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April 19th, 2019

An Emergency Vehicle is Approaching



Over. It's the Law.

Move

The state of IL has had three state troopers killed in the last two months while they had a vehicle pulled over to the side of the road and another vehicle did not move over and struck the trooper. All 50 States have "Move Over" laws to protect law enforcement officers and other first responders stopped on our Nation's roads. Yet, many of our drivers are unaware of these laws and traffic-related incidents continue to be the number one cause of death among on-duty law enforcement officers. Therefore, together with our law enforcement partners and State highway safety offices, NHTSA is working to increase awareness of these life-saving "**Move Over**" laws and highlight the need to protect public safety professionals who place themselves at risk to protect motorists. By working with local organizations and raising public awareness of "**Move Over**" laws through earned and social media, you can make a difference and save lives. Click [here](#) and get your new 2019 campaign materials now.

How to Conduct Yourself if Pulled Over by a Law Enforcement Official

The flashing lights of a police car in a rear-view mirror fill many drivers with dread. "Am I really being pulled over?" you might wonder. Although no one likes being pulled over, it's essential to show a law enforcement officer that you're cooperating. From the moment those lights come on, the officer is observing your behavior, and the way you respond may affect whether or not you receive a ticket. So as soon as you see those flashing lights behind you, turn on your right turn signal and pull over to the right as quickly but also as safely as possible. It is important to make sure that you are able to pull over in a place that is safe, flat and solid. Again, it's important to show the officer that you're cooperating, and by stopping safely as near where the violation occurred, you may have a better sense of what happened. You will also be able to make observations about the area that can help you if you contest the ticket, such as noting an obstructed speed limit sign or that a new yield sign is in place.



Once you have safely pulled over, turn off the engine, roll down your window all the way and place

Do:

- Pull to the nearest edge of the roadway and come to a complete stop until all emergency vehicles have passed.
- Be alert to the approach of more than one emergency vehicle. Be sure to check your rearview mirror before pulling back on the travel lane.
- Keep the volume of your radio to a level that will not interfere with your ability to hear approaching emergency vehicles.
- Use your turn signal when pulling off the road. This sends a message to the emergency vehicle operator that you are aware of his presence.

Don't:

- Block any intersection. Blocking intersections, even when attempting to yield to an emergency vehicle is dangerous.
- Follow an emergency vehicle responding to an emergency closer than 500 feet. It's against the law.
- Stop on a bridge, curve or crest of a hill, instead, activate your turn signal and proceed forward until you can safely pull over and come to a complete stop.
- Slam on your brakes or stop directly in front of an emergency vehicle. Large trucks require more stopping distance than a passenger car. Stopping abruptly in front of any large vehicle can have deadly

your hands on the steering wheel. Do not get out of the truck unless asked by the officer. If it's dark, turn on the interior lights in your truck. Don't make any sudden movements, and don't rummage through your belongings looking for your wallet until you are asked for documentation. Remember that law enforcement officers are killed every year while conducting routine traffic stops, so it's



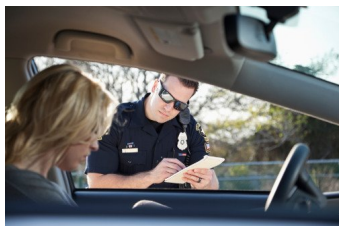
understandable that an officer may treat you with suspicion. Respond accordingly by being cooperative and do not give any cause for alarm. It's okay to greet the officer, but it's wise to wait for the officer to ask you a question. He or she will likely ask for your driver's license, medical certificate, logbook and vehicle registration. It's important to give the officer these documents when asked and not question why. However, if you are pulled over by an unmarked car or aren't sure if the person is a police officer, it's acceptable to wait to roll down your window until the person has identified himself or herself as an officer.

When talking with the officer, don't admit any guilt. It's acceptable to give simple yes or no answers to questions. If an officer decides to give you a ticket, his or her mind is already made up, and it's very unlikely you'll be able to argue your way out of it. Anything you say could later be used in court, should you choose to contest the ticket, so be mindful of what you say. Never try to bribe the officer. This is not only highly unethical but it is also a crime. During a traffic stop, an officer can only search your truck if there's probable cause to believe you're concealing something illegal or if he or she believes that you are dangerous. Before approaching a motorist, he or she has pulled over, an officer usually looks for movement by the driver, such as one shoulder dipping down, something that would indicate that the driver is attempting to hide something underneath a seat or in a compartment. If an officer asks you to get out of your truck, it's once again important to cooperate. Once you are out of the truck, the officer may pat you down, and if anything illegal or suspicious is found, he or she may then search your truck. If your truck becomes impounded, it can also be legally searched then. An officer might ask you to sign your ticket, but depending on state law, you may not have to. Signing a ticket is not an admission of guilt. It just means that you agree to pay the fine or to appear in court.

When You Have a Citation in Your Hand, What Are Your Options?

- **Guilty Plea:** You could just pay it which is a guilty plea and go on down the road unless the judge demands you show up in court.
- **Not-Guilty Plea:** You could plead not guilty and get a court date, where you could return to the court and defend yourself.
- **Ignore the Citation:** You could just ignore it and hope it goes away. This is NOT recommended as the law enforcement will eventually catch up with you and suspend your license and fines will be increased with penalties.

What about the citation received during an inspection where the officer writing the citation is judge, jury and executioner? In that situation you can do a DataQ Challenge, but you will need to provide all the documentation you can as well as present your case. Know the regulations as this will help you determine if you have a chance in fighting the violation. Whenever possible cite regulation to



substantiate your position. If you can convince the officer he made a mistake, then he will remove or reduce the citation and the points on your CSA. There is a driver shortage out there right now; however a lot of that shortage is caused because carriers refuse to hire drivers with too many points on the CDL or CSA. You should do a DataQ Challenge on any inspection you receive where the officer puts points on your CSA that you disagree with. Go to: <http://www2.idealase.com/e/36492/login-asp/5mgbnt/714847546?h=MELvF1Jkl8sJpmBZ83-LeNWRRepa6DgjSfrMqHwoKSso>

[asp/5mgbnt/714847546?h=MELvF1Jkl8sJpmBZ83-LeNWRRepa6DgjSfrMqHwoKSso](http://www2.idealase.com/e/36492/login-asp/5mgbnt/714847546?h=MELvF1Jkl8sJpmBZ83-LeNWRRepa6DgjSfrMqHwoKSso)

consequences.

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

4/23/2019	Portland, OR
5/1/2019	Plymouth, IN
5/1/2019	Grand Rapids, MI
5/7/2019	Upper Marlboro, MD
5/9/2019	Aurora, CO
5/21/2019	Baltimore, MD
5/23/2019	Milwaukee, WI

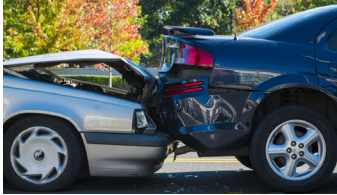
Fall Seminars

9/12/2019	Nashville, TN
TBD	Chicago, IL
9/19/2019	Springfield, IL
10/3/2019	Erie, PA
10/15/2019	Reno, NV
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

Always follow the law and be a safe driver, but if the time comes when you do receive a citation, be smart about the steps you take afterward, and it could save you money and your career.

Some May Drive While Awaiting D/A Testing Results

Part 382 of the Federal Motor Carrier Safety Regulations is in place to help prevent accidents and injuries resulting from the misuse of controlled substances or alcohol by drivers of commercial motor vehicles. One of the ways this regulation pushes the enforcement of this safety measure is to prohibit the driving of a CMV until the employer has been officially notified by a medical review officer (MRO) or a C/TPA (consortium/third party administrator) that the driver has been tested and the results are negative. At this point, the driver may perform safety-sensitive functions. There are occasions where a driver may continue to drive and perform safety-sensitive functions without the employer being notified or while awaiting the results of alcohol/drug testing. For example, [§382.305](#) states that if a driver is selected and submits to random alcohol and controlled substance testing, he or she may continue to drive while the test results are pending. If a positive result is reported to the employer, the employer must not allow the driver to perform any safety-sensitive function. The same is true for post-accident testing, as found in [§382.303](#).



Where the regulations are specific about the employer waiting for test results before allowing a driver to perform safety-sensitive functions are pre-employment ([§382.301a](#), reasonable suspicion [§382.307e2](#), and return to duty [§40.305a](#)). Pre-employment is where many carriers find themselves in violation of the regulations. A driver-applicant cannot perform any safety-sensitive functions, such as delivering or picking up a trailer containing freight at a customer location. This would be considered a dispatch. A motor carrier must receive a negative controlled substance test result prior to a driver's first dispatch. These carriers are not only in violation of [§382.301](#), they are also violating [§391.31](#) regarding road tests, which could add up to significant fines for the carrier.



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Company *

IDEALISE
Safety Bulletin

November 30th, 2018

Don't Crowd the Plow

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?

Proactive and reactive programs are both a proactive and reactive safety and loss control program. It depends on how the companies assess but we will tell you the difference.

Proactive for year to year loss than reactive to determine trends and be proactive in controlling losses. Accident frequency rates can be calculated by multiplying the total number of accidents by a period of time and then dividing by the total number miles for the same period.

Accident frequency rates can be determined by DOT recordable, preventable, avoidable, non-preventable, by region, by fleet, other categories, etc. However, accident frequency rates are just one piece of the overall safety analysis program that is a balance program with a number of factors: driver program training, OSHA audit, your internal analysis program (road tests, driver behavior, OSHA violation analysis (Hours of Service, Drug and Alcohol, other TEs), OSHA violation, accident compensation (regional, etc. Internal analysis tool that you should review monthly to your CSA SMS data provided to you by the

Each of the bulletins to work will experience another accident or violation. Some bulletins contain information with general to state to state, national. These are written for general audience for those who have the money, please make sure to stay safe while giving employee operators room to do their job.

Keep well back from snowplows. Snowplows will use heavy duty front blades. Sometimes they may not be able to stop or slow down. You should have a strategy all around you from avoiding them and staying out of their way. Material that piles up on side roads.

Never drive through a snow cloud or without headlights.

You can't see what's behind you so you should be monitoring the perimeter, use your mirrors.

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