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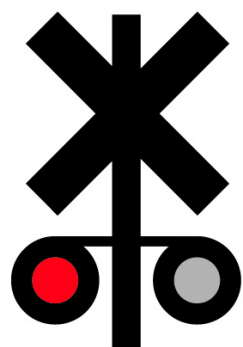
Your Truck is NO Match for a Train!  
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## SAFETY BULLETIN



# OPERATION LIFESAVER®

## Look, Listen & Live



December 9, 2016

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## 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



## Your Truck is NO Match for a Train!

*Ever think how many times a day on your route you cross a train track? Most of the time we take for granted that there is not a train coming and proceed crossing the track.*

**Take time to download the driver's guide and take the safety quiz.**

**Download:** *Stay Alive When You Drive* - [professional driver's guide and safety quiz at: \(http://www2.idealease.com/e/36492/e-learning-survey-/57skxk/545544596\)](http://www2.idealease.com/e/36492/e-learning-survey-/57skxk/545544596) (12 pages, PDF format)

### Safety Tips for Truck Drivers

- At 55 mph, it can take a mile or more to stop a train.
- Stop no closer than 15 feet (one car length) from the crossing. If you are in traffic, don't start if you can't safely clear the crossing.
- Note the overhang – both for your truck and a train – of 3 feet or more.
- Make sure that trailer jacks are in the up position - non-retracted trailer jacks can cause trailers to become stuck on crossings.
- Cell phones are the top distraction for all drivers.
- Trains and Trucks don't mix. Never race a train to the crossing — even if you tie, you lose.
- The train you see is closer and faster moving than you think. If you see a train approaching, wait for it to go by before you proceed across the tracks.
- Be aware that trains cannot stop quickly. Even if the locomotive engineer

sees you, a freight train moving at 55 miles per hour can take a mile or more to stop once the emergency brakes are applied. That's 18 football fields!

- Never drive around lowered gates — it's illegal and deadly. If you suspect a signal is malfunctioning, call the 1-800 number posted on or near the crossing signal or your local law enforcement agency.
- Do not get trapped on the tracks; proceed through a highway-rail grade crossing only if you are sure you can completely clear the crossing without stopping. Remember, the train is three feet wider than the tracks on both sides.
- If your vehicle ever stalls on a track with a train coming, get out immediately and move quickly away from the tracks in the direction from which the train is coming. If you run in the same direction the train is traveling, when the train hits your car you could be injured by flying debris. Call your local law enforcement agency for assistance.
- At a multiple track crossing waiting for a train to pass, watch out for a second train on the other tracks, approaching from either direction.
- When you need to cross train tracks, go to a designated crossing, look both ways, and cross the tracks quickly, without stopping. Remember it isn't safe to stop closer than 15 feet from a rail.
- ALWAYS EXPECT A TRAIN! Freight trains do not follow set schedules.
- If you get stuck at the crossing, get out, call the 800 number posted at the crossing, or call the local police to alert trains of your position.

*(Information provide by Operation Lifesaver)*

**Operation Lifesaver, Inc.** is a national, non-profit safety education group whose goal is to eliminate deaths and injuries at railroad crossings and along railroad rights of way. Operation Lifesaver has programs in all 50 states, with trained and certified presenters who provide free safety talks to community groups, school bus drivers, truck drivers and student drivers to raise awareness around railroad tracks and trains. For more information, and to request a free safety presentation, visit [www.oli.org](http://www.oli.org).

## **New Operation Lifesaver Video Warns Filming on Train Tracks is Illegal, Deadly!**

With the ever growing amount of social media, it is not surprising there have been several deadly incidents involving people making videos near railroad tracks. The national nonprofit rail safety education group [Operation Lifesaver, Inc.](http://www.oli.org) (OLI) has released a new animated video to warn amateur filmmakers and smart phone users of the dangers and illegality of using train tracks for videos. The new video is the latest in a series drawing attention to illegal and dangerous activities involving train tracks.

<http://www2.idealease.com/e/36492/iew-no-video-is-worth-the-risk/57skxr/545544596>





## Entry-level Driver Training Rule Released

As of February 2020, all entry-level drivers will be required to meet specific training requirements in order to obtain a commercial driver's license (CDL).

The Federal Motor Carrier Safety Administration (FMCSA) has released its long-awaited entry-level driver training rule.

The final rule establishes minimum training standards for interstate and intrastate drivers applying for their initial CDL, upgrading their current CDL, or obtaining a hazardous materials, passenger, or school bus endorsement for the first time.

Individuals subject to the entry-level driver training requirements must successfully complete a prescribed program of instruction provided by an entity listed on FMCSA's Training Provider Registry (TPR).

The prescribed training includes both theory (knowledge) and behind-the-wheel (range and public road) instruction.

There is no minimum number of hours that driver-trainees must spend on the theory (knowledge) instruction. The rule prescribes specific topics for each of the five theory curricula, requiring the training provider to cover all topics, and requiring that driver-trainees demonstrate their understanding of the material by achieving an overall minimum score of 80 percent on the theory assessment.

The rule does not require a minimum number of behind-the-wheel hours. The proficient completion of the behind-the-wheel portions of the various curricula is based solely on the training instructor's assessment of each driver-trainee's individual performance of the required elements of behind-the-wheel training on the range and public road.

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## Operation Safe Driver

Over 20,000 citations and warnings were issued to commercial motor vehicle (CMV) drivers and private passenger-vehicle drivers during the Commercial Vehicle Safety Alliance's (CVSA's) annual enforcement campaign against unsafe driving behaviors.

CVSA's Operation Safe Driver Week took place October 16-22, 2016, at locations across the United States and Canada, and yielded the following results.



## Top 5 Unsafe Behaviors

CVSA reports the following as the top five warnings and citations issued to CMV drivers:

1. State and local moving violations – 56.7 percent
2. Speeding – 19.6 percent
3. Failure to obey traffic control device – 7.6 percent
4. Failing to use seatbelt while operating CMV – 7.1 percent
5. Using a handheld phone – 2.4 percent

In comparison, warnings and citations issued to private passenger-vehicle drivers ranked as follows:

1. Speeding – 39.4 percent
2. State and local moving Violations – 37.1 percent
3. Failing to use seat belt – 11.7 percent
4. Failure to obey traffic control device – 1.9 percent
5. Inattentive and/or careless driving – 1.5 percent

## Event overview

As a result of Operation Safe Driver Week, 20,648 total citations or warnings were issued throughout the United States and Canada, of which:

- 19,657 citations or warnings were in the United States, and
- 991 were in Canada.

Enforcement reported citing or warning:

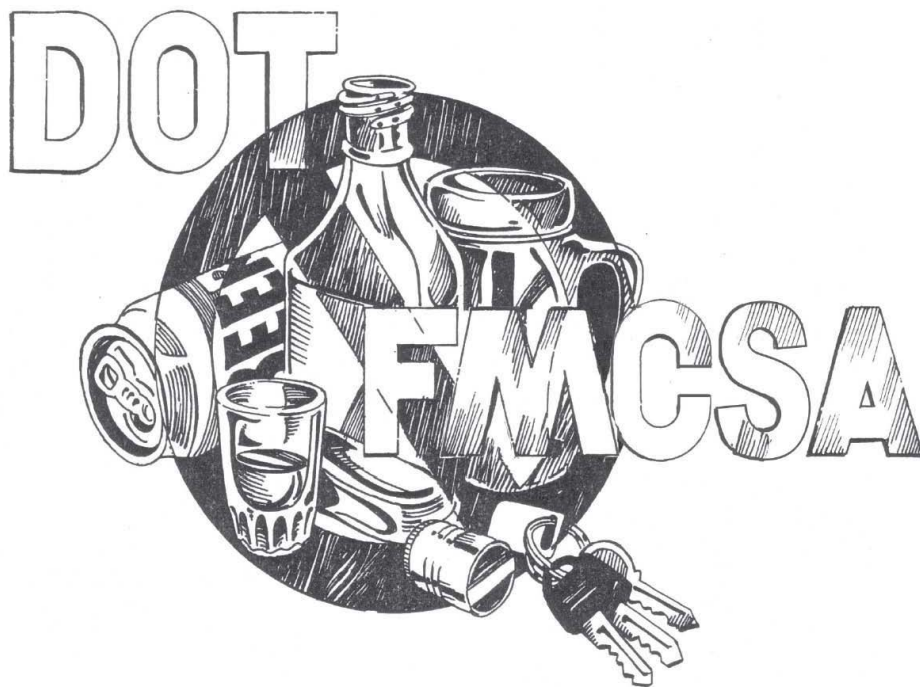
- 9,466 private passenger-vehicle drivers, and
- 11,182 CMV drivers.

## More information

For a chart detailing 2016 Operation Safe Driver Week results, click [here](#).

For additional information on CVSA's annual event, visit: [Operation Safe Driver Program](#).

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## **FMCSA Publishes Final Rule on Drug & Alcohol Clearinghouse**

The Federal Motor Carrier Safety Administration has published its final rule to establish an online clearinghouse of data for CDL drivers who test positive for drug or alcohol use in violation of DOT requirements or who refuse to submit to a DOT drug or alcohol test. [81 Fed. Reg. 87686](#) (December 5, 2016). The rule was mandated by Congress in MAP-21.

The final rule has a three-year implementation period that will allow the FMCSA to contract with a third-party provider to develop and operate the clearinghouse. Motor carrier employers and employees will not be required to comply with the clearinghouse rules until January 6, 2020.

Under the final rule, employers and medical review officers (MROs), or their designated representatives, will be required to report information to the clearinghouse about positive drug test results, alcohol test results greater than 0.04 blood alcohol content, refusals to test and other non-test violations of the FMCSA's drug and alcohol regulations. In addition, Substance Abuse Professionals (SAPs) are required to report information about drivers undergoing the return-to-duty drug and alcohol rehabilitation process.

Employers will be required to search the database for information during the pre-employment process for prospective employees and at least once a year for current employees to determine whether anyone has incurred a drug or alcohol violation with a different employer that would prohibit him or her from performing safety-sensitive functions.

Employers will have to pay a fee to access the records of drivers and driver



applicants. The fees will be set as part of the competitive bidding process for a contractor to develop and operate the clearinghouse. Drivers will not have to pay any fee to access their own records in the clearinghouse.

The clearinghouse will identify drivers using their CDL number and state of issuance. Drivers' Social Security Numbers will not be used in this program.

Once the clearinghouse is established, a prospective employer will be required to conduct a pre-employment query of the clearinghouse to obtain information about whether a driver applicant has a verified positive, adulterated, or substituted controlled substances test result; has an alcohol confirmation test with a concentration of 0.04 or higher; has refused to submit to a DOT drug or alcohol test; or that an employer has reported actual knowledge that the driver used alcohol on duty, before duty, or following an accident in violation of FMCSA rules, or used a controlled substance in violation of FMCSA rules.

In addition, an employer will have to conduct a query of the clearinghouse at least once per year for information for all employees subject to controlled substance and alcohol testing to determine whether information exists in the clearinghouse about those employees.

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## Daily Vehicle Inspection Report of the Week!

<input type="checkbox"/> 71 Tie-Downs	<input type="checkbox"/> 17 Tires	<input type="checkbox"/> 59 Air Brake System	<input type="checkbox"/> Other (IDEN)
<input type="checkbox"/> 34 Lights	<input type="checkbox"/> 18 Wheels/Rims/Lugs	<input type="checkbox"/> 59 Fifth-Wheel (Dolly)	
<input type="checkbox"/> 34 Reflectors	<input type="checkbox"/> 13 Brakes	<input type="checkbox"/> 59 Other Coupling Devices	<input checked="" type="checkbox"/> NO
REMARKS: This Truck accelerates slower than an Obama Economy. Make this truck great again			
REPORTING	Date 8 Dec 16	MAINTENANCE ACTION: Day	
	Emp. No.	Repairs Made <input type="checkbox"/> No Reps	
	Date	M.O. #	
		Certified By:	

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