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SAFETY BULLETIN



October 2, 2015

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Operation Safe Driver Week October 18-24, 2015

The [Commercial Vehicle Safety Alliance](#) (CVSA) – in partnership with the Federal Motor Carrier Safety Administration (FMCSA), state, provincial and local law enforcement, and industry – launched the Operation Safe Driver campaign in 2007 to reduce the number of deaths and injuries resulting from crashes involving large trucks, buses and cars.

Operation Safe Driver holds activities across the United States, Canada and Mexico to increase commercial vehicle and non-commercial vehicle traffic enforcement, safety belt enforcement, and driver roadside inspections; improve driver regulatory compliance; implement commercial driver educational and awareness programs to the motor carrier population; educate youth about safely sharing the roads with large trucks and buses; and increase awareness to the general motoring public about safe operations around commercial motor vehicles.

Last year, during the week-long campaign, law enforcement officers pulled over 59,080 commercial vehicle drivers and car drivers for unsafe driving behaviors. Data was collected by 4,337 law enforcement officials at 1,549 locations across the United States and Canada. There also were outreach events throughout the week at high schools, state capitals, state fairs, truck rodeos, sporting events and other locations.

Got Chains?

If you are operating in state that require chains to be on board, make sure the chains are the correct size, properly secured, clean, and not broken as to be easily applied when necessary.

Not sure what your states chain laws are go to:

<http://www2.idealease.com/e/36492/laws.html/2vk1lr/378930402>

NEWS:

Drug Free Workplace Week
October 12 - 17, 2015

Operation Safe Driver Week
October 18-24, 2015

**Sign Up Now for one of
Seven Safety Seminars to**

The top five warnings and citations issued to CMV drivers were: (1) speeding, (2) failure to use a safety belt, (3) failure to obey traffic control devices, (4) improper lane change, and (5) following too closely.

[Click here](#) for more information on Operation Safe Driver Week, October 18-24, 2015.

Did you know?

When the weather turns cold I occasionally get questions about placing heaters in the trailers or in a straight truck body to keep cargo warm. The FMCSA has specific regulations regarding the type of heaters being used and specifications. Use the following link to access CFR 393.77

<http://www2.idealease.com/e/36492/content-39377/2vk1lp/378930402>

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Not sure what your states chain laws are go to:

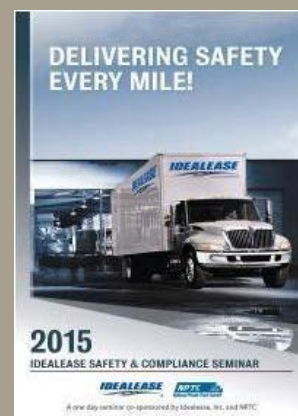
<http://www2.idealease.com/e/36492/laws-html/2vk1lr/378930402>

FMCSA Releases Additional Analysis on Alternatives for Safety Measurement System (SMS) of Compliance, Safety and Accountability (CSA) Carrier Assessment Program

The Federal Motor Carrier Safety Administration (FMCSA) yesterday released a congressionally directed report confirming that the amount of data used in the agency's Safety Measurement System (SMS) is clearly sufficient to allow FMCSA to identify high-risk truck and bus companies.

The report found that SMS effectively identifies the truck and bus companies

be held this Fall!



Idealease, its members and the National Private Truck Council NPTC will again be hosting safety seminars in 2015. The one day seminars this year will focus on 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.

October 13	Toledo, OH
October 14	Grand Rapids, MI
October 14	Charlotte, NC
October 20	Las Vegas, NV
October 21	Los Angeles, CA
October 22	San Martin, CA

To register for an upcoming seminar in 2015 click on the following link:

www.idealease.com/safety-seminar-registration

involved in 90 percent of the more than 100,000 crashes that occur each year, and those that are identified as high-risk carriers continue to have crash rates that are twice the national average.

In examining commercial motor vehicle crash rates, FMCSA looked at carriers of various sizes in accordance with the Congressional directive. The analysis revealed no significant difference in actual crash rates between small carriers and those with 20 or more roadside inspections.

FMCSA's examinations further determined that the category of carriers with 11-20 inspections and patterns of non-compliance has the highest crash rates, presenting a clear and immediate intervention opportunity for the agency to proactively bring these carriers into compliance with important safety regulations, including: hours-of-service limitations designed to prevent fatigued driving; vehicle maintenance, and; commercial driver's license (CDL) requirements.

FMCSA's current SMS data sufficiency standards allow the agency to effectively identify and proactively intervene with high-risk carriers before a crash involving a large truck or bus occurs.

In March, the Government Accountability Office (GAO) recommended that the agency increase the minimum number of required roadside safety inspections needed before prioritizing truck and bus companies for interventions.

FMCSA disagreed, pointing out that a delay in responding to known non-compliant carriers would needlessly jeopardize the safety of the motoring public.

Under current Federal Motor Carrier Safety Regulations (FMCSRs), a carrier's safety fitness can only be assigned following an on-site investigation; SMS is a tool to prioritize high-risk truck and bus companies for enforcement interventions.

Yesterday's report underscores the critical importance of considering carriers of all sizes in the agency's continuing efforts to remove unsafe carriers and commercial drivers from the nation's roadways and protecting travelers everywhere.

For a copy of Yesterday's report, see:

<http://www2.idealease.com/e/36492/assessing-motor-carrier-safety/2vk1lt/378930402>

FMCSA Issues Guidance on Editing of E-Logs

New guidance from the Federal Motor Carrier Safety Administration (FMCSA) gives drivers a larger role in the review and correction of their electronic logs. The guidance says drivers using Automatic On-Board Recording Devices (AOBRDS)

that comply with 49 CFR Sec. 395.15 may - within limits - review their logs, annotate and correct inaccurate information, and enter missing information.

Since 1997, guidance from the FMCSA has prohibited drivers from editing their own e-logs, restricting that task to supervisors only; however the agency now acknowledges that drivers may need to make legitimate corrections.

For example, a driver may forget to log out of the e-log system or may enter the "off duty" status when he or she is actually on duty and not realize the error until later. Previous FMCSA guidance would have required the driver to report the problem to a supervisor, who would then have to make the correction.

Advances in AOB RD technology over the past 25 years have made e-log falsification much harder to hide, the agency says, allowing a loosening of some of the restrictions on editing.

The new guidance says certain limits must remain in place, however:

- The AOB RD must retain the original, unedited entries.
- The AOB RD must record the date and time of any edits as well as the name of the person making the edits.
- If a log that needs editing was already certified and submitted, the driver must re-certify the edited version and transmit it to the carrier.
- "Driving" time cannot be edited except in the case of unidentified or team drivers, and when driving time was assigned to the wrong driver or no driver. Such time can be reassigned to the correct driver.
- Drivers' supervisors can request that a driver make edits to correct errors, but the driver has to accept or reject those requests and the AOB RD has to record that transaction. If the driver agrees to the request and annotates the record, he or she has to re-certify the corrected log.

The new guidance replaces Question 2 in the FMCSA's interpretations for Sec. 395.15.

FMCSA Proposes Changes to Truck Safety Accessories and Maintenance Regulation

The Federal Motor Carrier Safety Administration (FMCSA) has issued a proposed rule to amend the regulations for 'Parts and Accessories Necessary for Safe Operation,' and 'Inspection, Repair and Maintenance,' of the Federal Motor Carrier Safety Regulations (FMCSRs) in response to several petitions for rulemaking from the Commercial Vehicle Safety Alliance (CVSA) and the American Trucking Associations (ATA), and two safety recommendations from the National Transportation Safety Board (NTSB).

The proposed rule includes the following changes:

- Add a definition of 'major tread groove'
- Revise the rear license plate lamp requirement to provide an exception for

truck tractors registered in states that do not require tractors to have a rear license plate

- Provide specific requirements regarding when violations or defects noted on a roadside inspection report need to be corrected
- Amend Appendix G to the FMCSRs, 'Minimum Periodic Inspection Standards,' to include provisions for the inspection of antilock braking systems (ABS) automatic brake adjusters, and brake adjustment indicators, speed-restricted tires, and motorcoach passenger seat mounting anchorages, and
- Amend the periodic inspection rules to eliminate the option for motor carriers to use a violation- free roadside inspection report as proof of completing a comprehensive inspection at least once every 12 months.

In addition, the Agency proposes to eliminate introductory text from Appendix G to the FMCSRs because the discussion of the differences between the North American Standard Inspection out-of-service criteria and FMCSA's periodic inspection criteria is unnecessary.

Comments must be received by December 7, 2015.

Click to view the entire proposed rule:

<http://www2.idealease.com/e/36492/-2015-10-07-pdf-2015-25461-pdf/2vk1lw/378930402>

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