

Compliance Safety Accountability (CSA) and Tire Maintenance

CSA, was “Comprehensive Safety Analysis.” It has been renamed to “Compliance Safety Accountability.”

To view the CSA scores visit website: <http://ai.fmcsa.dot.gov/sms/>

If you don't know the DOT number of the fleet select “Advanced Search” and enter the name of the fleet.

CSA replaced the SafeStat system and is designed to track all carriers, their drivers and all violations, not just the most severe ones.

One of the more important items to remember about the CSA system is that it does not create any new regulations; it only tightens the existing regulations. Fleets and drivers who have been operating within the rules will not have issues. The major difference is that the drivers are now also monitored, and if they drive a vehicle that is not compliant, then it counts against them too.

The only cost is to the fleets or drivers who are not following the rules, and such costs can easily be avoided. They all know what the rules are. There is no new paperwork or procedures for fleets to follow, so no additional administrative costs or burden are incurred if fleets are operating within the rules.

Tire violations are very serious (and always have been), because they are such a high safety risk. The majority of the tire violations are those that could cause a tire to rapidly lose pressure and render the vehicle “Out of Service.” These count much higher against a fleet and driver in the point system. The driver can easily identify the tire violations. Tire violations are tracked in the BASIC titled “Vehicle Maintenance.” Therefore, it is in the interest of the driver to keep an eye on his vehicle's tires, as well the other critical safety items.

However, all of the “Out of Service” or “OOS” tire violations are easily avoided and the driver of the vehicle was at all times supposed to perform a pre-trip inspection and ensure that the tractor and trailer tires comply. So there are no new costs involved here.

When fleets and drivers are flagged as not following the rules they will be warned and then followed up on to make sure that things will change.

One consideration for fleets looking to make their maintenance practices easier would be to switch to MICHELIN® X One® wide single truck tires for drive and trailer axles. Not only are there less tires to maintain for maintenance personnel, but drivers have fewer tires to inspect and also avoid the pesky inside dual tire, a frequent culprit for tire-related issues.



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The table below is from the Safety Measurement System Methodology report. FMCSA rules and regulations section 393.75 pertain to tires. Note that the driver is responsible for all of the violations as is the carrier. Each of these violations would be an out of service (OOS) violation. The most severe violations are weighted at 8, while the less severe are weighted at 3. It is important to note that the driver is also held responsible. Each of these tire issues are simple for a driver to spot while inspecting the vehicle.

Section	Violation Description Shown on Roadside Inspection	Group	Weight	OOS	Driver Resp.
393.75(a)	Flat tire (pressure ½ of sidewall max pressure) or fabric exposed	Tires	8	Yes	Yes
393.75(a)(1)	Tire—ply or belt material exposed	Tires	8	Yes	Yes
393.75(a)(2)	Tire—tread and/or sidewall separation	Tires	8	Yes	Yes
393.75(a)(3)	Tire—flat (pressure ½ of sidewall max pressure) and/or audible air leak	Tires	8	Yes	Yes
393.75(a)(4)	Tire—cut exposing ply and/or belt material	Tires	8	Yes	Yes
393.75(b)	Tire—front tread depth less than 4/32 of inch	Tires	8	Yes	Yes
393.75(c)	Tire—other tread depth less than 2/32 of inch	Tires	8	Yes	Yes
393.75(d)	Tire-bus regrooved/recap on front wheel	Tires	8	Yes	Yes
393.75(e)	Tire—regrooved on front of truck/truck-tractor	Tire vs. Load	3	Yes	Yes
393.75(f)	Tire—load weight rating/under inflated	Tire vs. Load	3	Yes	Yes
393.75(f)(1)	Weight carried exceeds tire load limit	Tire vs. Load	3	Yes	Yes
393.75(f)(2)	Tire under-inflated	Tire vs. Load	3	Yes	Yes

The Driver is the most important individual in making sure tires are not the cause for a citation.

1. Driver inspection prior to each trip. This is the most important thing that can be done.
2. Maintain proper tire pressure
3. Monitor tread depths
4. Watch for irregular wear
5. Inspect suspension components
6. Follow recommended repairs procedures outlined by Tire Maintenance Council (TMC)

Things to inspect or look for that could lead to a CSA violation.

1. Air Pressure check. Also, look for leaks at valve stem
2. Tread depths
3. Damage to belt or ply
4. Sidewall or tread separations (internal and external)
5. Exposed belt or ply

For more details on tire maintenance protocol and CSA standards generally, visit <http://csa.fmcsa.dot.gov>.

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