

In This Issue:
Six Most Common CSA Violations
"Red Flag" Driver Violations
FMCSA Offers Clarification on Personal Conveyance and Agricultural Exemption
Personal Conveyance
Are you Safe for Life?
Navigating Safety and Compliance in 2018

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SAFETY BULLETIN



June 8, 2018



Are you Safe for Life?

The National Safety Council and thousands of organizations across the are raising awareness of what it takes to stay SafeForLife. Observed annually in June, National Safety Month focuses on reducing leading causes of injury and death at work, on the roads and in our homes and communities.



Each week in June, we will be providing downloadable resources highlighting a different safety topic:

- Week 1 (through June 12): Stand Ready to Respond
- Week 2 (June 13-19): Be Healthy
- Week 3 (June 20-26): Watch Out for Dangers
- Week 4 (June 27-30): Share Roads Safety

[Get Your Free Materials](#)
Visit the NSC Safety Month Website at: nsc.org/hsm

Six Most Common CSA Violations

The truck

Violation: Lighting

28% of all roadside vehicle violations last year, out of 2.4 million inspections, dealt with lights or reflective materials. Light violations are a severity point assessment of 6 CSA points and a conspicuity of reflective tape violations are 3 CSA points.

Prevention: Pre and Post trip inspections and reporting of lighting defects on the daily vehicle inspection report. Use [Idealease's Pre-Post Trip training videos.](#)

Violation: Brakes

25% of vehicle violations are for brakes, with over 1 million brake violations last year, each with four CSA points.

Prevention: Training is key. Make sure drivers know what to look for and when to get assistance with their brakes. The only way to find a brake adjustment problem is to carefully measure the stroke, and adjusting a brake that has an automatic adjuster won't fix the problem (and may make it worse).

Violation: Tires

11% of vehicle violations are for tires (half for tread depth), with a CSA severity of eight points. Steer tires must have 4/32 inch of tread depth; other tires must have 2/32 inch.

Prevention: Pre and Post Trip inspections that identify tires that are getting close to regulation requirements being reported on the daily vehicle inspection report. Drivers need to know how and when to check inflation (with a gauge!) and when it's time for a replacement.

The Driver

Violation: Logs

"Form & Manner" and "Log Not Current" violations make up 25% of all driver violations at the roadside, far and above any other violation. A form/manner violation carries just one CSA point, but a



Navigating Safety and Compliance in 2018

log that isn't current is worth five.

Prevention: Review hours of service regulations with all drivers upon orientation and throughout the year during driver meetings.

Monitor hours of service documentation for violations.

Implement a progressive disciplinary policy for violators with termination as the ultimate action taken.

Consider implementing electronic logging devices.

Violation: Medical issues

12% of driver violations are related to medical issues, often a failure to have a valid medical certificate. These carry a low CSA point value of one or two, although driving while physically ill is a 10-point violation.

Prevention: Track the expiration of your drivers' medical cards and make sure they get updated, placed in drivers' files, carried in the vehicle and turned in to the state licensing agency. Make sure drivers know exactly what's required of them, and have consequences in place for those who fail to comply.

Some of these violations may go away once we have the National Registry of Medical Examiners, and once interstate CDL drivers no longer have to carry their medical cards (in Feb. 2015).

Violation: English ability

This violation has been surging in recent years, currently at 9% of all driver violations and carrying four CSA points.

Compliance is complicated because there is no yes/no standard. Key for a roadside inspection is being able to fill out paperwork, speak with officers and answer their questions, all in English.

Prevention: Your hiring practices should filter out drivers who simply cannot meet the standard. Use training and practice to help drivers know how to respond to typical questions about their logs, their trips and cargo, their insurance, registration, license and their vehicle.

“Red Flag” Driver Violations



When investigating a motor carrier, a Safety Investigator (SI) looks at driver history for egregious violations of the Federal Motor Carrier Safety Regulations (FMCSRs). These violations are sometimes referred to as Red Flag Violations and are always investigated as part of a carrier investigation. The SI conducting the investigation looks to see if the violation has been corrected. At present, there are 12 such violations, though this list may be updated periodically. These violations are outlined in the table below, along with the Behavior Analysis and Safety

Improvement Categories (BASICS) to which they correspond.

BASIC	FMCSR Part	Violation Description
Driver Fitness	383.21	Operating a commercial motor vehicle (CMV) with more than one driver's license
Driver Fitness	383.23(a)(2)	Operating a CMV without a valid commercial driver's license (CDL)
Driver Fitness	383.51(a)	Driving a CMV (CDL) while disqualified
Driver Fitness	383.91(a)	Operating a CMV with improper CDL group
Driver Fitness	391.11	Unqualified driver
Driver Fitness	391.11(b)(5)	Driver lacking valid license for type of vehicle being operated
Driver Fitness	391.11(b)(7)	Driver disqualified from operating CMV
Driver Fitness	391.15(a)	Driving a CMV while disqualified
Controlled Substances/Alcohol	392.4(a)	Driver uses or is in possession of drugs
Controlled Substances/Alcohol	392.5(a)	Possession/use/under influence of alcohol less than 4 hours prior to duty
Fatigued Driving (HOS)	395.13(d)	Driving after being declared out-of-service (OOS)
Vehicle Maintenance	396.9(c)(2)	Operating an OOS vehicle

Any driver violations identified and addressed during carrier investigations that are not corrected may result in a driver Notice of Violation or Notice of Claim.

FMCSA Offers Clarification on Personal



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](#).

Fall Seminars (Sept-Oct-Nov)

8/9/2018	Santa Rosa, CA
9/19/18	Fort Wayne, IN
9/25/2018	Dallas, TX
9/26/2018	Houston, TX
10/4/2018	Moncton, NB
10/10/2018	Nashville, TN
10/16/18	Kansas City, MO
10/24/2018	Modesto/Turlock, CA
10/25/18	Oklahoma City, OK
11/7/2018	San Leandro, CA

Conveyance and Agricultural Exemption

The Federal Motor Carrier Safety Administration (FMCSA) is clarifying - through regulatory guidance - two points of confusion surrounding the agency's hours-of-service rules: the 150-air-mile agricultural-commodity exemption and the personal-conveyance provision.

In December 2017, FMCSA published *Federal Register* notices proposing regulatory guidance for the transportation of agricultural commodities and the use of personal conveyance and requested public comment. The agency received nearly 850 public comments on the two topics.

150-air-mile radius agricultural-commodity exemption

FMCSA is issuing [Regulatory Guidance](#) to Section 395.1. Questions 34, 35, 36, and 37 were added to clarify the exception with regard to:

1. Drivers operating unladen vehicles traveling either to pick up an agricultural commodity or returning from a delivery point;
2. Drivers engaged in trips beyond 150 air-miles from the source of the agricultural commodity;
3. Determining the "source" of agricultural commodities under the exemption; and
4. How the exemption applies when agricultural commodities are loaded at multiple sources during a trip.

Personal Conveyance

FMCSA is replacing Question 26 of the regulatory guidance for Section 395.8. The [revised text](#) includes numerous examples to assist carriers and drivers in knowing whether the driver qualifies to operate the truck or bus for personal conveyance.

A driver may record time operating a CMV for personal conveyance (i.e., for personal use or reasons) as off-duty only when the driver is relieved from work and all responsibility for performing work by the motor carrier, regardless of whether the vehicle is laden. Previously, drivers could only log "off duty" for personal conveyance if the vehicle was unladen. The new guidance describes seven scenarios when the provision may be used and eight when it does not apply.

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Our mailing address is:

Idealease
430 North Rand Road
North Barrington, IL 60010

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