



# COMMERCIAL FLEET TIRE DIGEST

*The authoritative guide to reducing commercial tire expenditures from  
Pressure Systems International,  
the manufacturer of the Meritor Tire Inflation System by PSI™*

VOLUME 4 ISSUE 7

JULY 2010

## More on CSA 2010

Download SMS  
Method PDF  
document at

[http://  
csa2010.fmcsa.dot  
.gov/about/  
basics.aspx](http://csa2010.fmcsa.dot.gov/about/basics.aspx)  
(click on SMS).

In last month's issue of PSI Tire Digest we covered the new CSA 2010 regulations and how they will impact your fleet's tire program. As discussed, the BASIC scoring system within CSA 2010 uses severity ratings to compound violation scores reflecting their relationship to crash risk and the more current the event the more impact the data will have on your overall score. Flat tires, damaged tires, and below the legal tread depth limit all have an (8) severity rating which means that those violations impact your fleet safety score tremendously. Additionally, tires found to be underinflated during roadside inspections will have a (3) severity rating. You can see that it will not take very long for poor tire practices to have a negative effect on your operation's safety scores under the new system.

Every seminar or conference that I attend on the subject of CSA 2010 begins by these comments from the speaker. "CSA 2010 is a game changer for the trucking industry including individual motor carriers as well as drivers". The speakers continue "if you currently have a safe fleet, take safety seriously and have well trained safe drivers, then you will have nothing to be concerned about with the new regulations". CSA 2010 will generate two distinct reports based on data that has been input into the system from roadside inspections and crashes: A motor carrier report and a separate report for each driver.

CSA 2010 has the potential to assist a carrier in his driver recruitment efforts. If a driver worked for five different carriers in the last four years and had an incident or

accident at each of those carriers, all that information will be available for a fleet to view before they decide if this driver would be a good candidate for their operation. CSA 2010 will NOT have the power to revoke a driver's CDL based on the score generated in the report (only the state can revoke a CDL based on specific incidents in that particular state). However, CSA 2010 driver intervention will take place when a specific driver's score is in the lowest 10 percentile as compared with other drivers.

The fleet report generated by CSA 2010 will compare similar-size fleets. For you as a carrier, when you reach the 77<sup>th</sup> percentile based on total points the intervention process begins. Of course the intervention process becomes progressively more stringent if corrections are not made. The first step in the intervention process is a letter to the carrier notifying them that there are safety issues within their fleet that they must address and correct. Failure to correct will lead to the next phase which is a red flag for increased roadside inspections. That is followed by on-site inspections. At this point a Corrective Action Plan Agreement is published. If these corrections are not met the last phase is a "cease operations order".

A common question is what about Canada and Mexico. At the moment CSA 2010 does not take into account incidents that occur when a driver is driving north or south of the border. Canada and Mexico do not record DOT numbers so it is currently impossible to keep track of the data into one common database. But this may change.

## Visit us On-line

For current and back  
issues of

**Commercial Fleet  
Tire Digest**

And to subscribe or  
submit your  
inquiries to be  
answered here, go to

**www.  
psitiredigest  
.com**

## Q&A PSI ANSWERS YOUR QUESTIONS

**Q.** How do I decide what is the recommended air pressure for my trailer tire which is a 295/75R22.5 LR G? The tire sidewall says its maximum pressure is 120 PSI.

**A.** The recommended tire air pressure is based on your worst case load scenario. Let's assume you have a 17,000 pound axle and there are 4 tires across the axle.  $17,000 / 4 = 4250$  pounds per tire. If that is your worst case load then you need to look at a load-inflation chart which is found on the internet (every tire company publishes the chart). Match up the tire size to the load and you will see the recommended air pressure.