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## SAFETY BULLETIN



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### Idealease Breaks Ground for a New Location in Tampa, FL

On June 21 Idealease broke ground for a new location in Tampa, FL. Tampa Idealease will be moving into a brand new state of the art lease and rental facility at 5951 Orient Road in east Tampa. The building and property should be completed by the end of the year.

## Help Your Fleet Drivers Avoid Rear-end Collisions

*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. According to the National Highway Traffic Safety Administration, rear-end crashes are the most frequently occurring type of collision, accounting for approximately 29% 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.

<sup>1</sup> *Analyses of Rear-End Crashes and Near-Crashes in the 100-Car Naturalistic Driving Study to Support Rear-Signaling*, National Highway Traffic Safety Administration (10/07), p. xiii.

## 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.

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

[Click Here](#) to register

### 2016 Idealease Safety Seminar Schedule:

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 5	Columbia, SC - <b>NEW!</b>

- 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.

October 6 Cleveland, OH

October 12 Chicago, IL

## New Technology for better Fleet Safety Management

Consider the purchase of electronic devices for your fleet that look ahead to spot other vehicles or obstacles in the roadway. When the device senses a dangerous situation, such as one of your cars or trucks rapidly overtaking a slower moving vehicle, it emits an audible alarm prompting the driver to take corrective action.



While your first priority should be training drivers to be safe, adding this technology affords another layer of protection. In some cases, such devices can be integrated with GPS systems, camera-in-cabin recorders and online training suites so that frequent triggering of the device will alert management that there's an ongoing issue with a particular driver.

## FMCSA seeks comments on New Medication Form

The Federal Motor Carrier Safety Administration (FMCSA) published a notice announcing an Information Collection Request for a new commercial motor vehicle (CMV) driver medication form.

According to FMCSA, the information collection is voluntary and may be utilized by medical examiners (MEs) responsible for issuing Medical Examiner's Certificates (MECs) to commercial motor vehicle (CMV) drivers.

MEs that choose to use the IC will do so in an effort to communicate with treating health care professionals who are responsible for prescribing certain medications, so that the ME fully understands the reasons the medications have been prescribed. The FMCSA notice says the form will include the following information:

- All medications and dosages prescribed by the health care provider to the driver.
- Any other medications and dosages that the health care provider is aware have been prescribed to the driver by another treating healthcare provider.
- Medical conditions being treated with these medications.

The information obtained by the ME when utilizing the IC will assist the ME in determining if the driver is medically certified according to the physical qualifications standards outlined in 49 CFR 391.41 and to ensure that there are no disqualifying medical conditions or underlying medical conditions and prescribed medications that could adversely affect their safe driving ability or cause incapacitation constituting a risk

to the public.

**FMCSA asks for comments to be sent by August 8, 2016. All comments should reference Federal Docket Management System (FDMS) Docket Number FMCSA-2015-0180.**

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## **Ontario introduces Canada's First Entry-level Driver Training Program**

The Ontario Ministry of Transportation (MTO) introduced mandatory entry-level training for new commercial Class A truck drivers. A Class A license is required to drive a commercial motor vehicle towing a trailer exceeding 4,600 kg (10,141 lbs).

The mandatory training will impact any new applicant for a Class A driver's license on or after July 1, 2017. These individuals will be required to successfully complete a mandatory entry-level training course before attempting the road test. Those already holding a Class A license will not be required to complete the training.

The following outlines how the entry-level driver training program will work:

- The training will be provided by Private Career Colleges, Ontario Colleges of Applied Arts and Technology, and recognized authorities under the Ministry of Transportation's Driver Certification Program.
- The training providers will have one year to develop curriculum based on provincial training standards. According to MTO, the new standards will be released early July, 2016.
- The approved training providers will set the course fees and it will take students approximately four to six weeks to complete the course.
- Once an individual completes the course, it will be recorded on a provincial web-based system by the approved training provider and then it will be verified by Drive Test Centers before an applicant can attempt a Class A road test.

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## **FMCSA Seeks Comment on Crash Preventability Demonstration Program**

The Federal Motor Carrier Safety Administration (FMCSA) is proposing to develop and implement a demonstration program to determine the efficacy of a program to conduct preventability determinations on certain types of crashes that are generally less complex. The agency proposes to accept requests for data reviews (RDRs) that seek to establish the non-preventability of certain crashes through its national data correction system known as DataQs. FMCSA's notice proposes that the agency would accept an RDR, as part of this program, when documentation established that the crash was not preventable by the motor carrier or commercial driver. The proposed minimum time period for this crash preventability demonstration program would be 24 months. [Click here](#) to read the Federal Register notice.

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