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February 1st, 2019

California Air Resources Board (CARB) Offers Training Webinars On Diesel Truck Rules

Now Is a Good Time to Review Your Driver's Motor Vehicle Records

The Federal Motor Carrier Safety Regulations requires a motor carrier qualifying a new driver to obtain and review the motor vehicle record of the driver within 30 days of the date of hire [CFR 391.23](#). As a better business practice, it is recommended that the motor vehicle record be obtained and



reviewed prior to making an offer of employment to the driver applicant. After the driver is qualified the regulations require that at least once every 12 months that the motor carrier make an inquiry into the driving

record of each driver it employs, covering at least the preceding 12 months, to the appropriate agency of every State in which the driver held a commercial motor vehicle operator's license or permit during the time period [CFR 391.25](#). Effective January 30, 2015 when a driver renews a medical certification the motor carrier must obtain a new MVR for the state



The California Air Resources Board is offering a series of webinars on the emissions requirements for diesel trucks operating in the State of California. The webinars are scheduled for January 28th, February 9th, February 12th and April 11th, and will include information on applicability of the truck and bus regulations; the engine year model schedule; exemptions, extensions, and credits; how to report regulation flexibilities; and broker and dispatcher requirements.

Registration Is Now Open Online for the 2019

of licensure with the medical certification information on the MVR.

So how will a carrier verify that a driver is physically qualified? This is done by obtaining a copy of the driver's driving record and including it in the driver's qualification file. Do keep in mind that in addition to the current requirement that motor carriers obtain and review each driver's driving record once a year, motor carriers will also have to make sure the driver's record includes valid and current medical certificate/card information. This means that every time a medical certificate/card is renewed and turned into the driver licensing agency, the motor carrier will need to obtain a new driving record that reflects this current information and place it in the driver's qualification file.

The motor carrier will need to take timing into account when obtaining the new MVR that reflects the driver's current medical status. Once a driver turns in his/her medical certificate/card to the state licensing agency, the state has 10 days to enter this information into the driver's driving record.

During this time period the motor carrier must keep a copy of the driver's medical certificate/card in the driver's qualification file. Regulations allow a motor carrier to maintain this copy of the certificate/card as proof of medical qualification for a maximum of 15 days from the date it was issued. The original motor vehicle record that was used to qualify the driver shall be retained for the duration of employment and 3 years after termination. The motor vehicle records obtained annually after hire can be purged from the files 3 years after the date of issuance.



If a commercial vehicle driver had the following violations, the likelihood of the driver being in an accident is increased by:

• <i>Reckless driving violation</i>	325%
• <i>Improper turns violation</i>	105%
• <i>Improper or erratic lane change conviction</i>	100%
• <i>Failure to yield right of way conviction</i>	97%
• <i>Improper turn conviction</i>	94%
• <i>Failure to keep in proper lane conviction</i>	91%
• <i>Improper lane change violation</i>	78%
• <i>Failure to yield right of way violation</i>	70%
• <i>Driving too fast for conditions conviction</i>	62%
• <i>Any conviction</i>	56%
• <i>Speeding more than 15 miles over speed limit conviction</i>	56%
• <i>Reckless/careless/inattentive/negligent driving conviction</i>	53%
• <i>Following too closely conviction</i>	50%
• <i>Improper lane/location conviction</i>	47%
• <i>Any moving violation</i>	41%
• <i>Following too close violation</i>	40%

Idealease / NPTC Safety Seminars!



[Click here to register for a Safety Seminar in your area!](#)

Idealease and the National Private Truck Council NPTC will be hosting safety seminars again 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 additional charge. The seminars provide important information applicable to both the novice and experienced transportation professionals.

Spring Seminars

3/27/2019	Orlando, FL
3/28/2019	Tampa, FL
4/2/2019	Memphis, TN
4/3/2019	Atlanta, GA
4/3/2019	Mannheim, PA
4/4/2019	Charlotte, NC
4/4/2019	Weirton, WV
4/17/2019	Ventura, CA
4/18/2019	San Leandro, CA
4/23/2019	Portland, OR
5/1/2019	Plymouth, IN
5/1/2019	Grand Rapids, MI
5/7/2019	Upper Marlboro, MD
5/9/2019	Aurora, CO
5/21/2019	Baltimore, MD
5/23/2019	Milwaukee, WI

Fall Seminars

- *Speeding violation* 35%
- *Failure to obey traffic control device violation* 30%

Do You Need Assistance In Understanding the Federal Motor Carrier Safety Administration Regulations?

For years, carriers have relied on FMCSA's "A Motor Carrier's Guide to Improving Highway Safety" to understand the Federal Motor Carrier Safety Regulations (FMCSRs) and how to comply. This was just one important way the agency provided education and technical assistance (ETA) to industry. In 2018, FMCSA updated and renamed this important guide, making it easier to search and customize the content by presenting it as an interactive website called "[The Motor Carrier Safety Planner](#)."

The guide is available to anyone, but carriers with an FMCSA Portal account have the added capability to create a customized version of the guide called "My Safety Planner" to save chapters and forms and make highlights and notes about the content most relevant to their operations. Motor carriers and drivers are responsible for knowing and complying with all applicable FMCSRs. The information on this website, when effectively applied, will contribute to safer motor carrier operations and roadways.

FMCSA Chief: Seatbelt Use Raises Odds of Surviving Crash

Using a seatbelt doesn't guarantee truck drivers or passengers will survive a crash with minimal injuries. But statistics show that buckling up helps increase the odds of walking away from a serious accident. About 14 percent of truck drivers don't wear seatbelts and face a much greater chance of dying in a crash than drivers who wore belts, said Jack Van



Steenburg, the chief safety officer of the Federal Motor Carrier Safety Administration (FMCSA). Speaking at last month's annual Transportation Research Board meeting, Van Steenburg revealed statistics showing that the risk of death in large-truck accidents is greater

when occupants are not wearing seat belts. In 2017, there were 713 large-truck occupants involved in fatal crashes who were not wearing seatbelts. Of those, 45 percent died in the crash compared to just 8.8 percent who died despite being belted. Both percentages were up from 2016. FMCSA regulation 49 [CFR §392.16](#) requires truck drivers and their passengers to wear a seatbelt when one is available. Drivers who violate the rule are subject to penalties as high as \$3,760. Motor carriers also could face fines as high as \$15,000. States also carry penalties for seatbelt violations.

TBD	Chicago, IL
TBD	Lexington, KY
TBD	Springfield, IL
TBD	Reno, NV
TBD	San Leandro, CA
TBD	Eugene, OR
TBD	Green Bay, WI
TBD	Erie, PA
TBD	Nashville, TN
10/23/2019	Modesto/Turlock, CA
TBD	Salt Lake City, UT
TBD	Louisville, KY
TBD	Kelowna, BC



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