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Warning Devices During Breakdowns

Where am I required to place my reflective triangles to alert other drivers of the situation I am in when broke down on the roadway?

From the Code of Federal Regulations 392.22

“Whenever a commercial motor vehicle is stopped upon the traveled portion of a highway or the shoulder of a highway for any cause other than necessary traffic stops, the driver of the stopped commercial motor vehicle shall immediately activate the vehicular hazard warning signal flashers and continue

the flashing until the driver places the warning devices (triangles).”

Answer: First activate your 4-way hazard flashers immediately. Next place the warning reflective triangles as follows:

- One on the traffic side of and 4 paces (approximately 3 meters or 10 feet) from the stopped commercial motor vehicle in the direction of approaching traffic;
- One at 40 paces (approximately 30 meters or 100 feet) from the stopped commercial motor vehicle in the center of the traffic lane or shoulder occupied by the commercial motor vehicle and in the direction of approaching traffic; and
- One at 40 paces (approximately 30 meters or 100 feet) from the stopped commercial motor vehicle in the center of the traffic lane or shoulder occupied by the commercial motor vehicle and in the direction away from approaching traffic.

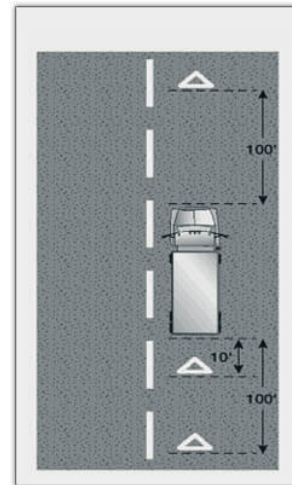
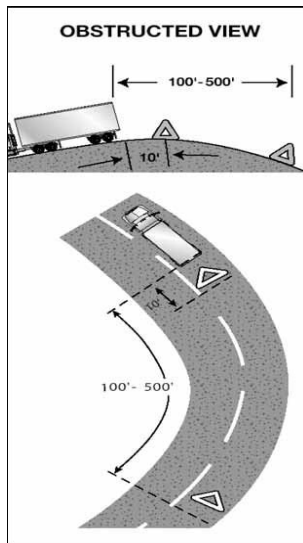
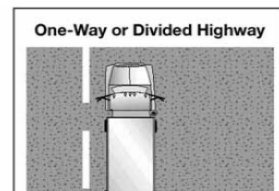


Figure 2.9



Hills, curves, and obstructions. If a commercial motor vehicle is stopped within 500 feet of a curve, crest of a hill, or other obstruction to view, the driver shall place the warning signal in the direction of the obstruction to view a distance of 100 feet to 500 feet from the stopped commercial motor vehicle so as to afford ample warning to other users of the highway.

Divided or one-way roads. If a commercial motor vehicle is stopped upon the traveled portion or the shoulder of a divided or



one-way highway, the driver shall place the warning devices as follows, one warning device at a distance of 200 feet and one warning device at a distance of 100 feet in a direction toward approaching traffic in the center of the lane or shoulder occupied by the commercial motor vehicle. He or she shall place one warning device at the traffic side of the commercial motor vehicle within 10 feet of the rear of the commercial motor vehicle.

Hair Sample Drug Testing Rulemaking Still Under OMB Review

A long-awaited proposed rule to establish standards for testing of hair samples for Federal Workplace Drug Testing Programs and CDL drivers is still at the Office of Management and Budget under review. The Department of Health and Human Services sent a draft proposed rule to OMB in June 2019; Congress had mandated a hair-testing rule by law in 2015.

The OMB Regulatory Agenda shows November 2019 as the intended deadline for publishing the proposal; obviously that deadline was not met. There apparently has been substantial back and forth between OMB and DHHS on the scientific and technical standards for testing of hair samples for drugs. A proposed rule is expected to be published sometime in 2020.



Reminder: FMCSA's ELD Compliance Deadline Set for Next Tuesday, December 17

The electronic logging device (ELD)



Due to the upcoming holidays, the safety bulletin will resume on January 10, 2020.

deadline for all motor carriers and drivers subject to the Federal Motor Carrier Safety Administration (FMCSA) rule is rapidly approaching.

Starting next Tuesday, December 17, 2019, all grandfathered automatic onboard recording devices (AOBRDs) will no longer be allowed under Federal Motor Carrier Safety Regulations as a substitute for an ELD. For drivers still using AOBRDs, the ELDs must be installed and fully operational by the December 17 date or carriers and drivers will face compliance issues.

FMCSA officials have stated that no extensions or exceptions will be granted in advance of the deadline. The Commercial Vehicle Safety Alliance (CVSA) also has said that inspectors will not grant a "soft enforcement" grace period.

No grace period means immediate compliance issues for drivers if they do not have a registered, compliant ELD installed. A driver who does not possess an ELD is considered to have no record-of-duty status.

With no record-of-duty status, property-carrying drivers are declared out of service for 10 hours. Passenger-carrying drivers without it will be placed out of service for eight hours.

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