

In this Issue:
 Truck Drivers are Unsung Heroes of the COVID-19 Pandemic
 Ontario Canada Provincial Government Announce New App for Drivers During COVID-19
 FMCSA Updates Website Materials on the Drug and Alcohol Clearinghouse
 FMCSA Proposes to Remove CDL Privileges for Unresolved FMCSA Drug and Alcohol Testing Violations
 Checking for and Acting on Violations
 2020 Safety Seminars- Transcending Technology in Transportation Safety



May 1, 2020

Truck Drivers are Unsung Heroes of the COVID-19 Pandemic

During the COVID-19 pandemic many times I have asked myself the question...Where would we be in this pandemic if trucks stopped delivering goods and services the first week of March? I envision if that would have happened that the death toll would be a least a hundred times worse and the economy would be completely shut down with only hope that it would recover in decades from now. Drivers in addition to delivering the goods and services are exposing themselves to the possibility of contracting the virus from the people they encounter while performing their job.

Now is the time to show drivers just how valuable they are and recognize them for their performance in keeping the supply chain intact by providing the goods and services to society daily.

There are many ways of recognizing employees.



IDEALEASE **NPTC**
 National Private Truck Council
 A one day seminar in your area co-sponsored by Idealease, Inc. and NPTC

Idealease and the National Private Truck Council NPTC will again be hosting safety seminars in 2020. The one-day seminar this year will focus on new safety technologies available on trucks today, basic safety and compliance, regulation changes, load securement and CSA. The seminars and 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.

In this situation I would recommend Micro recognition, also known as day-to-day recognition, is more frequent and ongoing. This may include a note on a steering



wheel, card in their mailbox, a text, communication over your ELD/Telematics, or anything that you can do to recognize employees quickly and quite easily. Micro recognition is the perfect way to support organizational values on a regular basis and make employees feel valued.

Thank You Drivers for All You Do.
Stay Safe and Take Care!



Ontario Canada Provincial Government Announce New App for Drivers During COVID-19

On April 30, 2020, the provincial government of Ontario announced that it has developed a free new app that will provide truck drivers with immediate access to information they need to stay safe, fed and rested while delivering essential goods across the province amid the COVID-19 outbreak. This new Ontario 511 app provides images from over 600 cameras and includes up-to-date information on highway construction, collisions, and road closures. It also identifies open rest areas, locations throughout the province that offer food and fuel, an easy to use map view, and features a drive mode that provides hands free audio alerts.

The Ontario 511 app, which is now available for free on the [App Store](#) and [Google Play](#), aims to provide drivers with critical information so they can better plan their routes to ensure that they are travelling safely and efficiently across the province. Each day, the app is updated by adding more places where truck drivers may safely stop and rest across the province. For more information, you may view a press release regarding this new app by [clicking here](#).

Spring Dates

7/22/2020 Santa Rosa, CA

Fall Dates

8/27/2020 Nashville, TN
 9/23/2020 Brantford, ON
 9/23/2020 Indianapolis, IN
 9/29/2020 Fort Wayne, IN
 10/1/2020 Oklahoma City, OK
 10/7/2020 Eugene, OR
 10/13/2020 Charlottesville, VA
 10/20/2020 Dallas, TX
 10/22/2020 Birmingham, AL
 10/29/2020 Phoenix, AZ

Please [Click Here](#) to view a schedule of Safety Seminars offered.

FMCSA Updates Website Materials on the Drug and Alcohol Clearinghouse

The Federal Motor Carrier Safety Administration has added and updated materials to its web pages on the agency's Drug and Alcohol Clearinghouse.

The FMCSA added the following resources for motor carrier employers:

- [How to designate your Consortium/Third Party Administrator;](#)
- [How to access your query history as an employer;](#) and
- [How to report Return to Duty information on drivers.](#)

For Consortia/Third Party Administrators, the FMCSA added:

- [How to access your query history;](#) and
- [How to report Return to Duty information.](#)



For drivers, the FMCSA added materials on [Submitting a Petition for Data Review](#). The agency noted that drivers may not use the petition process to challenge the accuracy of test results or refusals. The petition process may only be used to challenge the accuracy of data in driver record; actual knowledge that a violation did not result in a conviction; actual knowledge that a violation did not comply with reporting requirements; or a refusal to test violation did not comply with reporting requirements.

FMCSA Proposes to Remove CDL Privileges for Unresolved FMCSA Drug and Alcohol Testing Violations

In February, the FMCSA announced that they had discovered in just the first two months of the Clearinghouse being in place that there were over 8,000 violations of the Drug and Alcohol regulations.

Now the FMCSA is proposing acting with those drivers who have violated the Drug and Alcohol testing regulations.

Under a newly proposed rule, state driver's licensing agencies (SDLAs) would be prohibited from issuing, renewing, upgrading, or transferring a CDL or commercial learner's permit (CLP) for individuals subject to return-to-duty (RTD) requirements after a testing violation.



Testing rules prohibit CDL drivers with violations under Part 382 from operating a commercial motor vehicle (CMV) until specific steps in the RTD process are completed. The proposed rule ties the RTD status appearing in the Clearinghouse with CDL privileges.

Checking for and Acting on Violations

All states would be required to check the Clearinghouse for restrictions when a driver applies for, transfers, upgrades, or renews a CDL or CLP.

The FMCSA also wants states to take action against drivers who are not due to have any contact with the SDLA. The proposal suggests two models SDLAs can use to obtain information from the Clearinghouse:

Data pull. An SDLA could choose a schedule of its own making to check Clearinghouse data on its current CDL and CLP holders. The state could grab the data on an annual basis, for instance.

Data push. This model "pushes" new data to the SDLA whenever information is added to the Clearinghouse about one of its CDL drivers who has committed a testing violation. This is the FMCSA's preferred option.

Whether using a push or pull model, the proposed rule requires that the state agency disqualify the driver until he or she provides proof of a completed RTD process.

DUIs in CMVs



SIGN UP FOR SAFETY BULLETINS

Email *

First Name *

Last Name *

Job Title *

Company *

SUBMIT

ELEVATE: QUESTION/TIP OF THE WEEK SIGNUP

Email *

First Name *

Last Name *

Job Title *

Company *

SUBMIT

The proposed rule would also revise how reports of “actual knowledge” violations, based on a citation for driving under the influence (DUI) in a CDL-required CMV, would be maintained in the Clearinghouse. Employers currently report these traffic citations to the Clearinghouse. Drivers who are ultimately cleared of the DUI, however, can get the report removed from the database.

The proposal would keep the employer’s report in the database, regardless of whether the driver is ultimately convicted of the offense. The definition of “actual knowledge” in §382.107 is not contingent upon a conviction. All violations identified in Part 382, Subpart B, must be reported and retained in the Clearinghouse and would provide fairness to drivers and full disclosure to employers.

Drivers who are not convicted of the offense of DUI in a CMV could petition FMCSA to add documentary evidence of that fact to their Clearinghouse record.

How to submit comments

Interested parties may submit comments on the proposed rule using of the following methods:

- [Federal eRulemaking Portal](https://www.regulations.gov): regulations.gov.
- [Mail](#): Docket Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001.
- [Hand delivery or courier](#): West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except federal holidays.
- [Fax](#): (202) 493-2251.

When submitting comments, please identify them by Docket Number FMCSA-2017-0330. Comments must be received on or before June 29, 2020.



The Idealease Safety Bulletin is provided for Idealease locations and their customers and is not to be construed as a complete or exhaustive source of compliance or safety information. The Idealease Safety Bulletin is advisory in nature and does not warrant, guarantee, or otherwise certify compliance with laws, regulations, requirements, or guidelines of any local, state, or Federal agency and/or governing body, or industry standards.

Copyright © 2020, All rights reserved.

Our mailing address is:
430 North Rand Road
North Barrington, IL 60010



Q: My vehicle doesn't have a PTO (Power Take-Off) function. **How is it registering PTO hours in my reports?**

A: When a driver, warehouse personnel, or technician overrides the IST / Idle Shutdown Timer on a vehicle through manipulation of the cruise pad, this communicates to the FCM (Engine Control Module) that the vehicle is now in PTO mode and reports the engine hours as such.

Drivers who have learned the process described above tend to use it when they want the vehicle to stay running in order to keep the AC or heat on during stops throughout their day. This practice should be frowned upon, as it ultimately results in lower fuel economy and higher maintenance costs associated with that vehicle.

