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## SAFETY BULLETIN



# Road Safety



April 29, 2016

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### Do your driver know the difference between a "defect" and a "safety sensitive" defect?

*The Drivers Daily Vehicle Inspection (DVIR) is part of a driver's daily responsibility to protect themselves, the motoring public and the equipment they operate. Drivers and technicians need to understand the Federal Motor Carrier Safety Regulations contained in CFR 399 Appendix G that defines "safety sensitive" defects that would render the unit out of service during a pre or post-trip inspection.*

#### Here is the Guidance for FMCSA CFR 396.11:

Question 6: Does §396.11(c) require a motor carrier to effect repairs of all items listed on a DVIR prepared by a driver before the vehicle is subsequently driven?

Guidance: The motor carrier must effect repairs of defective or missing parts and accessories listed in Appendix G to the FMCSRs before allowing the vehicle to be driven.

The Drivers Daily Inspection Processes are a requirement of the Federal Motor Carrier Safety Regulations to insure the vehicle is in safe operating condition.

A crucial part of each and every driver's daily operation is to inspect the commercial vehicle they are operating. Over the years there has been confusion regarding pre and post trip inspections. Let's start with the pre-trip inspection.

#### FMCSA regulations CFR 396.13 state that before driving a motor vehicle, the driver shall:

1. Be satisfied that the vehicle is in safe operating condition;
2. Review the last driver vehicle inspection report; and



### Register Now for the 2016 Idealease / NPTC Safety Seminar

Idealease and the National Private Truck Council NPTC will again be hosting safety seminars in 2016. The one day seminar this year will focus on the new Electronic Logging Device (ELD) regulation, basic safety and compliance, regulation changes and CSA. In addition, this year attendees will receive the mandatory two hour Drug and Alcohol supervisor training as part of the seminar. The seminars and will be provided to all Idealease customers, potential customers and NPTC members at no charge. The seminar provides

3. Sign the report, only if the driver who prepared the report, to acknowledge that the driver has reviewed it and that there is a certification that the required repairs have been performed, noted defects or deficiencies. The signature requirement does not apply to listed defects on a towed unit, which is no longer part of the vehicle combination.

***Does the pre-trip inspection need to be documented?***

Although the pre-trip is not required by regulation to be documented, it is a good idea to document the inspection; I recommend that the pre-trip inspection be "flagged" on the driver's record of duty status in the "Grid" section.

Now let's take a look at the post trip inspection. The FMCSA CFR 396.11 requires that every driver report, and prepare a report in writing at the completion of each day's work on each vehicle operated and that report (DVIR) shall cover the following parts and accessories:

1. Service brakes including trailer brake connections.
2. Parking (hand) brake
3. Steering Mechanism
4. Lighting devices and reflectors
5. Tires
6. Horn
7. Windshield Wipers
8. Rear vision mirrors
9. Coupling devices
10. Wheels and rims
11. Emergency equipment.

The report shall identify the vehicle and list any defect or deficiency in the vehicle that would affect the safe operation of the vehicle or cause a mechanical breakdown. If there are no defects or deficiencies the driver shall so indicate on the DVIR. In all instances the driver is required to sign the DVIR upon completion.

Now if there are defects or deficiencies noted by the driver the motor carrier is required to correct or cause to have corrected the defects or deficiencies of the CMV prior to allowing or permitting the operation of the vehicle.

***Does this mean all defects and deficiencies have to be corrected?***

NO, only those as outlined in appendix G of the FMCSR that would directly affect the safe operation of the CMV.

Technicians, drivers and service managers should all become familiar with appendix G to determine which defect/deficiencies must be corrected immediately and which can be held off until the next PM or later date. Once the defect /deficiency(s) have been corrected the original DVIR is required to be "certified" as corrected or that the correction was unnecessary. The DVIR is then to be signed by the repairing technician. The "certification" is required to be on all copies of the DVIR. The driver is to retain the previous days DVIR on the CMV and the motor carrier is required to maintain all DVIRs for ninety days.

If you have not reviewed appendix G of FMCSA CFR 399 with your drivers I would recommend that you include this information in your next driver safety meeting.

Here is the link to Appendix G:

<http://www2.idealease.com/e/36492/ubchapter20B20of20Chapter20III/4qmzfm/495152282>

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## May is Motorcycle Safety Awareness Month

Motorist awareness is an important component

important information applicable for both the novice and experienced transportation professionals.

[Click Here](#) to register

### 2016 Idealease Safety Seminar Schedule:

May 3	Kansas City, MO
May 3	Lexington, KY
May 5	Salt Lake City, UT
May 5	Aurora, CO
May 10	Everette, WA
May 12	Moncton, NB
June 7	Springfield, IL
June 23	San Leandro, CA
September 20	Lafayette, IN
September 21	Santa Fe Springs, CA
September 22	Santa Barbara, CA
October 4	Green Bay, WI
October 4	Erie, PA
October 5	Butler, PA
October 6	Cleveland, OH
October 12	Chicago, IL



**MAY is  
Motorcycle  
Safety &  
Awareness  
Month**

of the National Highway Traffic Safety Administration's comprehensive motorcycle safety program.

Over two-thirds of fatal motorcycle crashes involve a motorcycle and another vehicle. The motorist either does not see the oncoming motorcycle at all or does not see the motorcycle in time to avoid a crash. It is important for motorists to know that their actions affect the safety of motorcyclists. A motorist and a motorcyclist may take different actions for the same driving or highway situation. For example, a motorist may ignore a piece of road debris; however, that same piece of road debris may be deadly for a motorcyclist.

**As a motorist or a passenger, there are some steps to become more aware of motorcyclists.**

- Respect the motorcyclist
- Remember the motorcycle is a vehicle with all of the privileges of any vehicle on the roadway.
- Give the motorcyclist a full lane of travel.

**Look out:**

Look for the motorcyclist on the highway, at intersections, when a motorcyclist may be making a left turn, and when a motorcyclist may be changing lanes. Clearly signal your intentions.

**Anticipate a motorcyclist's maneuver:**

Obstructions (debris, potholes, etc.) that you may ignore or not notice can be deadly for a motorcyclist. Predict evasive actions.

**Allow plenty of space:**

Don't follow a motorcycle too closely. Allow enough room for the motorcyclist to take evasive actions.

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## **Safe Driving Tips for Summer Time Weather Conditions**

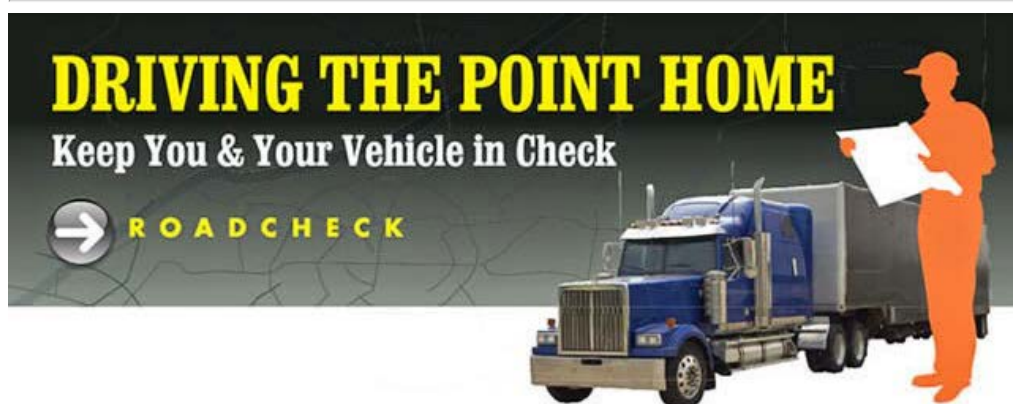
### **Tornado**

- Do not drive during tornado conditions.
- Never try to out-drive a tornado in a vehicle. Tornadoes can change direction quickly and can lift a car or truck and toss it through the air.
- Get out of your vehicle immediately and seek shelter in a nearby building.
- If there is no time to get indoors, or if there is no nearby shelter, get out of the car and lie in a ditch or a low-lying area away from the vehicle. Over passes also can be places of refuge, however, be aware of the potential for flooding.

### **Severe Thunderstorms and Lightning**

- Tune in to your radio to stay informed of approaching storms.
- If you see a tornado or hear a tornado warning, don't try to outrun it. View tornado driving safety tips.
- Turn on your headlights (low beams) and slow down. Many states require the use of headlights during rain.
- Allow extra distance for braking.
- Do not drive unless necessary.
- Pull safely onto the shoulder of the road away from any trees that could fall on the vehicle.
- Stay in the car and turn on the emergency flashers until the heavy rains subside.
- An automobile provides better insulation against lightning than being in the open.
- Avoid contact with any metal conducting surfaces either inside your car or outside.
- Avoid flooded roadways.

- Avoid downed power lines.
- Check your windshield wipers and tires regularly to insure that they are ready for severe weather.
- Approach intersections with caution
- Treat traffic lights at intersections as stop signs.



## International Roadcheck 2016 will be June 7-9, 2016

Roadcheck, now in its 29th year, is the largest targeted enforcement program on commercial motor vehicles in the world, with nearly 17 trucks or buses inspected, on average, every minute from Canada to Mexico during a 72-hour period in early June. Each year, approximately 10,000 CVSA-certified local, state, provincial and federal inspectors in every jurisdiction across North America perform the truck and bus inspections.

[International Roadcheck Checklist for Drivers](#)

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