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## Preparing for the Fall Season



October 18th, 2019



### UPCOMING EVENTS



### Regulations: Alcohol Consumption and Driving a Commercial Vehicle

*With the upcoming holidays, what regulations are 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 MGVWR) 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-

### 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 3rd.**

Make sure all your drivers are aware that the change to daylight savings will occur. Caution route drivers especially that the amount of daylight will change according to their stops with the change. 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.

**Register Now to Attend**

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-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 also a look 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, erratic 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.



## an Idealease/NPTC Safety Seminar this Fall!



Join us at a safety seminar in August, September or October to hear the latest updates on regulations and compliance.

[Click Here to Sign Up](#) for a seminar near you!

Idealease and the National Private Truck Council NPTC will again be hosting safety seminars in 2019. The one-day seminar this year will focus on new safety technologies available on trucks today, 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.

## National Transportation Safety Board (NTSB) Vice Chairman Bruce Landsberg: Safe Trucking is Good Business

Trucks move the economy, and they do a superb job. One- and two-day delivery wouldn't be possible without the nation's truck army. But when trucks are involved in a crash, the results are often disastrous. How do we make trucking even safer?

I recently spoke to the National Private Truck Council (NPTC), which represents about 50 percent of the truck fleets in the United States. This meeting was devoted to—what else?—safety. This group is driving hundreds of millions of miles every year so the potential for catastrophe is high.

A quick statistic from the Federal Motor Carrier Safety Administration (FMCSA): In 2017, there were just shy of 4,900 fatal crashes involving large trucks. That works out to about 13 crashes a day, or one every 2 hours. In almost every case, these were not accidents or unforeseen events—they were preventable crashes. Lives are lost and survivors suffer life-changing injuries. Most times, we know what happened, why it happened, and what could have prevented the crash. Why, then, don't we see a reduction in the number of crashes?

The vast majority of trucking companies make safety their top priority; however, there are some that intentionally operate vehicles with out-of-service brakes, bad tires, too much load, or other issues, or they knowingly use drivers with poor safety records. These deliberate decisions affect the safety of everyone on the road. But even drivers at conscientious companies can crash when they suffer a lapse in judgement, become distracted, fail to get enough rest, or drive when ill or affected by prescription or over-the-counter medications. The good news is that crashes really are easily preventable.

### How can truckers—and their employers—ensure a safe trip each time they drive?

- **Set reasonable hours of service.** A tired driver is unsafe! There are many excuses as to why a driver should be allowed to run to exhaustion; *all* are indefensible.
- **Complete pre-trip inspections.** Mechanical equipment fails, usually in predictable fashion and often at the worst possible time. Checking on your rig's tires, brakes, and other equipment *before* your ride is not only required, it's critical.
- **Ensure drivers are fit for duty.** Incapacitating illnesses or impairment can interfere with a driver's ability to do the job safely. Sleep apnea is a particularly troubling problem for too many drivers.
- **Embrace automation and driver-assist technology.** Full automation, despite the marketing hype, is still some distance away—maybe very far away. Speed control, adaptive braking, stability control, and advanced driver-assist safety features, such as collision warning, automatic emergency braking, and lane departure warning, are currently available and make a big difference in mitigating driver mistakes. As the aviation industry has embraced pilot-assisting technologies, it's become remarkably safer; the trucking industry could learn from this willingness



## 2019 Safety & Compliance Topics

- Review of Safety Technologies available on trucks today
- Electronic Logging Device (ELD) regulation
- Review of new and proposed regulations
- Update on FMCSA Compliance, Safety and Accountability program (CSA)
- Applicability of federal and state safety regulations
- Driver qualifications
- Drug and alcohol testing regulations
- Vehicle maintenance and inspections
- Enhancing your safety program beyond regulations

## FALL SEMINARS

10/22/2019	Salt Lake City, UT
10/23/2019	Lexington, KY
10/23/2019	Modesto/Turlock, CA

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to use available automation tools in its operations.

- **End distraction.** Cell phone use—including texting—should be prohibited, except for emergency use. Many companies make it a firing offense to use a cell phone while a vehicle is in motion. Federal regulation already prohibits cell phone use in company vehicles, but companies need to ensure their internal cell phone policies make this clear to their drivers. At the same time, many companies could do a better job implementing cell phone policies and tracking drivers' cell phone use.
- **Develop a safety management system and strong safety culture.** In almost every accident or crash we investigate, there was also a management failure. The safety mindset isn't something that's "bolted on" after the fact, but rather, it's something that's embedded in a company's, driver's, and leadership's DNA. Ongoing management support and accountability makes a huge difference. Owner-operators must ensure that they have safety management controls in place.
- **Verify that your drivers are being safe.** Trust, but verify! Install inward- and outward-facing cameras to help assess driver performance. Review the recordings—not with the intent to punish, but with an eye toward improving driver education and training.



Good business means caring about your drivers *and* other drivers on the road. It's also a value that can prove economically sound; after all, it takes only one crash to put a business *out* of business. In the bigger picture, a mark against one operator is a mark against the entire industry. The aviation industry recognized that trend and established the Commercial Aviation Safety Team to assess risks and

evaluate safety concerns related to commercial airline operations. The trucking industry could consider doing something similar.

## Driver Shortage Continues to Top ATRI List of Industry Concerns

Driver shortage continues as the top-ranked issue in the trucking industry, according to the annual Top Industry Issues report from the American Transportation Research Institute (ATRI).

The industry's efforts to retain and recruit qualified drivers ranked as the industry's top issue for the third year in a row. The hours-of-service (HOS) rules maintained the second spot for the second consecutive year as the Federal Motor Carrier Safety Administration (FMCSA) continues to accept public comments on proposed changes aimed at adding more flexibility to the rules.

Two issues appeared on the list for the first time in the 15-year history of the report:

Driver compensation and detention/delay at customer facilities.

Driver compensation ranked third overall for two primary reasons:

- Motor carriers who have raised driver pay significantly over the past year in response to driver shortage, and
- Drivers concerned their pay has not kept pace with inflation.



Driver detention at customer facilities ranked fourth, reflecting growing concern over long delays that create cascading impacts for HOS compliance, compensation, and safe parking.

The lack of truck parking ranked fifth among the top issues but ranked third among commercial driver respondents behind compensation and HOS rules.

Results were based on the responses from more than 2,000 motor carriers and commercial drivers.

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**Our mailing address is:**  
430 North Rand Road  
North Barrington, IL 60010

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