



In This Issue

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- Super Single Tires
- Driver Information Resource (DIR)

Want to sign yourself or someone else up to receive this newsletter? Send an email to lnugen@mjai.com and Les will get you added to our list

Websites of Interest:

www.dot.gov/ost/dapc
Office of Drug & Alcohol Policy & Compliance has launched a new page on its website. The "Employer Page" is designed to be a resource page for employers subject to DOT drug and alcohol testing regulations..

www.atri-online.org
American Transportation Research Institute maintains a current list of idling regulations on their website.!

www.presentationpro.com
Looking for ways to improve your trainings and presentations? Good source for PowerPoint templates, backgrounds, and tips..

<https://dataqs.fmcsa.dot.gov>
DataQ is used to challenge inaccurate data on your Safestat reports. Register to use the system and login here.

Challenging Crash Data Using DataQ

As everyone is aware of by now, the Safestat system is a very important system and has a significant impact on a motor carrier's business. Whether it is a shipper or broker not doing business with you due to high scores, the DOT coming in for an audit, or an insurance underwriter deciding how to rate you as a risk – Safstat always plays a major role. Knowing how important this system is to our clients MJAI works closely with you to help keep those scores down.

Since no system is perfect you should always be on the lookout for data on your report that is inaccurate. There is a system in place to challenge this inaccurate data and have it removed, and the system is named DataQ. THIS IS WHERE WE NEED YOUR HELP FOR A CHANGE! We are looking for carriers who have successfully challenged an accident or out of service and had it removed by using the DataQ system.

If you have done this and would be willing to share some information with us we would greatly appreciate it. We will take all of the information that we receive and combine it together to make a guide to help assist everyone with the puzzling challenge process in the future. If you want to contribute information you can email the details to Les Nugen at lnugen@mjai.com. Please include the following:



- 1) Description of the accident or out of service
- 2) What basis did you challenge on
- 3) What documentation did you provide to substantiate your challenge
- 4) Any special correspondence between yourself and the enforcement personnel handling the challenge that might be useful

Super Single Tires - Are They Worth It?

Over the past year with fuel prices at record highs everyone has been scraping for ways to cut their fuel costs. One way that many companies have considered is changing specs on their equipment – specifically we hear the topic of super single tires come up quite frequently. Opinions vary as to when it is an advantage and exactly how much of a cost savings can be gained by using these types of tires.

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At a recent Indiana Motor Truck Association safety council meeting a representative from Bridgestone was speaking about super singles. He stated that fuel efficiency alone should not be your reason for switching to super singles. He went on to say that yes there are fuel efficiency gains, but you can achieve about the same gains using regular fuel efficient tires without the added expense of the super singles. If you cannot increase your payload and make additional revenue then he recommends not switching to the super single tires.

He also said that depending on what type of wheels that you are switching from you may gain up to a maximum of around 1200 pounds of extra capacity by switching to the super singles. So basically if adding this much extra freight onto your unit can be turned into more revenue then it may be a good idea to make the switch.



FMCSA Driver Information Resource

How would you like to know if a driver has been involved in a DOT recordable crash, or placed out of service multiple times at other carriers before you put them into one of your trucks? Getting previous employers to respond to your request for information can be challenging and most stick to required information even when they do respond so getting this type of information can be almost impossible sometimes. Well, the FMCSA is working on a solution for you.

The Driver Information Resource is in the final stages of development by the FMCSA. The system will basically make the information that is currently in Safestat on a driver such as accidents and out of service violations available to motor carriers. Currently you can see what a driver's history is that works for you but cannot see what they have done at other carriers. This system will make all of this data available to you.

The plan is under final legal review so some things could change. But the plan for now is to make the database available through a third party. The motor carrier will have to pay the third party provider for the report, and will also have to obtain the driver's consent to access the data.

Not only will this data be helpful to not hire drivers who have been involved in too many accidents or out of services. But it will also make it harder for drivers to falsify their application by leaving off employers that they worked for where they had these issues. Even though they are proposing that a fee be charged to access the data it should be well worth it to uncover the data in the system to help you get a clearer picture of who you are hiring.

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