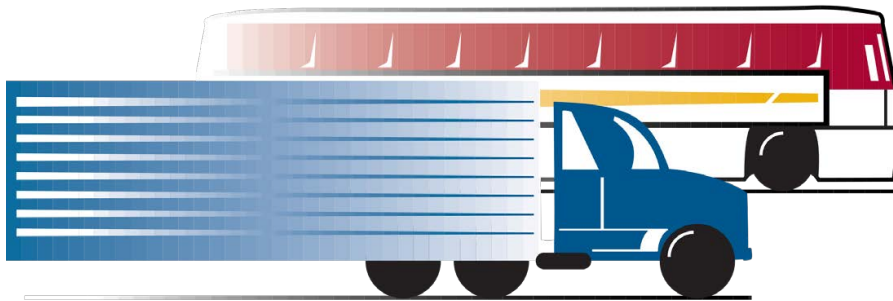


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SAFETY BULLETIN

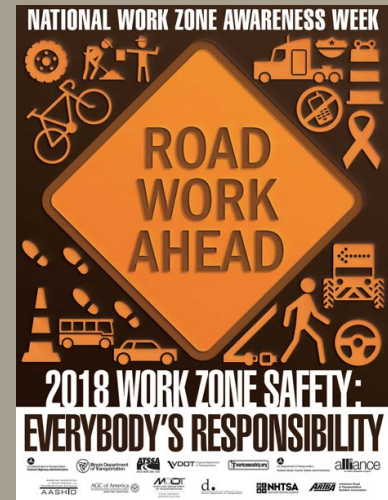


F M C S A
Federal Motor Carrier Safety Administration



March 30, 2018

2018 National Work Zone Awareness Week, April 9-13



Does Your Driver Know the Difference Between a "Defect" and a "Safety Sensitive" Defect?

The Drivers Daily Vehicle Inspection (DVIR) is part of a Driver's Daily Responsibility to Protect Themselves, the Motoring Public and the Equipment they Operate. But does your driver know the difference between a "defect" and a "safety sensitive" defect?

Drivers and technicians need to understand the Federal Motor Carrier Safety Regulations contained in CFR 399 Appendix G that defines "safety sensitive" defects that would render the unit out of service during a pre or post-trip inspection.

Here is the Guidance for FMCSA CFR 396.11:

- **Question 6:** Does **§396.11(c)** require a motor carrier to effect repairs of all items listed on a DVIR prepared by a driver before the vehicle is subsequently driven?
 - Guidance: The motor carrier must effect repairs of defective or missing parts and accessories listed in Appendix G to the FMCSRs before allowing the vehicle to be driven.

The Drivers Daily Inspection Processes are a requirement of the Federal Motor Carrier Safety Regulations to insure the vehicle is in safe operating condition.

National Work Zone Awareness Week (NWZAW) is an annual spring campaign held at the start of construction season to encourage safe driving through highway work zones and construction sites. The key message is for drivers to use extra caution in work zones. For more information, [Click Here](#).

Navigating Safety and Compliance in 2018

Idealease and the National Private Truck Council NPTC will again be hosting safety



A crucial part of each and every driver's daily operation is to inspect the commercial vehicle they are operating. Over the years there has been confusion regarding pre and post trip inspections. Let's start with the pre-trip inspection. FMCSA regulations CFR 396.13 state that before driving a motor vehicle, the driver shall:

- Be satisfied that the vehicle is in safe operating condition;
- Review the last driver vehicle inspection report; and
- Sign the report, only if the driver who prepared the report, to acknowledge that the driver has reviewed it and that there is a certification that the required repairs have been performed, noted defects or deficiencies. The signature requirement does not apply to listed defects on a towed unit, which is no longer part of the vehicle combination.

Does the pre-trip inspection need to be documented? Although the pre-trip is not required by regulation to be documented, it is a good idea to document the inspection; I recommend that the pre-trip inspection be "flagged" on the driver's record of duty status in the "Grid" section.

Now let's take a look at the post trip inspection. The FMCSA CFR 396.11 required that every driver report, and prepare a report in writing at the completion of each day's work on each vehicle operated and that report (DVIR) shall cover 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

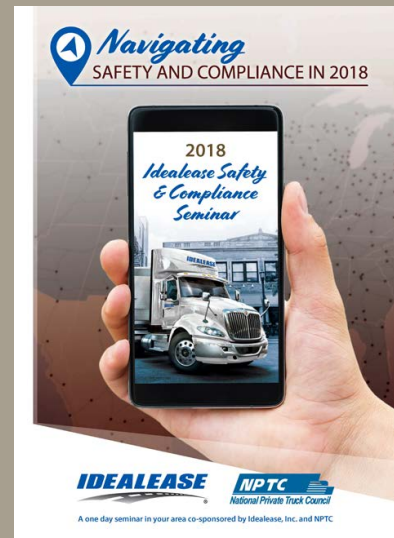


The report shall identify the vehicle and list any defect or deficiency in the vehicle that would affect the safe operation of the vehicle or cause a mechanical breakdown. If there are no defects or deficiencies the driver shall so indicate on the DVIR. In all instances the driver is required to sign the DVIR upon completion.

Now if there are defects or deficiencies noted by the driver the motor carrier is required to correct or cause to have corrected the defects or deficiencies of the CMV prior to allowing or permitting the operation of the vehicle.

Does this mean all defects and deficiencies have to be corrected? NO, only those as outlined in Appendix G of the FMCSR that would directly affect the safe operation of CMV. Technicians, drivers and service managers should all become familiar with

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.](#)



Spring Seminars (March-May)

| | |
|-----------|--------------------|
| 4/3/2018 | Wausau, WI |
| 4/4/2018 | Madison, WI |
| 4/10/2018 | St. Louis, MO |
| 4/11/2018 | Indianapolis, IN |
| 4/12/2018 | Memphis, TN |
| 4/12/2018 | Columbus, OH |
| 4/24/2018 | Columbia, SC |
| 4/25/2018 | Atlanta, GA |
| 4/25/2018 | Toledo, OH |
| 4/26/2018 | Tampa, FL |
| 4/26/2018 | Lancaster, PA |
| 5/1/2018 | Ft. Lauderdale, FL |
| 5/2/2018 | Ft. Myers, FL |
| 5/8/2018 | Tukwila, WA |
| 5/10/2018 | Aurora, CO |
| 5/10/2018 | Lexington, KY |
| 5/15/2018 | Detroit, MI |
| 5/22/2018 | San Leandro, CA |

Appendix G to determine which defect/deficiencies must be corrected immediately and which can be held off until the next PM or later date. Once the defect/deficiency(s) have been corrected the original DVIR is required to be "certified" as corrected or that the correction was unnecessary. The DVIR is then to be signed by the repairing technician. The "certification" is required to be on all copies of the DVIR. The driver is to retain the previous days DVIR on the CMV and the motor carrier is required to maintain all DVIRs for ninety days.

If you have not reviewed Appendix G of FMCSA CFR 399 with your drivers I would recommend that you include this information in your next driver safety meeting.

[Click Here for a link to Appendix G](#)

Do Your Drivers need Training on how to Perform a Proper Pre and Post Trip Inspection?

Idealease has this training available for you!

Click on the appropriate link below to access the training videos in YouTube:

English:

- [Tractor Trailer](#)
- [Straight Truck](#)

Spanish:

- [Tractor Trailer](#)
- [Straight Truck](#)

FMCSA Requests Comments on the Safe Introduction of Automated CMVs

The Federal Motor Carrier Safety Administration (FMCSA) is examining whether the Federal Motor Carrier Safety Regulations (FMCSRs) need to be updated, modified, or eliminated to facilitate the safe introduction of automated driving systems (ADS) equipped commercial motor vehicles.

FMCSA commissioned the U.S. Department of Transportation's John A. Volpe National Transportation Systems Center (Volpe) to assist in this determination. Volpe conducted a preliminary review of the FMCSRs to identify regulations that may relate to the development and safe introduction of ADS. Input on this report is included in the agency's request for comments. A copy of the report is included in the docket (FMCSA-2018-0037) on regulations.gov.

Fall Seminars (Sept-Oct)

| | |
|------------|---------------------|
| 9/25/2018 | Dallas, TX |
| 9/26/2018 | Houston, TX |
| TBD | Moncton, NB |
| TBD | Northern CA |
| TBD | Northern CA |
| TBD | Nashville, TN |
| 10/16/2018 | Kansas City, MO |
| 10/25/2018 | Oklahoma City, OK |
| TBD | Modesto/Turlock, CA |



House Passes Vehicle Terrorism Prevention Act

The U.S. House of Representatives passed a bill this week to evaluate and address the threat of vehicular terrorism. H.R. 4227, introduced by Rep. Bob Latta (R-OH), was passed by the House on a vote of 417-2 on March 22. There is no companion bill in the Senate at this time.

The House bill directs the Department of Homeland Security to assess the activities it is undertaking to support emergency response providers and the private sector to prevent, mitigate, and respond to the threat of vehicular terrorism, and to submit to Congress within six months a strategy to improve the Department's efforts to support the efforts of emergency response providers and the private sector to prevent, mitigate, and respond to such threat.

The bill does not require tracking of hazardous materials vehicles or any particular method to respond to terrorist threats. But it asks the DHS to provide recommendations on how to prevent, mitigate and, respond to the threat of using vehicles for terrorism.

The House Report documents the use of commercial trucks in recent years for vehicle ramming attacks by terrorists in the U.S. and worldwide.

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