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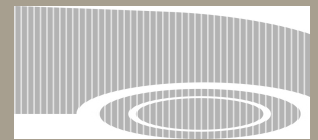
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SAFETY BULLETIN



December 15, 2017



Driver Tip of the Week:

ALWAYS KEEP YOUR DISTANCE

Always leave enough space between you and the vehicle in front of you. If you hit someone from behind, you are typically considered "at fault," regardless of the situation. Large trucks require more stopping distances than other vehicles. Take advantage of your driving height, and

anticipate braking situations.

New ELD Exception for Ag

Motor Carriers carrying fresh produce and other agricultural commodities have been given a 90-day temporary waiver from Electronic Logging Device rule mandate that will be implemented December 18, 2017.

ELD Countdown... Monday is the Day!

Monday, December 18th is the Day that Many Carriers Operating Interstate will be Required to use an Electronic Logging Device

Nearly two years ago today, the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) announced the adoption of a Final Rule that would improve roadway safety by employing technology to strengthen commercial truck and bus drivers' compliance with hours-of-service regulations that prevent fatigue.

As U.S. Transportation Secretary Anthony Foxx had said, "This automated technology not only brings logging records into the modern age, it also allows roadside safety inspectors to unmask violations of federal law that put lives at risk."

It is projected that in addition to saving lives, the Final Rule requiring the use of electronic logging devices (ELD) will result in an annual net benefit of more than \$1 billion - largely by reducing the amount of required industry paperwork. It also increases the efficiency of roadside law enforcement personnel in reviewing driver records.

On an annual average basis, the ELD Final Rule is estimated to save 26 lives and prevent 562 injuries resulting from crashes involving large commercial motor vehicles.

"This is a win for all motorists on our nation's roadways," said FMCSA Acting Administrator Scott Darling. "Employing technology to ensure that commercial drivers comply with federal hours-of-service rules will prevent crashes and save lives."

Hours of Service (HOS) Regulations have not Changed!

There has been some confusion in the industry recently, regarding the changes that will take

place after December 18th. Federal safety regulations limit the number of hours commercial drivers can be on-duty and still drive, as well as the number of hours spent driving. The HOS regulations guiding the hours drivers operate the CMV have not changed.

These limitations are designed to prevent truck and bus drivers from becoming fatigued while driving, and require that drivers take a work break and have a sufficient off-duty rest period before returning to on-duty status.



The four main elements of the ELD Final Rule include:

- Requiring commercial truck and bus drivers who currently use paper log books to maintain hours-of-service records to adopt ELDs by December 18th, 2017. It is anticipated that approximately three million drivers will be impacted.
- Strictly prohibiting commercial driver harassment. The Final Rule provides both procedural and technical provisions designed to protect commercial truck and bus drivers from harassment resulting from information generated by ELDs. [A separate FMCSA rulemaking further safeguards commercial drivers from being coerced to violate federal safety regulations and provides the agency with the authority to take enforcement actions not only against motor carriers, but also against shippers, receivers, and transportation intermediaries.]
- Establishing new hours-of-service supporting document (shipping documents, fuel purchase receipts, etc.) requirements that will result in additional paperwork reductions. In most cases, a motor carrier would not be required to retain supporting documents verifying on-duty driving time.

The ELD Final Rule permits the use of smart phones and other wireless devices as ELDs, so long as they satisfy technical specifications, are certified, and are listed on an [FMCSA website](#). Canadian- and Mexican-domiciled drivers will also be required to use ELDs when operating on U.S. roadways.

Motor carriers who have previously installed compliant Automatic On-Board Recording Devices may continue to use the devices for an additional two years beyond the compliance date.

The FMCSA has published Frequently Asked Questions for the ELD regulation that can be found on this [FMCSA website](#).

Idealease held the fourth of their ELD Webinars on December 6th to facilitate preparation for ELD Mandate compliance. [Click here](#) to view a recording of this webinar:



FMCSA Issues 90-day Waiver of the December 18, 2017 ELD Mandate for Commercial Rental Industry

Idealease, Inc., in coordination with the FMCSA, secured a 90-day waiver of the December 18, 2017, Electronic Logging Device (ELD) Mandate for the commercial truck rental industry. This waiver request was successfully achieved working side by side with Truck Rental and Leasing Association (TRALA) to present the facts to support such a waiver for the truck rental industry and Idealease customers, who need a substitute vehicle, add to their fleet for seasonal demand, or meet other expansion needs, by enabling them to use paper logs for up to 90 days from the December 18, 2017 compliance date. After the 90-day period, those who rent commercial vehicles for nine or more days must comply with the ELD Mandate.

ELD Questions of the Week:

Who is exempt from the ELD rule?

Drivers who use the timecard exception are not required to keep records of duty status (RODS) or use ELDs. Additionally, the following drivers are not required to use ELDs; however, they are still bound by the RODS requirements in 49 CFR 395 and must prepare logs on paper, using an Automatic On-Board Recording Device (AOBRD), or with a logging software program when required:



- Drivers who use paper RODS for not more than 8 days out of every 30-day period.
- Drivers who conduct drive-away-tow-away operations, where the vehicle being driven is the commodity being delivered.
- Drivers of vehicles manufactured before 2000.

If a commercial motor vehicle is equipped with a glider kit that is newer than model year 2000, but the connections and motor vehicle components (such as the engine) are older than model year 2000, is the vehicle exempt from the ELD rule?

No. ELD use is required for vehicles whose VINs reflect a model year of 2000 or newer. The ELD rule requires a reasonable proxy for this data if the engine control module (ECM) or ECM connectivity does not provide it. If the currently installed engine does not support an ECM to obtain or estimate the required vehicle parameters, then the operator must use an ELD that does not rely on ECM connectivity, provided the accuracy requirements of the final rule are met. See Appendix A to Subpart B of Part 395 section 4.3.1 of the ELD rule for accuracy requirements.

Driving Too Fast for Conditions

Driving too fast for conditions is defined as traveling at a speed that is greater than a reasonable standard for safe driving.

Examples of conditions where drivers may find themselves driving too fast include:

- Wet roadways (rain, snow, or ice)
- Reduced visibility (fog)
- Construction zones
- Curves
- Intersections
- Heavy traffic

The Large Truck Crash Causation Study (LTCCS) reported that 23 percent of large-truck crashes occurred when commercial motor vehicle (CMV) drivers were traveling too fast for conditions.

- You should reduce your speed by 1/2 or more on snow packed roads (i.e., if you would normally be traveling at a speed of 60 mph on dry pavement, then on a snow-packed road you should reduce your speed to 30 mph). When you come upon slick, icy roads you should drive slowly and cautiously and pull off the road if you can no longer safely control the vehicle.
- 40 percent of speeding-related fatalities occur on curves.
- Braking in a curve can cause the wheels to lock up and the vehicle to skid.
- Even though ramps and interchanges make up less than 5 percent of all highway miles, 20 to 30 percent of all large-truck crashes occur on or near ramps.

Loaded trailers require 20 to 40 percent more braking distance than passenger vehicles to come to a complete stop.

Be Prepared for Inclement Weather:

Be aware: Find out about the latest weather-related driving conditions and stay alert to changing road/weather conditions as you travel.

Be informed: Make informed decisions as you plan your day. Drivers can easily do this, by using their state traveler information services. Safe drivers know the weather, and their limits. If the weather is bad, remember ICE AND SNOW... TAKE IT SLOW.



Vehicle preparation: Remove any snow on your truck's windows, lights, brake lights and signals. Make sure you can see and be seen. Check your truck's tires, fluids, belts, and hoses. A breakdown is bad on a good day and dangerous on a bad-weather day.

Time: Leave plenty of time to reach your destination safely. It's not worth putting yourself and others in a dangerous situation just to be on time.

First snow or ice: Drivers aren't prepared for winter driving and forget to take it slow. Remember to drive well below the posted limit and leave plenty of room in front of your truck.

Limited visibility: Stay attentive, reduce speed and know what's going on around you.

Get Set... Then Go:

Totally clear all the windows of snow and ice before driving. Just the movement of the truck and stopping can cause snow to slide onto the windshield or windows and limit your vision. There are many kinds of windshield deicing fluids that can be sprayed on glass to help melt ice. However, these generally contain an alcohol base, which not only melts the ice, but cools the glass. Subsequently, the moisture in the air may suddenly freeze over the glass surface, obscuring your vision.

Moisture in your breath may also cause ice to form on the inside of the windshield. Thus, before using a deicing fluid, warm the windshield with the truck's defroster to prevent it from icing over again. Warm up the engine. Start your truck and let it idle for a few minutes before driving in order to prevent stalling. Then drive slowly until the truck is totally warmed up.

Prevent fogging. While you are warming up your truck, turn on the heater and the defroster to prevent sudden fogging when you pull out.

Consider using a block heater to keep your engine warm at night. Many mornings, the cold will make your truck hard to start.

See and be seen. When it is gray or snowing, turn the truck's headlights on so you can see and be seen by surrounding traffic. Keep the headlights and taillights clean for added visibility.

Cold Weather Equipment:

Do not wait until it freezes or snows to load your truck with the equipment necessary to combat the elements. Put the following supplies in your cab:

- Flashlight
- Brush or broom for snow removal
- Extra fuses
- A rag for cleaning headlights or the windshield if you should run out of washer fluid
- Extra washer fluid
- Work gloves
- A small snow shovel
- A blanket and extra heavy clothing for emergencies (to include snow boots)
- Non-perishable food for emergencies
- A working cell phone



If You Become Stranded In a Winter Storm:

Do not panic: Always work slowly to avoid overexertion. Attempting to shovel even small amounts of snow may lead to a heart attack.

Stay in your truck: Do not attempt to find help by walking. You can quickly become disoriented in blowing and drifting snow. Your truck provides the best protection from the weather and you are more likely to be discovered by highway maintenance crews or law enforcement officers if you remain in your truck.

Keep fresh air circulating: Carbon monoxide can build up in a tightly closed cab, especially one sealed by blowing or drifting snow. Run the engine sparingly and open only the downwind window to provide proper ventilation.

Keep active: Clap your hands and move your arms and legs vigorously from time to time to stimulate circulation, relieve muscle tension and help keep you awake.

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Turn on your interior lights: The light will help you observe others in the truck and make your truck visible to passersby.

Weather and Road Conditions Link:

The FHWA's web site, contains links to information on weather and road conditions and the availability of travel web sites and 511. To view them [click here](#).

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