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SAFETY BULLETIN



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Protecting your Driver and Truck during Extreme Cold Conditions

Protecting your Driver

Cold weather precautions to prevent hypothermia and frostbite:

Hypothermia occurs when the body's temperature falls below normal. Early and mild symptoms include: shivering, slurred speech, mental slowness or lethargy, muscular stiffness and clumsiness. Symptoms of severe hypothermia include mental confusion, disorientation, stupor or coma, absence of shivering, stiff or rigid muscles, shallow and very slow breathing, weak pulse and a fall in blood pressure. If symptoms are detected, especially in the elderly, seek immediate medical help.

To prevent Hypothermia take the following precautions:

- Wear several layers of warm, loose-fitting clothes. Items that wick moisture away from the skin are best.
- Use gloves and knit caps to keep heat in.
- Change clothing if it becomes wet.
- Have an emergency kit containing a change of clothes, a blanket and snacks in case of being stranded.
- Eat hot, nutritious meals and drink water, this is important in the winter also.



Idealease is Growing in TAMPA!

Tampa Idealease Announces the Grand Opening of their New Facility on **Wednesday, January 18, 2017** Feel free to stop and see our new facility and participate in the festivities:

5951 Orient Road
Tampa, FL 33610
813-626-9285

- Avoid the use of alcoholic beverages.
- Make sure the driver has a way to communicate to you in the event of a breakdown of the unit in rural areas of operation.

Many prescription drugs may make you more sensitive to the cold, so check with your physician or pharmacist to find out if your medication falls in this category.

Frostbite, especially when the wind chill factor is very low, can be a problem. Symptoms of frostbite include: changes in skin appearance such as swelling, reddish, bluish or whitish coloring, numbness, stiffness or rigidity. If untreated, frostbite can lead to loss of frozen fingers, toes or other affected skin areas. To prevent frostbite, protect skin from direct exposure to cold air and from exposure to intense cold temperatures.

Protecting the Truck

1. Diesel supplement should be added to the ultra low sulfur diesel fuel when temperatures drop below 32 degrees.
2. If you truck is equipped with an engine block heater it should be plugged in when the temperature is below 32 degrees. Trucks that are not utilized should be started and let run every day to bring the unit up to normal operating temperature.
3. Initial start up procedure should be as follows: Complete pre- trip of unit, unplug block heater, turn ignition switch to on, and wait dash lights to stop cycling, start engine, leave engine run until engine operating temperature increases.
4. For trucks equipped with air brakes, drivers should purge air tanks daily. If the unit is equipped with an air drier, bringing the PSI to 120 will automatically purge the system.
5. If you are driving in snow, ice, slush, rain, etc., before parking the unit for the day you should lightly apply the brakes while the unit is moving to dry the brake shoes, drums, rotors and pads so the brakes do not freeze while parked.
6. Make sure windshield washer solvent is full and that all windows are 100% clean.
7. Remove any ice-snow build up from steps and grab handles to prevent a slip or fall.
8. Always use the 3 point method of entering and exiting the cab.
9. When parking the unit make sure if heavy snow is forecast that the unit is not left parked in an outside dock or near a building overhang. Snow can drift off of the building causing excessive accumulation on the top of the truck or trailer and can cause the roof to collapse.



Prize Giveaways





Electronic Logging Devices (ELD) rule phase 2 is now within 1 year

The [electronic logging device \(ELD\) rule](#) is intended to help create a safer work environment for drivers, and make it easier, faster to accurately track, manage, and share records of duty status (RODS) data.

For carriers using AOBDRs (automatic onboard recording devices) before the rule compliance date December 18, 2017, the rule will replace AOBDRs with ELDs over a four-year implementation period.

An ELD synchronizes with a vehicle engine to automatically record driving time, for easier, more accurate hours of service (HOS) recording.

The rule applies to most carriers and drivers who are required to maintain RODS.

The ELD Rule:

- Specifies who is covered by the rule and exceptions to it.
- Provides for ELDS to be certified, registered, and listed on a FMCSA website.
- Includes technical specifications to ensure ELDs are standardized and compliant.
- Includes a phased [implementation timeline](#) to give drivers and carriers time to comply.
- Includes provisions to help prevent data tampering and harassment of drivers.
- Creates standard data displays and data transfer processes, making it easier to demonstrate compliance and faster to share RODS with safety officials.

ELD Rule Impacts

[Carriers and Drivers](#) who are subject to the rule must install and use ELDs by the appropriate deadline:

- Carriers and drivers who are using paper logs or logging software must transition to ELDs no later than December 18, 2017.
- Carriers and drivers who use AOBDRS prior to the compliance date must transition to ELDs no later than December 16, 2019.

[Enforcement Partners](#) must understand enforcement and compliance procedures during each implementation phase, and which regulatory guidance applies to each. [ELD Manufacturers](#) must conform to ELD technical specifications, certify their ELDs, and register them with FMCSA.

Drivers examined by Atlanta chiropractor need new physicals within 30 day sof FMCSA letter

More than 6,600 commercial drivers who received medical certification from a Georgia medical examiner will have to be requalified, according to Federal Motor Carrier Safety Administration (FMCSA) spokesman, Duane DeBruyne. The Atlanta chiropractor was arrested and charged with allegedly falsifying driver medical examinations.



FMCSA is working with state licensing agencies to identify the drivers impacted by the recent investigation. The drivers are spread throughout 48 states, with the majority domiciled in Georgia.

FMCSA will send out letters to the drivers, informing them that they must seek recertification from another certified medical examiner within 30 days of the post-mark on the official notification.

Drivers that fail to obtain medical requalification within the 30-day time period will be medically disqualified from operating a commercial motor vehicle in interstate commerce. For drivers holding commercial driver's licenses (CDLs), this involves a downgraded license if the deadline is not met.

Note that the exams performed by the defendant may include non-CDL regulated drivers. If any driver believes he or she was screened by this specific examiner, he or she needs to go for recertification as soon as possible.

Drivers and carriers with further questions should contact FMCSA via email at FMCSAMedical@dot.gov or by calling (202) 366-4001.

FMCSA publishes guidance on DOT testing for temporary drivers

The Federal Motor Carrier Safety Administration (FMCSA) has offered Enforcement Guidance on the use of drivers provided by staffing services in regards to DOT drug and alcohol testing.

Less than 30 consecutive days

According to the FMCSA notice, a staffing service is the “employer” for DOT drug and alcohol testing when the driver is assigned to a motor carrier for a period of less than 30 consecutive days. The staffing service may create its own USDOT random testing program to include these casual, intermittent, and occasional drivers.

More than 30 consecutive days

If a leased driver operates or is expected to operate for a motor carrier for a period of more than 30 consecutive days, the driver should be included in the motor carrier’s random testing pool, and the motor carrier should assume full responsibility for the driver under its DOT testing program.

The driver staffing service, according to the Guidance, may remove the driver from its DOT random testing pool or allow the driver to remain in it based on its reasonable expectation on whether the driver will or will not return to its employment as a temporary leased driver.

Motor carrier’s responsibility when using exception

When a casual driver is assigned to a motor carrier by a staffing service and the exception is being utilized, the motor carrier must ensure the driver is participating in a compliant DOT drug and alcohol testing program.

The motor carrier is responsible for ensuring the staffing service complies with all the testing rules. In other words, the motor carrier is making the third party’s testing program its own by way of contract, consortium agreement, or other arrangement. As a result, the staffing services records must be made available to the motor carrier in the event it is investigated by the FMCSA.

Motor carrier’s responsibility when not using exception

If the staffing service does not conduct required testing, the motor carrier must treat the temporary driver as it would any other new hire in a safety-sensitive position, including the DOT pre-employment drug screen, issuance of educational materials and company policy, required background inquiries, and placement in the random pool.

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