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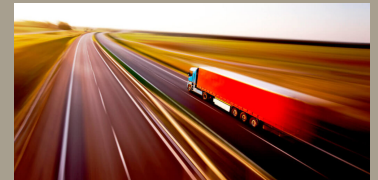
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SAFETY BULLETIN



December 8, 2017



Out-of-Service Grace Period!

- While the ELD mandate goes into effect December 18, 2017 with an Out-of-Service grace period ending April 1, 2018, drivers and fleets will still be required to have an ELD compliant device by the December deadline.
- The Out-of-Service delay only affects Out-of-Service orders.
- Drivers/Fleets that do not have a working FMCSA-registered ELD will face violations, which will affect the fleet's safety score, and also incur possible fines; however, they will not be put Out-of-Service.
 - During this time, if drivers are not

ELD Countdown... 10 Days!

We are now exactly 10 days away from the implementation of phase two of the Federal Motor Carrier Safety Administration (FMCSA) Electronic Logging Device (ELD) deadline on December 18th.

As we approach the deadline many of you have questions regarding the ELD regulation and how it will affect your company.

Idealease held an ELD Webinar on December 6th which was recorded and is available for your viewing on Youtube:

<http://www2.idealease.com/e/36492/v-EAe-5IQFg40-feature-youtu-be/5f9bdh/607876446>

How Idealease will Support Your Compliance with the ELD Regulation While Operating our Rental or Lease Vehicles:

Idealease locations will present ELD solutions in the following manner:

- Rental personnel will review ELD Exceptions with the customer to determine if they are exempt from being required to utilize an ELD. Reasons for exemption include:

compliant with HOS rules and regulations (e.g. non-complaint paper log book) then they can still be put Out-of-Service.

- Drivers who have a rental vehicle for 8 days or less.
- Drivers who use paper logs for not more than 8 days during any rolling 30-day period.
- Drivers who conduct driveaway-towaway operations, where the vehicle is the product being delivered.
- Drivers of vehicles manufactured before model year 2000 (due to vehicle connectivity concerns; this is a change from the proposed rule).
- Drivers who operate using the logbook exception (i.e. short-haul 100 air mile CDL and 150 air mile Non-CDL drivers) and can comply to the exception 22 days out of a rolling 30 day period.
- Idealease locations will allow customers to bring their own portable ELD kits to install on our rental units.
- Idealease customers will be allowed to bring their own smart devices and connect to existing telematic/ELD units already in the rental truck or Idealease locations will have portable ELD kits available for installation in the rental unit should the customer be subject to the ELD regulation.
- Idealease has Preferred ELD Suppliers that can keep customers in compliance with the ELD regulation requirements for leased and owned equipment.



Throughout all phases of the ELD regulation, Idealease locations will be available to discuss your specific needs to keep you in compliance.

For more information on the FMCSA ELD mandate please visit:

<http://www2.idealease.com/e/36492/lds-electronic-logging-devices/5f9bdk/607876446>

Charter extended for FMCSA's Medical Review Board

The Federal Motor Carrier Safety Administration (FMCSA) renewed the charter for its Medical Review Board Advisory Committee (MRB). This charter is effective November 28, 2017, and will expire after 2 years.

MRB provides FMCSA with medical advice and recommendations on medical standards and guidelines for the physical qualifications of commercial drivers, as well as medical examiner education and medical research. It is composed of five members selected from medical institutions and private practices, reflecting expertise in a variety of medical specialties relevant to the driver fitness requirements.

DOT to Require Testing for Synthetic Opioids Beginning Jan. 1st

The Department of Transportation will add four prescription opioids—hydrocodone, hydromorphone, oxycodone and oxycodone—to the DOT drug-testing panel that is used to screen safety-sensitive transportation workers, including truck drivers. The final rule is to take effect Jan. 1.

“Inclusion of these four semi-synthetic opioids is intended to help address the nationwide epidemic of opioid abuse,” DOT said in its rulemaking notice to be published today in the Federal Register. “Also, adding these four drugs, which are already tested for in many transportation employers’ non-DOT testing programs because of their widespread use and potentially impairing effect, will allow the DOT to detect a broader range of drugs being used illegally. Transportation industries are not immune to this trend and the safety issues it raises.”



DOT also announced that the final rule adds the drug methylenedioxyamphetamine as an initial test analyte and removes the drug methylenedioxyethylamphetamine as a confirmatory test analyte. In addition, the rule does away with the requirement for employers and consortium/third-party administrators to submit blind specimens.

The agency said that the revisions to 49 CFR Part 40 “harmonize” DOT regulations with revised Department of Health and Human Services “mandatory guidelines” for federal drug-testing programs for urine testing.

Testing for hydrocodone, hydromorphone, oxycodone and oxycodone could result in drivers — even with prescriptions for the pain killers — failing their tests and those positive test results being referred to a medical review officer to determine if a driver should be allowed to get behind the wheel.

The primary responsibility of a medical review officer is to verify if an employee has an alternative medical explanation for a lab-confirmed positive test result.

The rule was originally proposed in January of this year and received 52 comments. 41 comments supported the revised rule. The agency said those supporters “generally recognized the need for the Department to act consistently with the HHS Mandatory Guidelines and agreed that addressing opioid abuse issues in the context of transportation safety is important.”

Source: Department of Transportation

ELD Questions of the Week:

How are motor carriers required to present records of duty status (RODS) from December 11-17, 2017? Will drivers be required to present their records of duty status on electronic logging devices (ELDs)?

No, drivers will not be required to present RODS on ELDs from December 11, 2017 to December 17, 2017. Drivers can present their previous 7 days of RODS through any of the following:

- Paper records,
- A printout from an electronic logging device



device,

- A display from a device installed with logging software and electronic signature capabilities,
- Having the records available by entering them into an ELD, or
- Continued use of a grandfathered automatic on-board recording device.



What is a "grandfathers" automatic onboard recording device (AOBRD)?

A "grandfathered" AOBRD is a device that a motor carrier installed and required its driver to use before the electronic logging device (ELD) rule compliance date of December 18, 2017. The device must meet the requirements of 49 CFR 395.15. A motor carrier may continue to use grandfathered AOBRDs no later than December 16, 2019.

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