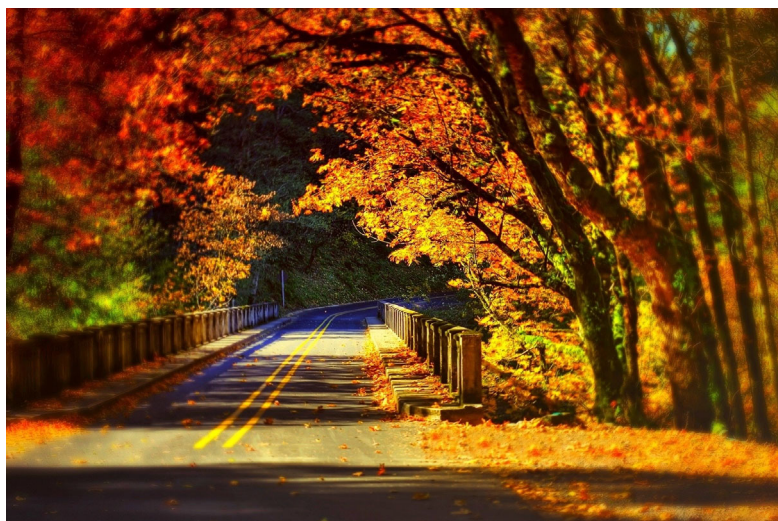


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SAFETY BULLETIN



October 12th, 2018

California to Require Entry-Level Driver Training

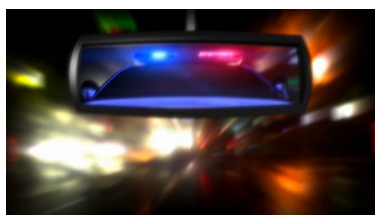


Preparing For the Fall Season!

Regulations in Place Pertaining to Alcohol Consumption and Driving a Commercial Motor Vehicle

The Federal Motor Carrier Safety Regulations address use of alcohol by any commercial driver (>10,000lbs MGWVR) in CFR 392.5 No driver shall— Use alcohol, as defined in CFR 382.107 of this subchapter, or be under the influence of alcohol, within 4 hours before going on duty or operating, or having physical control of, a commercial motor vehicle; or use alcohol, be under the influence of alcohol, or have any measured alcohol concentration or detected presence of alcohol, while on duty, or operating, or in physical control of a commercial motor vehicle.

There are additional provisions to this regulation, please read CFR 392.5 in its entirety. Any driver who is found to be in violation of these regulations shall be placed out-of-service immediately for a period of 24 hours. Additional FMCSR Regulations apply to drivers who are operating a CMV with a CDL and can be found in and CFR 382



such as random, post accident and reasonable suspicion testing. CFR 383.51 addresses disqualification of a CDL for alcohol violations in a CMV and a NON-

Though not included in the Federal Entry-Level Driver Training regulation that is set to go into effect on February 7th, 2020, a minimum number of behind-the-wheel training hours will soon be required of entry-level drivers in California.

Recently enacted legislation requires that the California Department of Motor Vehicles adopt the entry-level driver training rules in Parts 380, 383, and 384 of the Federal Motor Carrier Safety Regulations by June 5, 2020.

As part of the adoption, Class A and Class B commercial driver's license applicants must have a minimum of 15 hours of behind-the-wheel training. Ten of the 15 hours of training must be on a public road.

A minimum number of behind-the-wheel training hours were included in the Federal Motor Carrier Safety Administration's (FMCSA) proposed entry-level driver training regulation, but the final rule did not include this provision.

CMV. The bottom line is that a driver of a commercial motor vehicle jeopardizes his/her license and job anytime they drive any type of motor vehicle under the influence of alcohol.

Is that a Drunk Driver?

How many times have you been driving and upon seeing another motorist ask yourself...Is that a Drunk Driver? The National Highway Traffic Safety Administration (NHTSA) has established four categories to identify if a person is operating a vehicle under the influence. Please review these categories to be a better defensive driver when these folks are operating around you.

1. Problems in maintaining lane position. Look for signs of erratic steering or an inability to keep the vehicle in a lane. Weaving across lanes, straddling two lanes, almost striking another vehicle are potential indicators of a drunk driver.
2. Speed and braking problems: braking smoothly becomes a difficult task for an impaired driver. Look for general problems with stopping, like jerkiness, stopping short or abruptly. Maintaining speed also becomes a challenge for drunk drivers, so look for drivers that accelerate and decelerate quickly as well as for the driver who is operating well below the posted limit.
3. Vigilance problems: this simply means that the driver is unable to pay attention to driving. An impaired driver might forget simple things that a normal driver would not, such as driving at night without headlights on, wrong way on a one way, or responding slowly to traffic signals.
4. Judgment problems: Alcohol can impair a driver's judgment of what is safe and what is not. Drunk drivers will often take risks that endanger other lives as well as their own. Examples of this is following another vehicle too closely or making unsafe lane changes. Any erratic behavior like making sudden turns, crossing the median, or violating no-turn laws can signal an impaired driver.



What should you do?

Seeing any of these identifying factors, you should prepare to take evasive action to avoid trouble or any unpredictable move that the suspected drunk driver might take. If you see two or more of the above factors, the driver is probably drunk, and it's your responsibility to save the lives of other drivers and call the police immediately.

“Old” DOT Medical Forms No Longer Allowed, New Ones On the Way

Not only will there be no grace period for recently expired medical exam forms, but another new version of the forms is under development, according to the Federal Motor Carrier Safety Administration (FMCSA).

On October 4, 2018, the agency issued a notice to medical examiners informing them

FMCSA's final rule mandates a behind-the-wheel training curriculum that includes range and road instruction but does not set a minimum number of hours for the completion of the training. Proficiency is determined by the instructor providing the training. California Senate Bill 1236 was signed into law September 30, 2018.

Time to Fall Back... Daylight Savings Time Change in Three Weeks!



Daylight savings time will "fall back" at 2:00 a.m. on Sunday, November 4th. Make sure that all your drivers are aware that the change to daylight savings will occur. The amount of daylight will change for Caution route drivers according to their stops. An intersection or street can present different challenges to drivers with one hour change in the position of the sun. One hour of time difference can present unique changes to a driver who is on a route.

Drug-Free Workplace Week October 15th- 20th



The U.S. Department of Labor is encouraging public and private community organizations to participate in the 5th annual Drug-Free Work Week, which will occur Oct. 15 to 20. This public awareness campaign, held each October, emphasizes the importance of drug-free workplace programs to help prevent workplace

that October 4, 2018 is the last day they can use drivers' medical examination forms and certificates showing an expiration date of 8/31/2018. Though the FMCSA has historically granted a "grace period" during which old medical forms could still be used,



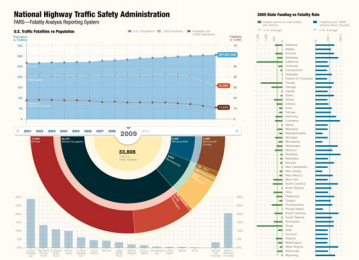
the agency declined to do so. The only change to the forms was the expiration date. The FMCSA failed to seek re-approval of the forms from the Office of Management and Budget (OMB) until the date they expired, resulting in a rush to put the new versions into use. Without notifying the public, the FMCSA made the new forms available in late September and on October

4th notified examiners that it was the last day the 8/31/2018 forms could be used.

"Medical examiners must begin using the final approved forms with the 09/30/2019 expiration date as of today 10/04/2018 ... to remain in compliance with the Federal Motor Carrier Safety Regulations," the notification states. The expiration date appears in the upper right corner and indicates the date on which the agency no longer has legal authority to require use of the form. The new expiration date, as set by OMB, is September 30, 2019. Fatal Crashes involving large trucks up 9% in 2017.

During a year when the number of fatal motor vehicle crashes decreased, such crashes involving large trucks were on the rise. The National Highway Traffic Safety Administration (NHTSA) released results of the 2017 Fatality Analysis Reporting System (FARS) traffic report. Overall, the numbers showed that deaths on U.S. roads fell nearly 1.8% from 2016 to 37,133 in 2017. Crash fatalities decreased in nearly every segment of the population measured except for sport utility vehicles (up 3%), and large trucks (up 9%). Large truck crashes were responsible for 4,761 deaths in 2017, compared to 4,369 in 2016.

For the FARS report, a large truck is defined as any medium or heavy truck, excluding buses and motor homes, with a gross vehicle weight rating greater than 10,000 pounds, including commercial and noncommercial vehicles. Trucks with a weight rating of greater than 26,000 pounds saw an increase in fatalities by 3.8% according to Ray Martinez, Administrator of the Federal Motor Carrier Safety Administration (FMCSA). Fatal truck crashes were significantly on the rise for trucks with a gross vehicle weight between 10,000 and 14,000 pounds, a class of vehicles that could include many vehicles not regulated by the FMCSA. However, the specific total for fatalities involving this class had not been determined at the time of release.



Martinez said the improved economy has contributed to an increase of medium and heavy trucks on the road in a working capacity, leading to higher potential for crashes. Martinez also noted that about 40% of the fatalities involving large trucks included occupants who were not wearing seat belts.

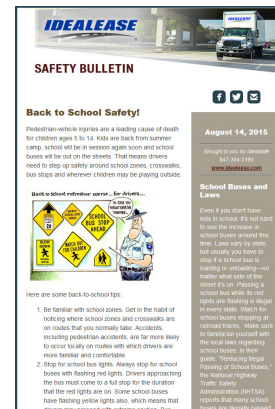
Other crash statistics involving large-truck fatalities include:



- Fatalities in other vehicles involved in large-truck crashes experienced an 8.8 percent increase from 2016 (280 occupants).
- Large-truck occupant fatalities in

alcohol and drug use, and encourage workers with alcohol and drug problems to seek help. Successful drug-free workplace programs provide a safe and healthy environment for workers and result in a productive workplace for employers. For additional information [Click Here](#).

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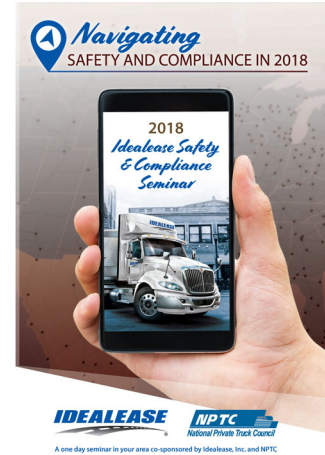
Navigating Safety and Compliance in 2018

Idealease and the National Private Truck Council NPTC will again be hosting safety seminars in 2018. 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 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 2018, [Click Here](#).

multiple-vehicle crashes increased by 76 to 343 fatalities, a 28.5% increase from 2016.

- Large-truck occupant fatalities in single-vehicle crashes increase by 40 to 498 fatalities, an 8.7% increase from 2016.

This overall decrease in highway fatalities in 2017 came after two years of consecutive increases in 2015 and 2016. The decrease in fatalities came during a time when vehicle miles traveled (VMT) increased 1.2% from 2016 and the fatality rate per 100 million VMT decreased 2.5%.



Fall Seminars (October-November)

10/16/2018	Kansas City, MO
10/24/2018	Modesto/Turlock, CA
10/25/2018	Oklahoma City, OK
11/7/18	San Leandro, CA

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