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## SAFETY BULLETIN



August 24th, 2018

**Do You Have Other Employees That You Want to Receive the Idealease Weekly Safety Bulletin?**

## September 9th-15th is National Truck Driver Appreciation Week!

National Truck Driver Appreciation Week is when America takes the time to honor all professional truck drivers for their hard work and commitment in tackling one of our economy's most demanding and important jobs. These 3.1 million professional men and women not only deliver our goods safely, securely and on time, they also keep our highways safe. Make plans now to do something special for the drivers that work for you!

### Driver Recognition Awards

Driver Appreciation week is a good time to review your award and recognition programs that you have in place. It is important that we recognize those drivers who have performed in a safe and compliant manner.

Recognition awards are best used for safe driving. A recognition award should be an award that the driver or employee cannot get anywhere else. It is best if these awards are personalized. Benefits of recognition award are that they are non-monetary and have a longer lasting effect. A driver should not be able to go and buy this award on their own. The only way to receive the award and recognition is to meet the requirements for receiving the award. These awards can be further enhanced by



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Are you looking for topics to cover for an upcoming safety meeting?

To register your employees for the Safety Bulletin as well as view the archives of past bulletins, [Click Here.](#)

presenting award group presentations with peers (i.e. meetings, banquets, etc.).

As a motor carrier, there are a number of state and nationwide association award programs that you can enroll your drivers in. I would recommend that you contact your



state trucking association for a listing of the awards programs that are available. There are a variety of awards programs available for your drivers through organizations such as the American Trucking Association (www.truckline.com) and the National Private Truck Council (NPTC). The NPTC has the

Driver Hall of Fame and National Driver All-Stars driver's awards programs that are available to NPTC members. [Click here](#) to enroll your driver.

Incentive monetary awards are best used to motivate a driver to perform. These types of incentive programs are successful in motivating the driver to achieve a specific goal such as a certain fuel mileage or clean roadside inspection.

## FMCSA to Consider HOS Revisions

The Federal Motor Carrier Safety Administration (FMCSA) is seeking the public's input on four specific areas of the current hours-of-service regulations.

The request, is in response to Congressional, industry, and citizen concerns that certain hours-of-service requirements place unnecessary burdens on drivers while not having a positive impact on highway safety. It will be published as an Advanced Notice of Proposed Rule-Making (ANPRM) in an upcoming edition of the Federal Register.



The four areas under consideration for revision are:

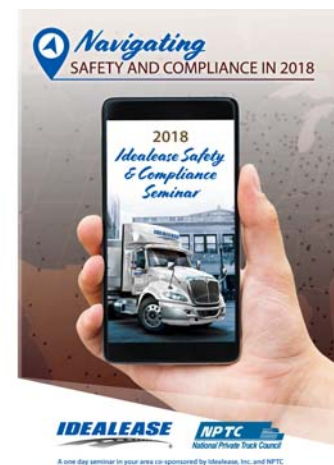
- Expanding the current 100 air-mile "short-haul" exemption from 12 hours on-duty to 14 hours on-duty, for consistency with the rules for long-haul truck drivers;
- Extending the current 14-hour on-duty limitation by up to two hours when a truck driver encounters adverse driving conditions;
- Revising the current mandatory 30-minute break for truck drivers after 8-hours of continuous driving; and
- Reinstating the option for splitting up the required 10-hour off-duty rest break for drivers operating trucks that are equipped with a sleeper-berth compartment.
- The ANPRM will also seek public comment on two recently submitted petitions requesting regulatory relief from the hours-of-service rules pertaining to:
  - The 14-hour on-duty limitation (filed by the Owner-Operators Independent Drivers Association); and
  - The 10-hour off-duty requirement (filed by TruckerNation).

**What do the regulations say about my driver who has a current medical certificate but has developed a medical condition that would make the operation of a commercial motor vehicle (CMV) questionable and possibly unsafe?**



## 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](#).



**Fall Seminars  
(Sept-Nov)**

9/19/18

Fort Wayne, IN

FMCSA regulations prohibit a driver from beginning or continuing to drive if their ability and/or alertness is impaired by: fatigue, illness, or any cause that makes it unsafe to begin (continue) to drive a commercial vehicle.



Even if a driver currently has a valid medical certificate, the driver is prohibited from driving a CMV with any medical condition that would be disqualifying or may interfere with the safe operation of a CMV. Once a disqualifying medical condition is resolved, and before resuming operation of CMV, a driver is responsible for obtaining re-certification from a Medical Examiner.

FMCSA CFR 391.45

9/25/2018	Dallas, TX
9/26/2018	Houston, TX
10/4/2018	Moncton, NB
10/10/2018	Nashville, TN
10/16/18	Kansas City, MO
10/24/2018	Modesto/Turlock, CA
10/25/18	Oklahoma City, OK
11/7/2018	San Leandro, CA

## Here is the Guidance From the FMCSA on CFR 391.45:

Must a driver who is returning from an illness or injury undergo a medical examination even if his current medical certificate has not expired? Guidance: The FMCSRs do not require an examination in this case unless the injury or illness has impaired the driver's ability to perform his/her normal duties. However, the motor carrier may require a driver returning from any illness or injury to take a physical examination. But, in either case, the motor carrier has the obligation to determine if an injury or illness renders the driver medically unqualified.

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