

In This Issue: Daily Vehicle Inspection Reports
 How Long Must a Driver and Motor Carrier Keep the DVIR?
 FMCSA Grants Exemption for Cameras Instead of Mirrors
 Congress Bills Aimed at Reducing Driver Shortage Issue
 FMCSA Removes Diabetes Exemption for CMV Drivers
 Saint Patrick's Day Drunk Driving Prevention - March 17, 2019

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March 1st, 2019

How Long Must a Driver and Motor Carrier Keep the DVIR?

Daily Vehicle Inspection Reports

It's a relatively simple document that causes a lot of confusion in the motor carrier world: The driver vehicle inspection report — also known as the DVIR. The DVIR is very important for our Idealease service managers as this is the communication between your driver and our service team as to what is going on with the unit. With this information from your drivers we can service and repair your unit faster resulting in a higher level of uptime! It is very important that you as the motor carrier make sure drivers are complying with the DVIR requirements as outlined below. Who needs to complete the DVIR? When does it need to be completed? What needs to be included on the DVIR? How long does it need to be kept? These are just some of the questions many motor carriers have when it comes to this document, which is required per Section [396.11](#) of the Federal Motor Carrier Safety Regulations (FMCSR).

The basics

Who: The DVIR requirements apply to all commercial motor vehicles (CMVs) as defined in Section [390.5](#) of the FMCSR. This definition includes:

- A vehicle or combination of vehicles rated or weighing 10,001 pounds or more
- A vehicle of any size transporting placardable hazmat
- A vehicle designed or used to transport more than 8 passengers (including the driver) for compensation

A driver is not required to keep the DVIR on his/her CMV. That requirement went away 20 years ago. The motor carrier must keep the DVIR for at least **three months** from the date that the written report was prepared. Failure to retain the DVIR could lead to fines and/or penalties during an audit or investigation. Including this retention requirement as part of a motor carrier's recordkeeping policy can assist in staying in compliance with this requirement.

**Saint Patrick's Day
 Drunk Driving
 Prevention - March 17,
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- A vehicle designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation

When: When to complete a DVIR depends on the type of vehicle being operated.

- Drivers of passenger-carrying vehicles must complete a DVIR at the end of each day's work on each vehicle operated, whether a defect exists or not
- Drivers of all other CMVs must complete a DVIR whenever a defect is discovered by or reported to the driver or when company policies otherwise require it. Keep in mind that a vehicle may require multiple DVIRs in a single day if more than one person operates the vehicle that day.

What: The report must identify the vehicle and cover (at least) the following parts and accessories:

- Service brakes including trailer brake connections
- Parking (hand) brake
- Steering mechanism
- Lighting devices and reflectors
- Tires
- Horn
- Windshield wipers
- Rear vision mirrors
- Coupling devices
- Wheels and rims
- Emergency equipment

No specific format is required; however, the form must include space for three signatures:

- The signature of the driver who prepared the report
- The motor carrier's or mechanic's signature certifying that the reported defects or deficiencies have been corrected or that no correction is necessary
- The reviewing driver's signature acknowledging the corrective action taken by the motor carrier

DVIR's are available from your Idealease location (IL-700)

FMCSA Grants Exemption for Cameras Instead of Mirrors

The Federal Motor Carrier Safety Administration has granted an exemption to Stoneridge, Inc. to allow motor carriers to operate commercial motor vehicles with the



company's MirrorEye Camera Monitor System (CMS) installed as an alternative to the two rear-vision mirrors required by the Federal Motor Carrier Safety Regulations. 84 Fed. Reg. 5557 (February 21, 2019). The FMCSA determined that use of the CMS provides CMV drivers with an enhanced field of view when compared to the required rear-vision mirrors because: (1) it eliminates the blind spots on both sides of the vehicle created by the required rear-vision mirrors; (2) the multi-camera system expands the field of view compared to the required rear-vision mirrors by an estimated 25%; and(3) the trailer panning feature automatically tracks the end



St. Patrick's Day is one of the deadliest holidays on our nation's roads. During the 2013-2017 St. Patrick's Day holiday period (6 pm March 16 to 5:59 am March 18), 234 lives were lost due to drunk-driving crashes. Buzzed Driving is Drunk Driving. In 2017, drunk driving killed more than 10,000 people in our country, and every single one of those deaths was preventable.

These marketing tools can be used to fit your needs and objectives while, at the same time, partnering with other States, communities, and traffic safety organizations on this drunk driving prevention initiative.

New 2019 campaign materials include:

- Updated infographics
- Updated social media messaging

Click [here](#) and get your campaign materials now.

Registration Is Now Open Online for the 2019 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

of the trailer to keep it in view in forward motion.

Congress Bills Aimed at Reducing Driver Shortage Issue

Bills were reintroduced in Congress on February 26, 2019, to address driver shortage in the trucking industry and enhance safety training and job opportunities for young truckers. The Developing Responsible Individuals for a Vibrant Economy (DRIVE-Safe) Act seeks to establish an apprenticeship program that would allow for the legal operation of a commercial motor vehicle (CMV) in interstate commerce by commercial driver's license (CDL) holders under the age of 21. The training program would help ensure that drivers are trained beyond current standards and institute stricter safety standards and performance benchmarks. Under the legislation, once a driver obtains his or her CDL, drivers would begin a program of additional training that includes completing at least 400 hours of on-duty time and 240 hours of driving time with an experienced driver. Trucks used in the training program must also be equipped with active braking collision mitigation systems, a forward-facing video event capture, and be operate at governed speeds of 65 mph at the pedal and 65 mph under cruise control. Many states currently allow individuals to obtain a CDL at age 18, but federal law prohibits those drivers from engaging in interstate commerce until they are 21. DRIVE-Safe was reintroduced by U.S. Senators Todd Young of Indiana and Jon Tester of Montana. Representative Trey Hollingsworth of Indiana introduced a companion bill in the House.



FMCSA Removes Diabetes Exemption for CMV Drivers

The Federal Motor Carrier Safety Administration (FMCSA) officially rescinded the exemption process affecting more than 4,700 medically certified commercial motor vehicle (CMV) drivers with insulin-treated diabetes mellitus (ITDM). The exemptions, set up in 2003 and 2005, were declared no longer necessary following the establishment of



a new rule published in the Federal Register on September 19, 2018. The revised standard allows certified medical examiners, in consultation with the driver's treating clinician, to evaluate and determine whether to grant an ITDM driver a medical examiner's certificate (MEC) to drive a CMV in interstate commerce. The exemption was removed starting February 21,

2019. Drivers could begin the process of obtaining MECs on November 19, 2018. Diabetes exemptions under the program are issued for two years, but exemption holders must be medically certified by a certified medical examiner and issued a MEC annually. Any MEC that was obtained under an exemption when the final rule became effective in November 2018 will remain in effect until the MEC expires or is replaced by an MEC issued under the new standard. Prior to its expiration, a new MEC must be issued under the new standard to operate a CMV. FMCSA will direct certified medical

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

TBD	Chicago, IL
TBD	Lexington, KY
TBD	Springfield, IL
10/15/2019	Reno, NV
TBD	San Leandro, CA
TBD	Eugene, OR
TBD	Green Bay, WI
TBD	Erie, PA
9/12/2019	Nashville, TN
10/23/2019	Modesto/Turlock, CA
10/23/2019	Salt Lake City, UT
TBD	Louisville, KY
TBD	Kelowna, BC
TBD	Everett, WA
TBD	Chattanooga, TN



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examiners to cease issuing MECs under the exemption program on or after the date of this withdrawal notice.

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