

PHILLIPS

Qwik Tech Tips

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FEATURED PRODUCT

Coiled Air QWIK-REPAIR™ Kit

- Easy to install
- Reduces downtime
- Contents will repair (1) one brass fitting on a coiled air assembly
- Contents makes (1) repair to damaged portion of coiled assembly
- Includes Instructions
- Fittings meet SAE and DOT specifications



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The Fundamentals of CSA

What is CSA?

CSA falls under DOT laws and regulations and was first introduced in December of 2010 establishing a new nationwide system for making the road safer for motor carriers. CSA stands for Compliance, Safety, and Accountability and is an FMCSA, Federal Motor Carrier Safety Administration, initiative set in place to improve large truck and bus safety, ultimately reducing crashes, injuries, and fatalities that are related to commercial motor vehicles.

CSA can be broken down into four main components:

Collection: Collecting safety related data from roadside inspections, investigations and crash reports.

Measurements: Measuring that data across seven categories, (or BASICs, which will be discussed later), using a Safety Measurement System (SMS).

Evaluation: Scoring of the data to determine which carriers and drivers are performing more unsafely than others.

Intervention: When necessary, FMCSA will step in to persuade unsafe carriers and drivers to improve their behavior in a particular area.

Performance is measured using a Safety Measurement System (SMS), which is further divided into two additional measurement systems; The Carrier Safety Measurement System (CSMS) which is used for carriers; and the Driver Safety Measurement System (DSMS) used for drivers. The data that these measurement systems use to evaluate a carrier or driver's risk is sorted into

BASIC's or Behavior Analysis Safety Improvement Categories.

There are seven BASICs:

- Unsafe Driving
- Fatigued Driving
- Driver Fitness
- Controlled Substances & Alcohol
- Vehicle Maintenance
- Cargo-Related
- Crash Indicator

Each BASIC receives a score based on the total number of violations that fall into their category. Each violation is assigned a Crash Risk Severity number on a scale of 1 to 10. One representing the lowest crash risk, and ten being the highest. CSA then uses this information to determine how likely a driver or motor carrier is to be involved in a crash. For those carriers with poor CSA scores, intervention to persuade unsafe carriers and drivers is made to improve their behavior in particular areas. Interventions can range from warning letters, to a DOT audit, to "unfit to operate" declarations.

While accidents can happen anywhere or anytime, even to the best drivers, if there is anything that can be done to prevent them before they happen, carriers and drivers alike, should do everything in their control to make sure that they remain safe on the road.

For more information please reference our source for this article which is the FMCSA website at www.fmcsa.dot.gov/.



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- A driver's crashes and violations are recorded for the past 36 months, even if a driver switches employers.
- Motor carriers are scored based on their drivers' inspections in the last 24 months.
- A driver has a direct impact on their employer's chances of being the focus of an intervention. A driver's crashes and violations can harm a carrier's BASIC score.
- While a driver's poor CSA scores cannot result in having a CDL suspended or even being taken off the road, a carrier will see that driver as a potential risk to their company.

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