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New Locations and Dates: 2020 Idealease/NPTC Safety Seminars

REGISTRATION IS NOW OPEN: Transcending Technology in Transportation Safety

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.

[To register for an upcoming seminar in 2020 click here.](#)

Roadcheck 2020 May 5-7 Will Focus on Driver Requirements

Driver requirements will be the emphasis of the 2020 International Roadcheck, hosted annually by the Commercial Vehicle Safety Alliance (CVSA).

This year's Roadcheck is scheduled to take place May 5-7, a month earlier than its traditional date. Organizers said the date change may allow for more favorable weather conditions in many of the participating jurisdictions across North America.

During that 72-hour period, commercial motor vehicle (CMV) inspectors throughout the United States, Canada, and Mexico will conduct roadside inspections on drivers and CMVs.

Driver requirement inspections

During the inspection, inspectors will collect and verify the driver's documents, identify the motor carrier, check the driver's license and record of duty status, and review periodic inspection reports. If applicable, the inspector will also check the driver's medical examiner certificate, medical variance documents, and daily vehicle inspection report. Other driver-focused categories include seat belt use, sickness or fatigue, and alcohol and/or drug possession or impairment.

Driver requirements and vehicle mechanical fitness are the two primary parts of a North American Standard Level I inspection, a 37-step procedure. A third part, hazardous materials/dangerous goods, may also be part of a Level I inspection if applicable.

Driver violations reached almost 950,000 in 2019 and made up a significant number of violations in 2019, according to the Federal Motor Carrier Safety

Administration (FMCSA). Based on the most recent 2019 FMCSA data released on December 27, of more than 3.35 million inspections conducted, 944,794 resulted in driver violations, of which 195,545 were out-of-service conditions.

Prepare drivers for Roadcheck

Inspections are conducted every day of the year across North America, but drivers should realize that the risk of being stopped will increase during Roadcheck. While the May 5-7 dates are important, Roadcheck should serve as a reminder to carriers and drivers that they should always be ready for roadside inspections regardless of the time of year.



FMCSA Delays the Entry-level Driver Training Rule

The wait will continue for the entry-level driver training (ELDT) rule. The Federal Motor Carrier Safety Administration (FMCSA) has announced that all provisions of the rule, originally slated to go into effect February 7, 2020, will now become effective **February 7, 2022**.

Reasons for the delay

In its interim final rule, FMCSA states that the delay will give the agency extra time to complete development of the Training Provider Registry (TPR). When completed, the TPR will allow training providers to self-certify that they meet the training requirements. It will also provide the electronic interface that will receive and store ELDT certification information from training providers and transmit that information to the State Driver Licensing Agencies (SDLAs).

The delay also provides SDLAs with time to modify their information technology systems and procedures, as necessary, to accommodate their receipt of driver-specific ELDT data from the TPR.

About the rule

Work on this version of an ELDT rule began in 2015 under the rarely used negotiated rulemaking process. Under this process, 26 individuals,



representing a cross-section of motor carrier interests, crafted an ELDT document that became the basis of the ELDT proposal, issued in March 2016.

The final rule, issued in December 2016, requires instruction on five areas of theory and just under two dozen behind-the-wheel training topics. The training must be provided by an entity that meets requirements related to curriculum, facilities, equipment, and instructor credentials. The training provider must be listed on FMCSA's TPR.

Commercial learner's permit (CLP) holders must successfully complete this training and provide proof of successful completing prior to taking the skills test to obtain a commercial driver's license (CDL).

The final rule also includes provisions for individuals obtaining a passenger, schools bus, or hazardous materials endorsement.

What does this mean?

The current process to obtain a commercial driver's license (CDL) will remain in place. This means that an individual with a commercial learner's permit (CLP) is not subject to a specific course of knowledge and skills training, provided by an FMCSA approved entity prior to taking the CDL skills test.

For training entities, this means not having to meet all the curriculum, facility, and trainer requirements that would have been mandated by the rule. While some training entities may delay putting these provisions in place, others will continue to implement the requirements as a best practice measure in anticipation of the rule going into effect later.

Though the rule is delayed for two years, continuing to develop an ELDT plan is recommended, as the curriculum changes are robust. It will take training entities considerable time to implement and become comfortable with all the new requirements.



Safety Seminar Dates

3/11/2020	San Leandro, CA
4/6/2020	Columbia, SC
4/7/2020	Atlanta, GA



February Is Heart Month: Are You at Risk for Heart Disease?

The perfect gift this Valentine's Day is the gift of heart health. Along with Valentine's Day, February marks American Heart Month, a great time to commit to a healthy lifestyle and make small changes that can lead to a lifetime of heart health.

Cardiovascular disease (CVD)—including heart disease, stroke, and high blood pressure—is the number 1 killer of women and men in the United States. It is

4/14/2020	Cleveland, OH
4/15/2020	Youngstown, OH
4/16/2020	Tampa, FL
4/21/2020	Kansas City, MO
4/22/2020	Dallas, TX
4/23/2020	Memphis, TN
4/30/2020	Chattanooga, TN
5/5/2020	Wausau, WI
5/6/2020	Madison, WI
5/7/2020	Aurora, CO
5/13/2020	Portland, OR
5/14/2020	Santa Fe Springs, CA
5/20/2020	Altoona, IA
5/20/2020	Baltimore, MD
5/21/2020	Mannheim, PA
7/22/2020	Santa Rosa, CA

Fall Dates

9/23/2020	Ontario, CA
9/23/2020	Indianapolis, IN
9/29/2020	Fort Wayne, IN
10/7/2020	Eugene, OR
10/15/20	Richmond, VA
10/22/20	Birmingham, AL
10/29/20	Phoenix, AZ

a leading cause of disability, preventing Americans from working and enjoying family activities. CVD costs the United States over \$300 billion each year, including the cost of health care services, medications, and lost productivity.

Recognizing a Stroke

Sometimes symptoms of a stroke are difficult to identify. Unfortunately, the lack of awareness spells disaster. The stroke victim may suffer severe brain damage when people nearby fail to recognize the symptoms of a stroke.

Now doctors say a bystander can recognize a stroke by asking three simple questions:

- S *Ask the individual to SMILE.**
- T *Ask the person to TALK and SPEAK A SIMPLE SENTENCE (Coherently) i.e. "It is sunny out today"**
- R *Ask him or her to RAISE BOTH ARMS.**

If he or she has trouble with ANY ONE of these tasks, call emergency number immediately and describe the symptoms to the dispatcher.

New Sign of a Stroke: Stick out Your Tongue *Ask the person to 'stick' out their tongue. If the tongue is 'crooked', if it goes to one side or the other, that is also an indication of a stroke.

Safety Bulletin

Training Requirements of the Federal Motor Carrier Safety Administration (FMCSA)

September 27th, 2019

UPCOMING EVENTS

October 7th - 13th is Fire Prevention Week

National Fire Prevention Week is coming, and it's a good time to review with your drivers how to prevent fires, and how to react to a fire that occurs in their commercial motor vehicle.

Fire extinguisher inspection is a vital part of a driver's daily vehicle inspection process. It assesses the how many times it will be looking at a truck and find the fire extinguisher has lost its pressure due to a leak or was used and returned to the truck without being recharged. The actions of a driver at the time of a fire are crucial in saving lives and controlling the amount of loss.

Register Now to Attend an Idealease/NPTC Safety Seminar this Fall!

DRIVING SAFETY THROUGH BUSINESS

[Click here to sign up for the Safety Bulletin or view past bulletins.](#)

[Click here to learn more about Heart Month.](#)



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