

**In This Issue:**

Winter is Officially Here!  
Undercover Operation results in Medical Examiner's arrest  
Tampa Grand Opening  
Time to finalize your accident documentation for 2016  
OOIDA files for Rehearing of ELD Lawsuit  
Have you prepared your Terminal Facility for the upcoming Holidays?

Is this email not displaying correctly?

[View it in your browser](#)



## SAFETY BULLETIN



December 23, 2016

Brought to you by Idealsafe

847-304-3190

[www.idealease.com](http://www.idealease.com)



*Idealease would like to wish all of you a Safe and Joy filled Holiday Season and a Prosperous New Year!*

You will receive your next Idealease Safety Bulletin on January 13, 2017.



**Idealease is Growing in TAMPA!**

Tampa Idealease Announces the

## Winter is Officially Here!

*Many of you last week experienced a Polar Vortex that brought temperatures down below zero degrees ferinheight! Did you have your units ready for the cold temperatures with the proper fuel additive or did you experience down units with jelled fuel?*

**There are a lot of misconceptions about diesel fuel and fuel additives.**

### Diesel Fuel

We need to start first with a good understanding of the diesel fuel that you are using in your units.

### ***Diesel fuel needs to be winterized. WHY?***

Diesel fuels contain paraffin (wax) which causes it to gel as it cools, leading to

possible engine failure. No one wants to have a stalled vehicle in frigid temperatures. Number 1 (1D) and Number 2 (2D) are the primary fuels for most diesel applications. During warmer months, 2D, considered a summer-grade fuel. As the weather cools, distributors change the mixture of the fuel to a "winter blend" or "winterized blend" of 2D and 1D. As the seasons change, it is a good idea to check the fuel grade, as well as the cetane rating on the pump. The higher the cetane number, the easier the diesel vehicle will start in cold weather.

### Now what about fuel additives and when should I use them?

Fuel additives are used to prevent jelling and should be added anytime the ambient temperature is below 32 degrees F. Power Service and Penray are popular manufactures of fuel additives and both companies have two different products available through Navistar and Idealease locations.

#### Power Service:

- The "Red Bottle" is Power Service 911 **and is to be used only when the fuel in a unit has been jelled.**

- **911 is NOT to be used as a fuel additive that you would regularly put in the fuel tank to keep the fuel from jelling.**



- Power Service Diesel Fuel Supplement + Cetane "White Bottle" is to be added to the fuel at each fill when the ambient temperature is < 32 degrees F.

- This is the additive you should use on a regular basis during the winter months.

#### Penray:

Winter Thaw Emergency Diesel Fuel Supplement is comparable to 911 **and is to be used only when the fuel in a unit has been jelled.**

Winter Thaw Emergency fuel supplement dissolves already gelled fuel fast and reduces clogging of fuel filters. Prevents ice crystal build-up in fuel lines and filters by disbursing moisture. Eliminates hard starting, pounding, excessive smoking and helps improve combustion. 100% compatible with low sulfur fuel and fuel blends.

#### Winter Pow-R Plus Diesel Fuel Supplement

ULSD compliant. Prevents gelling of diesel fuel. Prevents ice crystal formation. Reduces cold filter plug point b as much as 30°F. Helps enhance cetane. Helps improve fuel economy. Utilizes HAFI® technology. Improves cold weather starting. Stabilizes and prevents corrosion. Helps reduce emissions. Helps improve lubricit

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



**Prize Giveaways**



Copyright Homemade-Prize.com

## Undercover Operation results in Medical Examiner's arrest

In early December, a doctor based on Atlanta, Georgia — designated as a certified medical examiner to perform driver physicals — was arrested and charged with allegedly falsifying medical examinations for individuals seeking commercial driver's licenses (CDL).



The Department of Transportation Office of Inspector General (DOT-OIG) began its investigation after Georgia State officials notified DOT-OIG of allegations that the defendant did not comply with DOT's medical examination protocols for CDL applications and renewals. The Federal Motor Carrier Safety Administration (FMCSA) has specific criteria and protocols in place for driver physicals. Medical examiners receive training on these procedures and standards in order to be certified to perform driver physicals.

In September 2016, three undercover agents — posing as drivers in need of medical certification — made multiple contacts with the doctor. In exchange for cash payments, he allegedly gave the undercover agents falsified medical examination documents without performing the required examination. The doctor then made false statements regarding the completion of the medical examinations and entered false documents and information into the DOT driver records system.

This investigation is joint effort between DOT-OIG and Georgia Department of Public Safety, Motor Carrier Compliance Division.



## Time to finalize your accident documentation for 2016

All motor carriers operating CMV's over 10,000 lbs MGWR, transporting HM in placardable quantities or transporting passengers are required to record accidents on a register by calendar year. Even if no accidents were incurred by the motor

carrier, an accident register is required.

First, we need to establish the definition of an accident. According to the Federal Motor Carrier Safety regulations the definition of an accident is as follows:

An occurrence involving a commercial motor vehicle (>10,000 lbs MGWR, HM or Passengers)

operating on a highway in interstate or intrastate commerce which results in:

1. A fatality;
2. Bodily injury to a person who, as a result of the injury, immediately receives medical treatment away from the scene of the accident.
3. One or more motor vehicles incurring disabling damage as a result of the accident, requiring the motor vehicle(s) to be transported away from the scene by a tow truck or other motor vehicle.

**The term accident does not include:**

1. An occurrence involving only boarding and alighting from a stationary motor vehicle.
2. An occurrence involving only the loading or unloading of cargo.

**When an accident by the definition above occurs, the accident is required to be recorded on an accident register with the following information on the register:**

1. Date of accident.
2. City or town, or most near, where the accident occurred and the State where the accident occurred.
3. Driver Name.
4. Number of injuries.
5. Number of fatalities.
6. Whether hazardous materials, other than fuel spilled from the fuel tanks of motor vehicle involved in the accident were released.

Motor carriers are required by regulation to maintain an accident register for three years after the date of each accident.

In addition to the register, the motor carrier is required to maintain copies of all accident reports required by State or other governmental entities or insurers.

The accident register is not required to be sent to the FMCSA or State, but kept as part of your record keeping for the FMCSA to review during a compliance review or investigation.

**As a “Best Practice” it’s recommended that the motor carrier maintain two accident registers by calendar year:**

1. DOT recordable accidents only
2. Non-DOT Recordable accidents.

The reasoning behind this practice is to provide the FMCSA on the information



requested in a compliance review, and no more.

By having a second register with all accidents and incidents recorded the motor carrier can actively perform analysis of the losses and implement training to proactively reduce the frequency.

Accident registers can be kept electronically with a hard copy printed for the FMCSA upon request.

### **So where can I go to make sure that what I have on my register matches with the FMCSA?**

You can view all of your recordable accidents on the FMCSA Compliance, Safety and Accountability (CSA) Safety Measurement System (SMS)

<http://www2.idealease.com/e/36492/sms/5821zc/547795588>

---

## **OOIDA files for Rehearing of ELD Lawsuit**

The Owner-Operator Independent Drivers Association has filed for rehearing of its lawsuit challenging the Federal Motor Carrier Safety Administration's final rule mandating the use of Electronic Logging Devices for driver hours of service compliance. A three-judge panel of the U.S. Court of Appeals for the 7th Circuit ruled against the association in October. In response, OOIDA has now filed a petition asking the full court of 12 judges to hear the case *en banc*. The ELD rule is scheduled to go into effect in December 2017.

---

## **Have you prepared your Terminal Facility for the upcoming Holidays?**

It is not uncommon for thieves to target truck terminals over the holidays as they know it is a good opportunity as no one is there. Make sure that you take extra precaution to secure the trucks and items of value at your terminal. If your units do not have anti-siphon devices or locking caps, instruct the drivers not to fill the units at the end of the day. Make sure that all security alarms are in working order. Walk the perimeter of the lot to make sure that security fencing is in good condition. Move units and all other material such as pallets, tires, etc far enough away from the fence so they cannot be used to climb on to get over the fence. Consider blocking the entrance and exits to the lot so units cannot be stolen. Throughout the Holidays assign management personnel to check the terminal randomly. Using a little prevention and common sense can deter a thief from striking your facility.

The Idealease Safety Bulletin is provided for Idealease affiliates and their customers and is not to be construed as a complete or exhaustive source of compliance or safety information. The Idealease Safety Bulletin is advisory in nature and does not warrant, guarantee, or otherwise certify compliance with laws, regulations, requirements, or guidelines of any local, state, or Federal agency and/or governing body, or industry standards.