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Photo:  
nacvshow.com



*May 8, 2020*

## Important Dates Related To COVID-19 as of May 8, 2020

May 15 National Emergency Declaration Expires

May 15 FMCSA Temporary Authority Waiver Expires

June 30 FMCSA CDL and Medical Certification Waiver Expires for CDL's and Medical Certifications that have expired after March 1<sup>st</sup>. Includes all states, Canada, and Mexico who have issued similar declarations.

## Be on the Defense!

As we see the states and provinces "open" up the restrictions that have been in place with COVID-19 we already have evidence that the driving habits of the general population tends to exhibit speed and reckless driving behaviors. Your drivers for the last three months have been operating with a dramatic reduction in the volume of vehicles that they have encountered while driving their trucks daily. Now is the time to remind your drivers of this change and that they should be operating with a high level of defensive driving. Below are the Smith5Keys to defensive driving that the Smith System uses in training drivers.

1. Aim High in Steering- Look 15 seconds into your future. (Do not just look at the vehicle in front of you)
2. Get the Big Picture- Look for Hazards. (Other Motorists, Pedestrians, Vehicle doors opening)
3. Keep Your Eyes Moving- Do not stare. (Use your peripheral vision) (Stop the fixed habit stare)

4. Leave Yourself an Out- Monitor the space cushion around you and your bike.
5. Make sure They See You- Use your signals- (Directionals, 4-Way Flashers, Head Lights, Brake Lights, Horn, Hand Signals) Make Eye Contact.

**The five characteristics of defensive driving are:**

**Knowledge:** Good defensive drivers will have knowledge of the traffic laws and the basics about their motorcycles, such as how the brake system operates and how to read gauges and lights on the dash.

**Alertness:** Good defensive drivers are alert to what is going on around them. They are well rested and would never take any drugs or alcohol that could affect their concentration before riding a motorcycle.

**Anticipation:** Defensive drivers anticipate what may or may not happen, and they take action to avoid many problems. They anticipate potential hazards from other motorists, pedestrians, weather and equipment and take steps to minimize the risk.

**Judgment:** Good defensive drivers do not make risky maneuvers like trying to beat red lights. They don't try to pass unless it's safe and they look for alternatives to any traffic situation.

**Skill:** Good defensive drivers have the technical skills to operate the motorcycle safely through traffic without endangering anyone else on the road. They can handle the motorcycle even in hazardous conditions. (Smith System of Defensive Driving)

**DEFENSIVE DRIVING TIPS**

- 1) NEVER DRIVE IMPAIRED
- 2) BUCKLE UP!
- 3) PAY ATTENTION
- 4) DO NOT SPEED
- 5) DRIVE CONFIDENTLY, NOT AGGRESSIVELY



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.

## Annual DOT Inspection (Periodic Inspection)

The annual DOT Inspection is required of all CMV's that have a GVWR of 10,001 lbs or more, as defined in the definition of a CMV in CFR 390.5 for interstate carriers with US DOT operating authority. (For INTRASTATE operators check with your state carrier enforcement for adoption of this federal regulation) CFR 396.17 requires that all CMV's that meet the above definition be inspected annually, according to Appendix G of the FMCSA regulations.

[Click here](#) to access Appendix G.

A motor carrier shall not use a commercial motor vehicle unless each component identified in Appendix G has passed an inspection at least once during the preceding 12 months and documentation of such inspection is on the vehicle.

The documentation may be:

the inspection report prepared in accordance with CFR 396.21 or other forms of documentation, based on the inspection report (e.g., sticker or decal), which contains the following information:

- Date of inspection
- Name of Motor Carrier
- Address of the motor carrier or other entity where the inspection report is maintained
- Information uniquely identifying the vehicle inspected if not clearly marked on the
- motor vehicle



**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.

- Certification that the vehicle has passed an inspection in accordance with CFR 396.17.

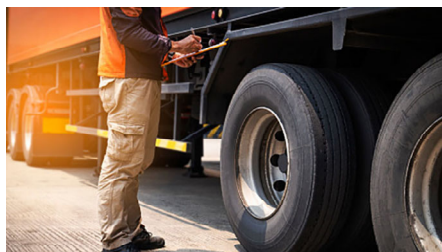
Motor Carrier record keeping requirements for periodic inspections are found in CFR 396.21.

The qualified inspector performing the inspection shall prepare a report which:

- Identifies the individual performing the inspection
- Identifies the motor carrier operating the vehicle
- Date of the inspection
- Vehicle inspected
- Vehicle components inspected
- Describes the results of the inspection
- Includes the identification of those components not meeting the minimum standards set forth in Appendix G.
- Certifies the accuracy and completeness of the inspection as complying with all the requirements of CFR 396.17.

The original or copy of the inspection report shall be retained by the motor carrier or other entity that is responsible for the inspection for a period of fourteen months from the date of the inspection report. The original or a copy of the inspection report shall be retained where the vehicle is either housed or maintained. The original or a copy of the inspection report shall be available for inspection upon demand of an authorized Federal, State, or local official.

**Who is a qualified Inspector?**



The FMCSA defines an inspector in CFR 396.17 as a person who understands the inspection criteria set forth in 49 CFR Part 393 and Appendix G of this subchapter and can identify defective components. That person is knowledgeable of and has mastered the methods, procedures, tools, and equipment used when performing an

inspection. Also, capable of performing an inspection by reason of experience and training. Please [click here](#) for an example of a certification for an annual inspector, which contains the certification requirements.

**Exemptions to the Periodic Inspection Program**

Vehicles passing roadside or periodic inspections performed under the auspices of any State government, equivalent jurisdiction, FMCSA, meeting the minimum standards contained in Appendix G of this subchapter, will be considered to have met the requirements of an annual inspection for a period of 12 months. Commencing from the last day of the month in which the inspection was performed. The following states and provinces have mandatory inspection programs that meet this exemption:

**United States:**

The Federal Motor Carrier Safety Regulations require that all commercial motor vehicles operating in interstate commerce must pass an inspection at least annually. One way to satisfy this requirement is through the periodic inspection programs administered by certain states. To qualify, the state inspection program must comply with federal standards. The following is a complete list of states with inspection programs that the Federal Motor Carrier Safety Administration (FMCSA) has determined are comparable to, or as effective as, the federal periodic inspection requirements.

- Alabama (LPG Board), California, Connecticut, District of Columbia, Hawaii, Illinois,



**SIGN UP FOR SAFETY BULLETINS**

**Email \***

**First Name \***

**Last Name \***

**Job Title \***

**Company \***

**SUBMIT**



Louisiana, Maine, Maryland

- Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island
- Texas, Utah, Vermont, Virginia, West Virginia and Wisconsin

Note that two states that used to appear on this list have since been removed. Arkansas no longer has a periodic inspection program for buses, and Oklahoma has repealed its inspection requirements.

In addition to the states listed above, the FMCSA also accepts the inspection programs of the Yukon Territory and the 10 Canadian Provinces:

- Alberta, British Columbia, Manitoba, New Brunswick, Newfoundland, Nova Scotia, Ontario, Prince Edward Island
- Quebec, Saskatchewan

The FMCSA also considers Mexico's NOM (Norma Oficial Mexicana or Official Mexican Standard) 68 program, as comparable to, or as effective as, the federal periodic inspection requirements. All other states either have no periodic inspection programs for commercial vehicles or their programs have not been determined by the FMCSA to be comparable to the federal requirements.

**FMCSA launches new crash preventability program**

Motor carriers and drivers can now challenge the preventability of certain crashes with the relaunch of the Federal Motor Carrier Safety Administration's (FMCSA) Crash Preventability Determination Program. The crash preventability program, which began in July 2017 as a pilot program, went on hiatus in late 2019 as the FMCSA determined what the permanent program should look like.

**How the program works**

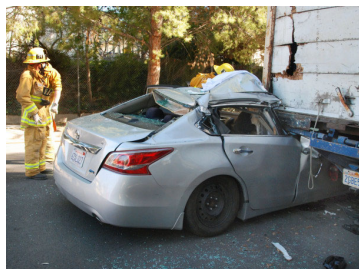
The FMCSA has identified several crash types as non-preventable. Commercial motor vehicle crashes meeting the criteria, occurring on or after August 1, 2019, are eligible for consideration under the relaunched program. Motor carriers and drivers must use the online DataQs system to argue that their crash was not preventable. If a crash is deemed non-preventable, the FMCSA will:

- Remove the crash from the carrier's "crash indicator" score in the Compliance, Safety, Accountability (CSA) system, reducing the chance the carrier will be targeted with enforcement action.
- Add a note to the Pre-Employment Screening Program (PSP) to indicate that the crash was not preventable, reducing the odds that the driver involved would not be hired due to his or her crash history.

**Qualifying crashes**

How do you know if your crash is eligible for consideration? The FMCSA has provided a list of scenarios that are defined as non-preventable. A crash is eligible if a commercial motor vehicle:

- Was struck in the rear
- Was struck on the side at the rear
- Was struck by a motorist driving in the wrong direction, or was struck by another motorist in a crash when a driver was operating in the wrong direction (e.g., a car being driven in the wrong direction strikes another car that then hits a commercial vehicle)
- Was struck by a vehicle that was making a U-turn or illegal turn
- Was legally stopped at a traffic control device (e.g., stop sign, red light, or yield), or



**ELEVATE: QUESTION/TIP OF THE WEEK SIGNUP**

Email \*

First Name \*

Last Name \*

Job Title \*

Company \*



**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 ECM (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.



was parked, including while the vehicle was unattended

- Was struck by a vehicle that did not stop or slow in traffic
- Was struck by a vehicle that failed to stop at a traffic control device
- Was struck by an individual under the influence (or related violation, such as operating while intoxicated), according to the legal standard of the jurisdiction where the crash occurred, or was struck by another motorist who was involved in such a crash
- Was struck by a driver who experienced a medical issue which contributed to the crash
- Was struck by a driver who admitted falling asleep or being distracted (e.g., by a cell-phone, GPS, passengers, etc.)
- Was struck by cargo, equipment, or debris (e.g., fallen rocks, fallen trees, unidentifiable items in the road), or the crash was a result of an infrastructure failure
- Struck an animal
- Struck an individual committing or attempting to commit suicide
- Was involved in a crash type that seldom occurs and does not meet another eligible crash type (e.g., being struck by an airplane or skydiver or being struck by a deceased driver)



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