

Safety Management Council

The Safety Management Council of the Nevada Trucking Association is dedicated to enhancing the safety and security of the trucking industry. This council brings together industry experts to share best practices, provide safety training, and networking with peers and partners in law enforcement and regulatory agencies. Join us today!

Newsletter Highlights

- Safety Council Meeting Notice
 - NV Truck Driving Championships
 - Safety Summit – June 17th in Las Vegas
 - International Roadcheck – May 13-15
 - Transportation Security Corner
 - FMCSA Online Portal Back in Operation
 - Calendar of Events / Save the Dates
 - North American Standard Roadside Inspection Vehicle & Driver “Cheat Sheets”
 - FMCSA Identity Verification System - NEW
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Safety Council Meeting

We will hold our next Safety Council meeting in Reno on May 13, 2025. There will be a zoom option for those who can't attend in-person. (NTA North / 8745 Technology Way, Unit E, Reno)

Join us as Johnny Mullins and Mark D'Andrea from Synergy-Solutions as they discuss the importance of driver communication and detailed onboarding. Use of specific approaches can help you manage your fleet and keep safety on the forefront of everyone's mind.

Additionally, we will have our regular reports and discussions.

Nevada Truck Driving Championships – Come out and Support our Drivers!



Join us in Reno – located on the
Historic Lincoln Highway!

The 2025 NV Truck Driving Championship will be held on Saturday (May 3) at the Washoe Regional Public Safety Training Center at 5190 Spectrum Blvd. in Reno. For those interested in attending to cheer on our drivers, that part of the competition will begin at roughly 9am.

Thank you to our Sponsors!

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Risk Summit – Building a Culture that Values Safety

Join NTA and Great West Casualty Company for a free Safety & Risk Symposium.

June 17th

8:00am – 12:00pm

College of Southern Nevada

Student Union – NLVU126

3200 E Cheyenne Avenue

North Las Vegas, NV 89030

This event will cover:

- Safety and regulatory updates on new and future rules that may affect your company,
- Building a culture that values safety,
 - Strategies to strengthen your overall company safety culture,
- Roundtable discussions on how to integrate all employees into your safety efforts, including
 - Technology, Talent Acquisition, Accident Prevention, Injury Prevention and more
- Networking opportunities and strategies

There is no cost for attendance and lunch will be provided.

Register [HERE](#).

CVSA's International Roadcheck Scheduled for May 13-15

The Commercial Vehicle Safety Alliance's (CVSA) International Roadcheck is scheduled for May 13-15. International Roadcheck is a high-visibility, high-volume commercial motor vehicle and driver inspection and regulatory compliance enforcement initiative that takes place over three days in Canada, Mexico and the United States.

Law enforcement personnel will inspect commercial motor vehicles and drivers at weigh/inspection stations, temporary sites and mobile patrols to verify regulatory compliance. Data from the 72 hours of International Roadcheck will be collected and the results will be released this summer.

Each year, International Roadcheck places **special emphasis** on a driver violation category and a vehicle violation category. During International Roadcheck, inspectors will primarily conduct the North American Standard Level I Inspection, a 37-step procedure that includes an examination of driver operating requirements and vehicle mechanical fitness. While all 37 steps will be completed, as usual, inspectors will also pay close attention to the driver's record of duty status (RODS) and the vehicle's tires.

Driver Focus Area: Hours of Service

Hours-of-service (HOS) regulations are in place to safeguard transportation safety by limiting driving hours and mandating adequate rest breaks to ensure commercial motor vehicle drivers have the opportunity to get the rest they need, thereby preventing crashes and incidents caused by fatigue.

Vehicle Focus Area: Tires

The importance of proper tire maintenance cannot be overstated. Tire failure while in transit is a hazard to all motorists. It is also far more expensive and time consuming for motor carriers to repair an in-transit tire failure versus proactively maintaining tire health and addressing tire issues before the vehicle is on the road.

CVSA is a nonprofit organization comprised of local, state, provincial, territorial and federal commercial motor vehicle safety officials and industry representatives in Canada, Mexico and the U.S. The Alliance aims to prevent commercial motor vehicle crashes, injuries and fatalities and believes that collaboration between government and industry improves road safety and saves lives. Its mission is to improve commercial motor vehicle safety and enforcement by providing guidance, education and advocacy for enforcement and industry across North America.

TRANSPORTATION SECURITY CORNER

Department of Homeland Security (DHS)--Transportation Security Administration (TSA)-
Surface Operations

When most people think about TSA, the image that first comes to mind is that of our colleagues, the screening workforce in an airport. This is not surprising, given that they have been the most publicly visible part of the agency since it was born out of the tragedy of 9/11. With a myriad of rules and regulations, ranging from the control of checked and carry-on baggage to the vetting of the actual passengers, it is hard to envision a more controlled, regulated, yet necessary, environment.

However, TSA has other very valuable assets available, specifically for surface transportation. Surface inspectors work directly with our surface transportation partners to develop programs and find ways to increase their security posture, through training opportunities, tabletop exercises, and vulnerability assessments. This cooperation and collaboration pay dividends in providing a safer place in which we work and live. Training opportunities such as Security Awareness for Trucking, tabletop exercises, security program development, security assessments and many others are all available at no cost. In future editions, we will be outlining specific programs and training opportunities which provide additional details on each of these training events and more. This training is available to you and your entity can only strengthen your security posture, help develop a partnership and build a great relationship with other. Again, all training opportunities the TSA Surface program offers are at no cost.

For more information, feel free to reach out to Surface Transportation Security Inspector David Douglas David.Douglas@tsa.dhs.gov or Supervisory Transportation Security Inspector Robert Grim Robert.grim@tsa.dhs.gov.

FMCSA Portal Update – Online Filing Back in Operation

On January 20th, FMCSA reinstated the option to make online updates with FMCSA, such as filing a biennial update or filing an address change, which were previously taken offline by the Agency to implement multi-factor authentication within the FMCSA Portal. FMCSA is experiencing a backlog of paper form submissions to the FMCSA contact center, causing delays in processing.

FMCSA is working to spread the word that online updates are once again an option and can be made within minutes via FMCSA Portal, as opposed to current wait times for paper form processing (now at over 30 days). To get started, customers will need a

[Login.gov](#) e-mail address and [USDOT PIN](#) to create an FMCSA Portal account. How-to guidance is available at the following link:

<https://www.fmcsa.dot.gov/registration/form-mcs-150-and-instructions-motor-carrier-identification-report> You can also reach out to FMCSA's Office of Registration for additional information and support.

Upcoming Training & Seminars

Periodic Annual Inspections Procedures & Qualifications

June 3, 2025 – ZOOM – 8am – 12:30pm - \$140/person

This course covers the elements of the DOT annual periodic vehicle inspection, completion of the annual inspection reports and placement of decals. Students will learn the regulatory requirements of the annual periodic vehicle inspection and 49 CFR 393 and 396 Appendix A, previously known as Appendix G. Inspectors/technicians will learn the requirements to become a qualified inspector and how to maintain qualification.

ProGroup Safety Courses are open to all NTA members (visit www.pgmnv.com to register and see course descriptions & fees). Courses are available in Reno, Carson City and Las Vegas.

- OSHA 10 Hour Construction
 - CPR / First Aid / AED (Adult, Child & Infants)
 - OSHA Injury & Illness Reporting
 - OSHA 10 Hour General Industry
 - Mobile Equipment Safety
 - Slips, Trips & Falls
 - Reasonable Suspicion for non-DOT Supervisors
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Save the Dates!

May 3 – NV Truck Driving Championships – Reno

May 8 – NTA Legislative Day

June 3 – Periodic Inspection Procedures & Qualifications Seminar via ZOOM

June 17 – Safety Symposium & Lunch – Las Vegas

Safety Council Meetings

May 13 – Safety Council Meeting – Reno & ZOOM

June 10 – Safety Council Meeting – Las Vegas & ZOOM

July 9 – Safety Council Meeting – Reno & ZOOM

August 12 – Safety Council Meeting – Las Vegas & ZOOM

September 10 – Safety Council Meeting – Reno & ZOOM

October 14 – Safety Council Meeting – Las Vegas & ZOOM
November 12 – Safety Council Meeting – Reno & ZOOM
December 9 – Safety Council Meeting – Las Vegas & ZOOM

Other Dates of Interest

May 13-15, 2025 – International Roadcheck
June – National Safety Month
July 13-19, 2025 – Operation Safe Driver
August 20-23, 2025 – National Truck Driving Championships – Minneapolis, MN
August 24-30, 2025 – Brake Safety Week
September 14-20, 2025 – National Truck Driver Appreciation Week
September 21-27, 2025 – National Technician Appreciation Week

Get Involved!

We are excited to invite all members to actively participate in our Safety Council and safety-related programs. By joining, you'll have the opportunity to contribute valuable insights, share experiences, and collaborate on events. Let's work together to build a positive safety culture in Nevada. Join us in making a difference! Contact Patti today!

Patti Gillette * Director of Safety * Patti@NevadaTrucking.com * 720-560-3957





International Roadcheck will focus on tires and false records of duty status (RODS).

The importance of proper tire maintenance cannot be overstated. Tire failure while in transit is a hazard to all motorists. It causes significant delays and is far more expensive for motor carriers to repair.

During the tire inspection of a commercial motor vehicle, the inspector will look for:

- ❑ Low tread depth
- ❑ Audible air leaks
- ❑ Flat tires
- ❑ Belt material or casing ply exposed in the tread or sidewall
- ❑ Tread or sidewall separation
- ❑ Bulges in the sidewall
- ❑ Improper repairs, such as rubber-coated plugs in the sidewall
- ❑ Items lodged between dual tires



Hours-of-service regulations are in place to limit driving hours and mandate rest breaks to prevent commercial motor vehicle drivers from operating vehicles while fatigued. However, those regulations are only useful when drivers accurately reflect their times and duty statuses in their RODS.

While checking a driver's RODS for hours-of-service compliance, inspectors will also check for:

- ❑ Electronic logging device tampering, including driving while not logged in, disconnected devices and improper edits
- ❑ Ghost drivers (claiming a co-driver when there is no co-driver present)
- ❑ Improper use of the personal conveyance special driving category
- ❑ Improper use of other exceptions, including adverse driving conditions
- ❑ Recording off-duty time while performing work for a motor carrier or non-motor carrier

Inspectors are available to answer questions about tire maintenance and violations, and to help drivers and motor carriers navigate the hours-of-service regulations in their jurisdictions.



For more information, visit www.roadcheck.org.

North American Standard Roadside Inspection Vehicle Cheat Sheet

BRAKES

Check for missing, non-functioning, loose, contaminated or cracked parts. Check for S-cam flipover. Listen for audible air leaks around brake components and lines. Check that slack adjusters are the same length (from center of S-cam to center of clevis pin) and the air chambers on each axle are the same size. Ensure the air system maintains air pressure between 90-100 psi (620-690 kPa). Inspect for non-manufactured holes (e.g., rust holes, holes created by rubbing or friction, etc.) and broken springs in the spring brake housing section of the parking brake. Measure pushrod travel. Inspect required brake system warning devices, such as anti-lock braking system (ABS) malfunction lamp(s) and low air-pressure warning devices. Inspect the tractor protection system, including the bleedback system on the trailer. Ensure the breakaway system is operable on the trailer.

COUPLING DEVICES

On trailers/converter dolly(s), check safety devices (chains/wire rope) for insufficient strength, missing components, improper repairs and devices that are incapable of secure attachment. On the lower fifth wheel, check for unsecured mounting to the frame, missing or damaged parts, or any visible space between the upper and lower fifth-wheel plates. Verify the locking jaws are around the shank, not the head. Ensure the kingpin and release lever are seated properly and the safety latch is engaged. Check the upper fifth wheel for damage to the weight-bearing plate (and its supports), such as cracks, or loose or missing bolts on the trailer. On the sliding fifth wheel, check for proper engagement of locking mechanism (teeth fully engaged on rail), and check for worn or missing parts. Ensure the position does not allow the tractor frame rails to contact the landing gear during turns. Check for damaged or missing fore and aft stops.

FUEL AND EXHAUST SYSTEMS

Check your fuel tanks for loose mounting, leaks, and loose or missing caps. For exhaust systems, check for unsecured mounting, leaks beneath the cab, and excessive carbon deposits around seams and clamps. Make sure exhaust system components are not in contact with electrical wiring, brake lines or hoses.

FRAME, VAN AND OPEN-TOP TRAILERS

Inspect for corrosion fatigue, cracks in the frame, missing or defective parts, and cracked, loose or missing crossmembers. Look at the condition of the hoses and check the suspension of air hoses on vehicles with sliding tandems. On the frame and frame assembly, check for cracks, bends, sagging, corrosion, fatigue, cracked or missing crossmembers, cracks in the frame, loose fasteners, missing or defective parts, or any defect that may lead to the collapse of the frame. Inspect all axle(s). For vans and open-top trailer bodies, look at the upper rail and check roof bows and side posts for buckling, cracks or ineffective fasteners. On the lower rail, check for breaks accompanied by a sagging floor, rail or cross members, or loose or missing fasteners at the side post adjacent to the break.

LIGHTING

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

SECUREMENT OF CARGO

Check tail board security. Verify end gates are secured in stake pockets. Check both sides of the trailer to ensure cargo is protected from shifting or falling. Verify rear doors are securely closed. Where load is visible, check for proper blocking and bracing. It may be necessary to examine inside the trailer to ensure large objects are properly secured. Check cargo securement devices for proper number, size and condition. Check tiedown anchor points for deformation and cracking.

STEERING

Ensure the steering wheel is secured and telescoping, and tilt functions lock into place. Check for welds or cracks on steering components. Check all components for unsecure mounting, loose fasteners and excessive movement. Check the steering lash by turning the steering wheel in one direction until the tires begin to pivot. Then, place a mark on the steering wheel at a fixed reference point and turn the wheel in the opposite direction until the tires start to move again. 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.

SUSPENSION

Inspect the suspension for indications of misaligned, shifted, cracked or missing springs, loose shackles, missing bolts, unsecured spring hangers, and cracked or loose U-bolts. Check any unsecured axle positioning parts and look for signs of axle misalignment. On the front axle, check for cracks, welds and obvious misalignment.

TIRES, WHEELS, RIMS AND HUBS

Check tires for insufficient inflation, cuts and bulges, regrooved tires on steering axle, tread wear and major tread groove depth. Inspect sidewalls for improper repairs, exposed fabric or cord, contact with any part of the vehicle, and tire markings excluding it from use on a steering axle. Inspect wheels and rims for cracks, unseated locking rings, and broken or missing lugs, studs or clamps. Check rims for cracks or bends, loose or damaged lug nuts, elongated stud holes, cracks across spokes or in the web area, and evidence of slippage in the clamp areas. Check the hubs for lubricant leaks, missing caps or plugs, misalignment or improper positioning, and damaged, worn or missing parts.



North American Standard Driver Inspection Cheat Sheet

Before beginning a trip, the driver should be familiar with the location of all required documents. Most documents are permitted to be maintained in an electronic format; however, the driver must be able to display them without delay during a roadside inspection. All required documents should be saved to an electronic device prior to beginning the trip.

When interviewed by an inspector, the driver must be able to provide the trip's starting point and final destination, load description, time traveled, most recent stop and fueling location(s), and other jobs they have worked in the past week.

The driver is expected to assist with the activation of various systems on the vehicle during the inspection (lights, brakes, etc.).

- ✓ The inspector will check the condition of the seat belt and ensure the driver is wearing their seat belt properly and it's fastened. *Note: Everyone in the commercial motor vehicle, including passengers and co-drivers, must be wearing a fastened seat belt.*
- ✓ The driver's overall condition will be observed for illness, fatigue or other signs of impairment.
- ✓ The inspector will look for any unauthorized passengers.
- ✓ The inspector will check for the illegal presence of alcohol, drugs or other contraband.
- ✓ Inspectors will check the driver's medical examiner's certificate and skill performance evaluation certificate (if applicable) and verify their validity. The inspector will also check for corrective lens, hearing aids and any other physical limitations indicated on the driver's license.
- ✓ Drivers should have their record of duty status and supporting documents ready. If the driver has an electronic logging device, they must be knowledgeable in its use and able to perform the tasks asked by the inspector. The driver is required to transmit the records upon request. The inspector will verify the driver's hours of service and check the accuracy of the record.
- ✓ If the driver is utilizing an exemption, the driver should indicate that to the inspector. The inspector will ensure the driver meets all criteria for the exemption(s). To avoid delays, it is recommended that drivers print any exemptions they are utilizing and provide them to the inspector.
- ✓ The inspector will collect the driver's license or commercial driver's license (CDL), and check the expiration date, class, endorsements, restrictions and status. The inspector will also query the license for any suspensions, cancellations or disqualifications. *Note: If a commercial motor vehicle is being operated by a commercial learner's permit holder accompanied by the holder of a valid CDL (see Code of Federal Regulations 383.25), the CDL holder must have their CDL available and be fully qualified to operate the vehicle.*
- ✓ U.S. Only – The inspector will query the Federal Motor Carrier Safety Administration's Drug and Alcohol Clearinghouse to ensure the driver is not prohibited.



For more information, visit www.cvsa.org.

Office of Registration



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

Completing Identity Verification for FMCSA Registration

Identity proofing and verification is the next step in safety with FMCSA.



FMCSA is increasing accountability and reducing fraud in the motor carrier industry with the introduction of a new identity verification process as part of any new FMCSA registration.

All new applicants registering for a USDOT Number in the current Unified Registration System (URS) will be required to pass identity proofing and verification.

This new process is a step toward meeting FMCSA's mission to reduce fatalities and crashes on the Nation's roadways.

It aims to:

- Verify legitimacy of an applicant's identity
- Reduce fraudulent activity
- Enhance security of FMCSA systems
- Protect sensitive data

Identity Verification Steps in URS

To complete the identity verification process as part of a new registration application in URS, you will need access to a smartphone or tablet and a valid government-issued ID.

- 1 Scan the QR code in URS with your smartphone or tablet to open the identity verification session in your browser.
- 2 Select a language, document country, and document type (identity card, driver's license, passport, or resident card).
- 3 Take a photo of your selected document.
- 4 Take a selfie by scanning your face.
- 5 Return to URS to complete the identity verification process and finish your registration application.

Support with Identity Verification

Contact the Registration Help Center

Call the FMCSA Contact Center at 1-800-832-5660 or chat with us online at www.fmcsa.dot.gov/registration/ask-fmcsa for support with the identity verification process.

Watch the How-To Video

Visit the identity verification page to view a short video on how to complete the identity verification process while applying for a new registration in URS: www.fmcsa.dot.gov/registration/identity-verification



For more information, visit us online at www.fmcsa.dot.gov/registration, where you'll find tools, resources, and the latest updates on identity verification.