.9](#).
8. Supporting documentation such as fuel receipts, toll tickets, GPS records compared to Hours of Service (logs).

## 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.

## FMCSA Program Would Allow CDL Drivers Under 21 to Engage in Interstate Commerce

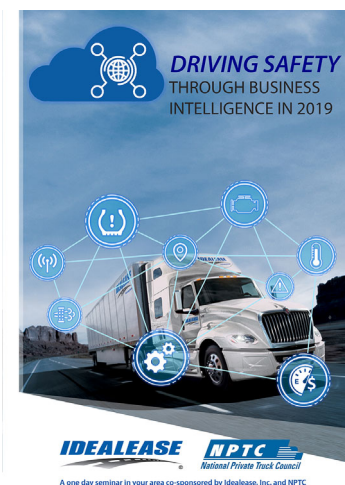
The Federal Motor Carrier Safety Administration (FMCSA) is requesting public comments about a potential second pilot program that paves the way for drivers ages 18 to 20 to obtain their commercial driver's license (CDL) to operate commercial motor vehicles (CMVs) in interstate commerce. In July 2018, the DOT released details of the Commercial Driver Pilot Program as part of the Fixing America's Surface Transportation (FAST) Act, which allows certain 18- to 20-



## Creek, Wisconsin, June 24<sup>th</sup>-28<sup>th</sup>

The focus of the training will be on vehicle-related roadside requirements and out-of-service conditions. This training will provide each motor carrier with the tools and knowledge to achieve compliance with the roadside safety regulations and a better understanding of the relationship between regulatory requirements and out-of-service conditions. This course includes information on regulatory requirements of 49 Code of Federal Regulations 393, 396 and Appendix G. This course will thoroughly explain the Federal Motor Carrier Safety Regulations, the CVSA North American Standard Level I Inspection Procedure and the CVSA North American Standard Out-of-Service Criteria as it relates to vehicle components of a commercial motor vehicle. The deadline for [registration](#) is Friday, June 14.

## 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 and experienced transportation professionals.

### Spring Seminars

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

year-olds with military training to operate CMVs in interstate commerce. The latest proposal provides opportunities for non-military drivers ages 18 to 20 to also operate CMVs in interstate commerce. The FMCSA is requesting comments on training, qualifications, driving limitations, and vehicle safety programs that should be considered in developing options or approaches for a second pilot program to take place. Public comments can be submitted through the Federal eRulemaking portal at regulations.gov under Docket No. FMCSA-2018-0346. Comments must be received on or before July 15, 2019.

## 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.

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.](#)



## 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



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**Don't Crowd the Plow**



Most of the vehicles on the road are equipped with automatic brake assist. During an emergency, these vehicles will brake for the vehicle in front. These large vehicles can present a hazard for others who have less visibility. Observe these tips to stay safe while going through plow lanes to do their jobs.

Keep well back from snowplows

Plow drivers can't see directly behind their blades. Sometimes they reach their blades to scrape up snow because several feet behind the blade you can't see. They are not equipped with rear view cameras. Material that piles up behind the blade can be a hazard.

Know where the snowplow is on multi-lane highways

The plow should be in either one, or on the shoulder, ready to clear snow on multiple lanes and shoulders unless they turn around.

Never drive through a plow blade or without permission

You can be killed if a plow blade is raised by someone in a plow lane, so be patient. Observe



**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 analyzes the data 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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