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## DOT Relaunches Campaign to Deter Drivers from Going Around Railroad Gates

The National Highway Traffic Safety Administration and the Federal Railroad Administration have relaunched a [campaign](#) to educate drivers on crossing railroad tracks safely. The FRA has released its annual data on incidents on railroad tracks; it shows that in 2018, 336 drivers went around a gate and were struck by a train; 99 people died in those crashes – a 10-year high. Overall, the number of incidents at railroad crossings dropped from 12,000 in 1975 to 2,200 in 2018, and fatalities dropped from 917 to 270 in that same time period.

### Safety Tips for Truck Drivers

- At 55 mph, it can take a mile or more to stop a train.
- Stop no closer than 15 feet (one car length) from the crossing. If you are in traffic, don't start if you can't safely clear the crossing.
- Note the overhang, both for your truck and a train, of 3 feet or more.
- Make sure that trailer jacks are in the up position, non-retracted trailer jacks can cause trailers to become stuck on crossings.
- Cell phones are the top distraction for all drivers.
- Trains and Trucks don't mix. Never race a train to the crossing even if you tie, you lose.



May 6th, 2019

## New Operation Lifesaver Video Warns Filming on Train Tracks is Illegal, Deadly!



With the ever-growing amount of social media, it is not surprising there have been several deadly incidents involving people making videos near railroad tracks. The National Nonprofit Rail Safety Education Group [Operation Lifesaver, Inc.](#) (OLI) has released a new animated video to warn amateur filmmakers and smart phone users of the dangers and illegality of using train tracks for videos. The new video is the latest in a series drawing attention to illegal and dangerous activities involving train tracks:  
<http://www2.idealease.com/e/36492/iew-no-video-is-worth-the-risk/5mldvi/717699857?h=3rwzqxexDTa7PxSShwsb350Zor312HDWIN9vhrk0mlg>

## Your Truck is No Match for a Train

- The train you see is closer and faster moving than you think. If you see a train approaching, wait for it to go by before you proceed across the tracks.
- Be aware that trains cannot stop quickly. Even if the locomotive engineer sees you, a freight train moving at 55 miles per hour can take a mile or more to stop once the emergency brakes are applied. That's 18 football fields.
- Never drive around lowered gates, it's illegal and deadly. If you suspect a signal is malfunctioning, call the 1-800 number posted on or near the crossing signal or your local law enforcement agency.
- Do not get trapped on the tracks. Proceed through a highway-rail grade crossing only if you are sure you can completely clear the crossing without stopping. Remember, the train is three feet wider than the tracks on both sides.

- If your vehicle ever stalls on a track with a train coming, get out immediately and move quickly away from the tracks in the direction from which the train is coming. If you run in the same direction the train is traveling, when the train hits your car you could be injured by flying debris. Call your local law enforcement agency for assistance.



- At a multiple track crossing waiting for a train to pass, watch out for a second train on the other tracks, approaching from either direction.
- When you need to cross train tracks, go to a designated crossing, look both ways, and cross the tracks quickly, without stopping. Remember it isn't safe to stop closer than 15 feet from a rail.
- Always expect a train. Freight trains do not follow set schedules.
- If you get stuck at the crossing, get out, call the 800-number posted at the crossing, or call the local police to alert trains of your position. (*Information provide by Operation Lifesaver*)

Operation Lifesaver, Inc. is a national, non-profit safety education group whose goal is to eliminate deaths and injuries at railroad crossings and along railroad rights of way. Operation Lifesaver has programs in all 50 states, with trained and certified presenters who provide free safety talks to community groups, school bus drivers, truck drivers and student drivers to raise awareness around railroad tracks and trains. For more information, and to request a free safety presentation, visit [www.oli.org](http://www.oli.org).

## FMCSA: Proposed Hours-of-Service Rule Changes Expected as Soon as June 7

The eagerly-awaited changes to the hours-of-service (HOS) rules in the trucking industry are expected to be announced as soon as Friday, June 7, in the *Federal Register*. The Federal Motor Carrier Safety Administration (FMCSA) began looking for input on best ways to add more flexibility to the HOS rules on August 23, 2018, and public comments on the changes were accepted through October 10, 2018. More than 5,200 public comments were submitted. A proposed version of the rule was sent to the Office of Management and Budget for review in late March, where it remained as of Wednesday, May 1.

The FMCSA sought comments on the following issues with the HOS rules:



Ever think how many times a day on your route you cross a train track? Most of the time we take for granted that there is not a train coming and proceed crossing the track. Take time to download the driver's guide and take the safety quiz for professional drivers.

**Download:** *Stay Alive When You Drive- professional driver's guide and safety quiz* at: <http://www2.idealease.com/e/36492/e-learning-survey-/5mldvl/717699857?h=3rwzqxexDTa7PxSShwsb350Zor312HDWjN9vhrk0mlq> 12 pages, PDF format)

## 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 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

5/7/2019	Upper Marlboro, MD
5/9/2019	Aurora, CO
5/21/2019	Baltimore, MD

- Extending the maximum workday to 14 hours for 100-air mile drivers.
- Extending the 14-hour limit to 16 hours when a driver encounters adverse driving conditions.
- Revising or even eliminating the 30-minute rest break provision.
- Restoring flexibility to the split-sleeper-berth provision.
- Petitions from the Owner-Operator Independent Drivers Association and Trucker Nation on rest breaks and the 14-hour rule.

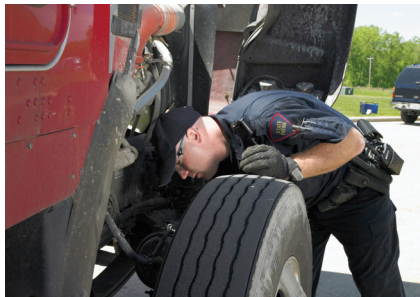


Upon publication in the *Federal Register*, the public will have 45 days to comment on the changes before the FMCSA begins writing the final version.

## CVSA's 2019 International Roadcheck Enforcement Event to Take Place June 4-6 with Special Emphasis on Steering Components and Suspension Systems

The Commercial Vehicle Safety Alliance's (CVSA) 32nd annual International Roadcheck will take place June 4-6, 2019. Over a 72-hour period, CVSA-certified commercial motor vehicle inspectors in jurisdictions throughout North America will conduct inspections of commercial motor vehicles and their drivers. Each year, International Roadcheck places special emphasis on a category of violations. This year's focus is steering components and suspension systems. While checking vehicle compliance is always part of the North American Standard Inspection Program, CVSA is highlighting steering components and suspension systems this year as a reminder of their importance to highway safety.

"Steering and suspension are safety critical systems for any commercial motor vehicle,"



said CVSA President Chief Jay Thompson with the Arkansas Highway Police. "Not only do they support the heavy loads carried by trucks and buses, but they also help maintain stability and control under acceleration and braking, keeping the vehicle safely on the road. Furthermore, they keep tires in alignment, reducing chances of uneven tire wear and possible tire failure, and they maximize the

contact between the tires and the road to provide steering stability and good handling." Inspectors will primarily be conducting the [North American Standard Level I Inspection](#), which is the most thorough roadside inspection. It is a 37-step procedure that includes an examination of both driver operating requirements and vehicle mechanical fitness. International Roadcheck is the largest targeted enforcement program on commercial motor vehicles in the world, with nearly 17 trucks or buses inspected, on average, every minute in Canada, the United States and Mexico during a 72-hour period. Since its inception, more than 1.5 million roadside inspections have been conducted during International Roadcheck campaigns. [Learn more about International Roadcheck.](#)

## Fall Seminars

9/12/2019	Nashville, TN
9/19/2019	Springfield, IL
10/3/2019	Erie, PA
10/15/2019	Reno, NV
10/16/2019	Chicago, IL
10/22/2019	Salt Lake City, UT
10/23/2019	Lexington, KY
10/23/2019	Modesto/Turlock, CA
TBD	San Leandro, CA
TBD	Eugene, OR
TBD	Green Bay, WI
TBD	Louisville, KY
TBD	Kelowna, BC
TBD	Everett, WA
TBD	Chattanooga, TN



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SUBMIT

**IDEALEASE**  
Safety Bulletin

November 20th, 2018

**PROACTIVE**  
**REACTIVE**

**Proactive vs. Reactive Safety and Loss Control Program**

At the end of the year you should be evaluating your safety and loss control program to determine your performance over the year. Where do you stand compared to last year and the year before?

Ongoing analysis programs are vital to a proactive and productive safety and loss control program. It always amazes me that companies cannot tell me what their accident frequency rate is in a year.

It compares to years past. Accident frequency should be determined throughout the year so less than quarterly to determine trends and be proactive in addressing issues. Accident frequency rates can be calculated by multiplying the total number of accidents by a period by miles driven and then dividing by the total number miles for the same period.

Accident frequency rates can be determined for DOT responsible, preventable, avoidable, non-preventable, by legal, by fleet, other supervisor, driver, etc. However, accident frequency rates are just one piece of the overall safety analysis program that is in place to provide with a sense of direction where your program is going. Other areas of your overall analysis program should include, driver turnover frequency, DOT violation analysis (hours of service, drug and alcohol, other law), OSHA violations, workers compensation claims, etc. Multiple analysis tools that you should review monthly in your CSA DART data provided to you by us.

Most of the failures that occur are preventable and are avoidable with proper application of time, space, during other drivers, equipment and around the clock to other tasks possible. These large vehicles can present a hazard for others and those involved. Observe these rules to help you make your own decisions on when to use the road.

**Don't Crowd the Flow**

**Keep and Back Park Exceptions**

These drivers can't see directly behind their trucks. Sometimes they look into or look in changing lanes. Observe behind a complete set of mirrors you then proceed to get an other person or the working items that drive control of the vehicles.

Always observe the exception as an applicable highway.

The new road is in either one, or in the direction, based on conditions of traffic control and authorized vehicle only, turntable.

Always observe through a sense clear or otherwise authorized.

You can't be safe if both conditions are taken by themselves and by a company, in a place. Observe.

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