

In This Issue:
 FMCSA Announces Electronic Logging Device Implementation National Tour
 FMCSA ELD Q & A Session Sheds Light on Several Concerns
 Is the date from your on board telematics units telling you that you have a high percentage of "Hard Brake" events?
 Your drivers need to know that tailgating other vehicles is unacceptable.
 The FMCSA Release the 2017 Pocket Guide to Large Truck and Bus Statistics
 FMCSA survey finds drug usage rate at 0.8 percent
 CVSA Results from Brake Inspection Campaign in May

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SAFETY BULLETIN



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FMCSA Announces Electronic Logging Device Implementation National Tour

The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) today announced its electronic logging device (ELD) Implementation National Tour – a public education and outreach campaign geared towards helping commercial motor vehicle (CMV) driver's transition to ELDs.

In several cities across the country, FMCSA subject matter experts will lead driver-focused presentations and panel discussions on ELD implementation. As required by law, all carriers subject to the ELD Rule must convert from paper logs or logging software to a registered ELD if they do not have an Automatic On-Board Recording Device (AOBRD) by December 18, 2017. FMCSA agency staff at their interactive exhibit booth will answer questions, provide consumer-friendly resources and materials, and review drivers' and carriers' responsibilities.

FMCSA's ELD Implementation National Tour dates and locations are as follows:

- July 13-15 – Iowa 80 Truckstop Jamboree (Walcott, Iowa)



Idealease and the National Private Truck Council NPTC will again be hosting safety seminars in 2017. The one day seminar this year will focus on the new Electronic Logging Device (ELD) regulation, basic safety and compliance, regulation changes and CSA. The seminars and will be provided to all Idealease customers, potential customers and NPTC members at no charge. The seminar provides important information applicable for both the novice and experienced transportation professionals. To register for an upcoming seminar in 2017 click on the following link:

- August 24-26 – Great American Trucking Show (Dallas, Texas)
- September 25-27 – North American Commercial Vehicle Show (Atlanta, Georgia)
- October 14-15 – California Trucking Show (Ontario, California)
- October 21-24 – American Trucking Associations Management Conference & Exhibition (Orlando, Florida)
- November 6-8 – Women in Trucking *Accelerate!* Conference & Expo (Kansas City, Missouri)

For more information about electronic logging devices, including the ELD Rule, frequently asked questions, and other resources, please [visit our website here](#).

FMCSA ELD Q & A Session Sheds Light on Several Concerns

The Federal Motor Carrier Safety Administration (FMCSA) held a Q & A webinar on electronic logging devices (ELDs) last week to allow attendees to get ELD-related questions answered. Some of the questions that were discussed during the session are highlighted below.

Key Q & As:



1.

Question: Can vehicles with engines manufactured before model year 2000 be exempt from ELDs if the Vehicle Identification Number (VIN) on the registration shows model year 2000 or newer?

Answer: As it stands today, the VIN on the registration is the basis for the model year 2000 or newer criterion for vehicles being required to have an ELD. However, the FMCSA is considering the use of the engine serial number as one criterion to determine if an ELD is required. There should be an FMCSA Q & A forthcoming on this issue.

2.

Question: Will there be an exemption from having to log onto an ELD in a rented vehicle subsequent to a breakdown of the vehicle the driver was driving and using an ELD?

Answer: The FMCSA is considering a “rented vehicle’s ELD exception” that may allow an exemption for some time period from using an ELD in the rented vehicle if the driver is required to use an ELD. An already known option is that a driver with a portable ELD can move the ELD to the new truck if the port for the engine control module, or ECM, is compatible.

3.

Question: After December 18, 2017, will drivers be allowed to use logging apps not integrally synchronized with the engine when paper is allowed?

Answer: In situations when paper logs are allowed, drivers may use logging apps that are not integrally synchronized with the engine the same way they can be used today

<http://www2.idealease.com/e/36492/safety-seminar-registration/5cx3j8/580189727>

Idealease 2017 Safety Seminar Schedule

Date	Location
September 12	Santa Rosa, CA
October 3	Charlottesville, VA
October 4	Erie, PA

insofar as paper logging requirements are concerned, including printing and signing the prior seven days logs when an electronic signature is not possible.

4.

Question: How many times can a carrier insist a driver accept the unassigned driving time before it is harassment?

Answer: This is a primarily an employer/employee relationship issue. Carriers should have a policy requiring drivers, as a term of employment, to accept correct legitimate edits and unassigned drive time applicable to the driver.

5.

Question: What happens if the ELD is stuck on the drive line in error and continues to record drive time after the driver has stopped driving and is just on-duty (not driving)?

Answer: When the device malfunctions, the driver is to switch to paper, so the device record becomes irrelevant. Nothing happens with the errant ELD records because the paper log(s) is the actual record. An annotation should be made on the ELD record explaining what happened and reference the paper log(s).

6.

Question: When a driver uses paper logs and later enters the time in the ELD, what should happen to the paper logs?

Answer: The paper log should be retained in the back office for six months, even if the time is entered into the ELD system as an edit. It was the actual official log for the day and it supports the accuracy of the edits.

Is the data from your on-board telematics units telling you that you are have a high percentage of “Hard Brake” events?

Most drivers would admit that when in a hurry they sometimes follow the vehicle in front of them too closely, but that's not a good idea. And what about all the distractions that could occur, cell phones, objects inside the cab, eating, etc. According to the National Highway Traffic Safety Administration, rear-end crashes are the most frequently occurring type of collision, accounting for approximately 40% of all accidents in the U.S.



By failing to allow ample following distance, drivers rob themselves of time needed to react in an emergency, such as the car in front braking suddenly for an animal. The odds of a collision are even greater when tailgating behavior is combined with speeding or distracted driving.

A good rule of thumb to gauge following distance your fleet drivers can help to avoid

rear-end crashes by slowing down and dropping back from the vehicle in front, or by passing that vehicle if they can do so safely. They need to know that tailgating is not an option.

A common tool used to determine proper following distance is the 3-second rule. It works by choosing a fixed point that is even with the car in front of you, such as a road sign or building. If you reach that fixed point before you can count to three, you're following too closely.

Prepare your drivers before they take the wheel, while most of your drivers are aware that it's wise to maintain proper following distance, it's good to remind them periodically of your safety first policy with timely tips such as:

Use the 3-second rule. When the road is dry and straight, the 3-second rule is a simple way to give yourself enough time to react if a car or truck in front of you stops unexpectedly.

Be aware of the weather. If the road is wet, snowy or icy, the 3-second rule won't apply, and you'll need more room to stop. You must also be prepared in case a vehicle in front of you skids.

Factor in visibility. If you're traveling dusk-to-dawn, that underscores the need for headlights that are clean and work properly, and for clean and clear windshields to minimize the impact of glare.

Know the vehicle you're driving. Does it have freshly adjusted brakes and ample tire tread? If not, you'll need more space between your vehicle and the one in front of you to slow down.

Your drivers need to know that tailgating other vehicles is unacceptable

More situations that call for extra following distance

While the 3-second rule is a good standard, you should make your drivers aware that there are other instances — in addition to when roads are slippery — when allowing more space between vehicles is prudent:



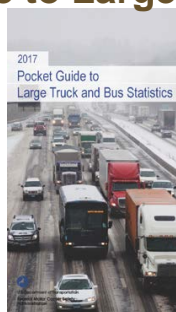
- Pulling a trailer or carrying a heavy load. Due to added momentum, the extra weight makes it much harder to stop.
- Following a large vehicle that blocks your view ahead. You may need the extra distance in front and to the sides to react if another vehicle up ahead starts a chain reaction by braking suddenly.
- Following a large truck or tractor-trailer. These vehicles have many blind spots and usually need additional lane space to make turns, so slow down early and allow plenty of room.
- Following a school bus. Buses make frequent stops, including ones at railroad

crossings. When a bus's safety lights are blinking, slow down and be on the lookout for aggressive or inattentive drivers.

- Being passed by another driver. Slow down to allow room in front of your car so the driver can safely cross into your lane ahead of you.
- Merging on the freeway. In dense flows, traffic can back up quickly. Scan traffic patterns to anticipate when you might need to stop.
- Following motorcycles. When a motorcycle goes down, you want to avoid hitting the rider. Motorcyclists lose control most often on wet or icy roads, bridge gratings, railroad tracks and gravel.

The FMCSA Release the 2017 Pocket Guide to Large Truck and Bus Statistics

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries, and fatalities involving large trucks and buses. In carrying out its safety mandate, FMCSA develops and enforces data-driven regulations that balance motor carrier safety with efficiency. For more information about the Agency and its safety-based initiatives, please visit www.fmcsa.dot.gov.



Click on the following link to access the guide:

<http://www2.idealease.com/e/36492/-statistics-final-508c-001-pdf/5cx3hx/580189727>

FMCSA survey finds drug usage rate at 0.8 percent

The rate of illicit drug use among commercial drivers continues to remain below the level that would require motor carriers to conduct more random testing, according to recent survey results.



The Federal Motor Carrier Safety Administration (FMCSA) reports that the positive drug usage rate for 2015 was 0.8 percent, reversing an upward trend that began in 2012.

The agency uses the annual survey results to determine the industry's minimum random testing rate for the following year. If the estimated drug usage rate reaches 1.0 percent or more, then the minimum random drug testing rate will automatically jump to 50 percent for the following calendar year.

When the usage rate is less than 1.0 percent for at least two years running — as it was from 2011 to 2014 — the FMCSA is authorized to lower the annual random testing rate to 25 percent of drivers, like it did for the 2016-2017 calendar years.

The 2015 survey results are based on data submitted by 1,761 motor carriers representing over 515,000 truck and bus drivers.

The following tables reveal the latest data in comparison to the three prior years. The FMCSA cautions that precision levels for non-random test types are low, so differences from year to year are generally not statistically significant.

Positive drug testing rates, 2012–2015

Test Type	2015	2014	2013	2012
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Random	0.8%	0.9%	0.7%	0.6%
Pre-employment	1.5%	1.3%	1.8%	1.3%
Post-accident	4.5%	1.5%	2.8%	1.3%

Positive alcohol testing rates, 2012–2015

Test Type	2015	2014	2013	2012
Random	0.08%	0.08%	0.09%	0.03%
Post-accident	1.8%	0.6%	0.1%	0.1%

Based on its survey results, the FMCSA estimates that one-third (33%) of motor carriers that should be performing random testing are not, although that represents just 2 percent of CDL drivers, since non-compliant carriers tend to be small.

Later this year, the DOT plans to add opioids to the list of drugs for which drivers are tested, a move that could result in a higher positive testing rate — and ultimately a higher minimum random testing rate — in the future.

Under 49 CFR Sec. 382.305, motor carriers must randomly test at least 25 percent of their drivers for drugs each year and 10 percent for alcohol. The rules apply to drivers operating vehicles that require a commercial driver’s license (CDL).

CVSA Results from Brake Inspection Campaign in May

During an unannounced brake safety day, roadside inspectors found 79 percent of the large trucks and buses examined did not have any critical item vehicle violations.



During the enforcement campaign, which took place on May 3, 2017, more than 9,500 commercial motor vehicles were inspected throughout North America. The event was a part of the Commercial Vehicle Safety Alliance’s (CVSA’s) Operation Airbrake Program.

Enforcement in 43 jurisdictions (33 in the U.S. and 10 in Canada) used the day to identify out-of-adjustment brakes, and brake-system and antilock braking system (ABS) violations, resulting in 8,140 CMV inspections in the U.S. and 1,384 in Canada.

CVSA reports that vehicles were placed out of service during the one-day event:

- 21 percent of the time for vehicle violations in general, and
- 12 percent of the time for brake-related violations.

Many of the jurisdictions reported ABS compliance during the May event, resulting the following data:

Category	Number Requiring ABS	Number With ABS Violations
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Air-braked trucks and Tractors	4,635	8 percent (391)
Trailers	3,222	15 percent (487)
Hydraulic-braked trucks	723	6 percent (41)
Buses	57	11 percent (6)

CVSA indicates that September 7 is the final Brake Safety Day event for 2017.

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