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DVIR

DRIVER VEHICLE INSPECTION REPORTING



April 26th, 2019

Driver Daily Vehicle Inspections

The Drivers Daily Vehicle Inspection (DVIR) is part of a driver's daily responsibility to protect themselves, the motoring public, and the equipment they operate. But does your driver know the difference between a "defect" and a "safety sensitive" defect? Drivers and technicians need to understand the Federal Motor Carrier Safety Regulations contained in [CFR 399](#) Appendix G that defines "safety sensitive" defects that would render the unit out of service during a pre or post-trip inspection.

Guidance for FMCSA CFR 396.11:

Question 6: Does [§396.11\(c\)](#) require a motor carrier to effect repairs of all items listed on a DVIR prepared by a driver before the vehicle is subsequently driven?

Guidance: *The motor carrier must affect repairs of defective or missing parts and accessories listed in Appendix G to the FMCSRs before allowing the vehicle to be driven.*

The Drivers Daily Inspection Processes are a requirement of the Federal Motor Carrier Safety Regulations to insure the vehicle is in safe operating condition. A crucial part of each and every driver's daily operation is to inspect the commercial vehicle they are operating. Over the years there has been confusion regarding pre and post trip inspections. Let's start with the pre-trip inspection. FMCSA regulations CFR 396.13 state that before driving a motor vehicle, the driver shall:

1. Be satisfied that the vehicle is in safe operating condition
2. Review the last driver vehicle inspection report
3. Sign the report, only if the driver who prepared the report, to acknowledge that the driver has reviewed it and that there is a certification that the required repairs have been performed, noted defects or deficiencies. The signature requirement does not apply to listed defects on a towed unit, which is no longer part of the vehicle combination



FMCSA Grants Exemption to SmartDrive



The Federal Motor Carrier Safety Administration has granted to SmartDrive a five-year exemption from [49 CFR 393.60\(e\)\(1\)](#) to allow an Advanced Driver Assistance Systems (ADAS) camera to be mounted lower in the windshield than is currently permitted; 84 Fed. Reg. 15284 (April 15, 2019). Under the exemption, motor carriers will be allowed to operate CMVs equipped with the SmartDrive ADAS camera system mounted in the approximate center of the windshield such that the bottom edge of the camera is not more than 8 inches below the upper edge of the swept area of the windshield wiper and outside the driver's sight lines to all mirrors, highway signs, signals, and view of the road ahead.

2019 Idealease / NPTC
Safety Seminars

Does the pre-trip inspection need to be documented? Although the pre-trip is not required by regulation to be documented, it is a good idea to document the inspection. I recommend that the pre-trip inspection be “flagged” on the driver’s record of duty status in the “Grid” section. The FMCSA CFR 396.11 requires that every driver report, and prepare a report in writing at the completion of each day’s work on each vehicle operated and that report (DVIR) shall cover the following parts and accessories:

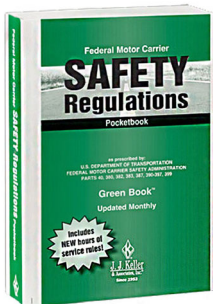
1. Service brakes including trailer brake connections
2. Parking (hand) brake
3. Steering mechanism
4. Lighting devices and reflectors
5. Tires
6. Horn
7. Windshield wipers
8. Rear vision mirrors
9. Coupling devices
10. Wheels and rims
11. Emergency equipment



The report shall identify the vehicle and list any defect or deficiency in the vehicle that would affect the safe operation of the vehicle or cause a mechanical breakdown. Ninety-Five percent of all driver inspections do not have defects. In 2014 the Obama administration to save trees, removed the regulation that a driver documents the post trip inspection even if there are no defects. However, most companies still require the driver to complete and sign the DVIR upon completion even with no defects. Now if there are defects or deficiencies noted by the driver the motor carrier is required to correct or cause

to have corrected the defects or deficiencies of the CMV prior to allowing or permitting the operation of the vehicle. Does this mean all defects and deficiencies must be corrected? No, only those as outlined in Appendix G of the FMCSR that would directly affect the safe operation of the CMV. Technicians, drivers and service managers should all become familiar with Appendix G to determine which defect/deficiencies must be corrected immediately and which can be held off until the next PM or later date. Once the defect/deficiency has been corrected, the

original DVIR is required to be “certified” as corrected or that the correction was unnecessary. The DVIR is then to be signed by the repairing technician. The “certification” is required to be on all copies of the DVIR. The driver is to retain the previous days DVIR on the CMV and the motor carrier is required to maintain all DVIRs for ninety days. If you have not reviewed [Appendix G](#) of FMCSA [CFR 399](#) with your drivers, I would recommend that you include this information in your next driver safety meeting.



Tips on How to Deal With Driver Fatigue

Plenty of statistics exist to show that driver fatigue contributes to accidents when commercial motor vehicles (CMVs) are involved. Among the informational nuggets from the Federal Motor Carrier Safety Administration (FMCSA):



[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.

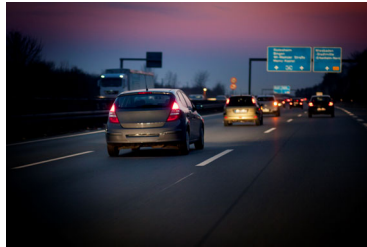
Spring Seminars

5/1/2019	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
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

- The Large Truck Crash Causation Study revealed that 13 percent of CMV drivers were considered to have been fatigued at the time of a crash
- Driver alertness relates more to “time of day” than “time on task”
- Being awake for 18 hours is comparable to having a blood alcohol concentration of 0.08 percent
- A 2005 study suggested three out of every four CMV drivers report having experienced at least one type of driving error because of drowsiness



Take a Break

If drivers are feeling fatigued, [§392.3](#) of the Federal Motor Carrier Safety Regulations prohibits them from driving. The rules state that no driver can operate a CMV and motor carriers can't allow a driver to go on a trip if fatigue impairs his or her ability so much that they are unsafe to drive. Carriers must know that law enforcement officers have the authority to determine if drivers are fatigued. Officers will place a driver out of service until they get enough rest if the officer feels the driver needs more rest to drive safely.

What Can You Do?

Motor carriers can't dictate what drivers do during their spare time, but they can make driver fatigue a centerpiece of training programs. Carriers should:

- Consistently train on compliance with [Hours-of-Service \(HOS\)](#) rules
- Encourage a healthy lifestyle that includes adequate daily rest
- Train drivers, dispatchers, and supervisors on the dangers of fatigued driving
- Ensure routes are planned so they can be completed efficiently and within HOS rules
- Allow plenty of off-duty time for drivers to get rest at home, and naps when needed during the workday
- Set personal conveyance limits to discourage excessive commuting when off-duty
- Ensure regular communication between drivers and dispatchers about fatigue levels and ensure drivers get support from dispatch when they report fatigue



Review “fitness for duty” before a driver starts a job and pull drivers who are too ill or fatigued to drive safely.

DOT Streamlines Drug-Testing Regulations

The DOT made changes to its drug testing rule for safety-sensitive employees to ensure consistency with amendments made to 49 [CFR Part 40](#), "Procedures for Transportation Workplace Drug and Alcohol Testing Programs." The amendments were originally implemented in DOT drug testing in January 1, 2018. This most recent move takes a step to align each agency-specific regulation with the procedures and updates the MIS data collection form to include the term opioids rather than opiates. The January 2018 revisions added requirements to test for oxycodone, oxymorphone, hydrocodone, and hydromorphone to DOT-regulated drug testing programs. Previously covered drugs morphine, 6-acetylmorphine, and codeine are also considered opioids. The rule amends the



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Safety Bulletin



PROACTIVE
REACTIVE


 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?

Ongoing analysis programs are vital to a proactive and productive safety and loss control program. It doesn't provide you that companies cannot tell you what their accident frequency rate is, and how.

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

Accident frequency rates can be determined for DOT recordable, preventable, non-preventable, by region, by fleet, driver supervisor, driver, etc. However, accident frequency rates are just one piece of the overall safety analysis program that is able to provide you with a series of indicators of where your program is going. Other areas of your internal analysis program should include: driver turnover frequency, DOT violation analysis (Hours of Service, Drug and Alcohol, driver fit), OSHA violations, workers compensation injuries, etc. Another analysis tool that you should review according to your CSA (SAC) data provided to you by the

Most of the likelihood this week will experience another significant snow event. Snow and storm conditions will surround the area to make roads slippery. Please urge drivers to exercise caution to drive and slow for safety. Observe these tips to help with winter driving experience operators work to do their jobs.

Keep well back from oncoming

How drivers can't see directly behind their trucks, sometimes the best way to make it through a tight situation is to drive well back from oncoming traffic and provide your own lane keeping margin that gives you more control.

Always when the plowpasser is an adult lane highlight

The plow passer is either you, or in the absence of you, the oncoming traffic. Remember to maintain a safe following distance and stay in your lane.

Never drive through a snow shed or without assistance

You can't see if both conditions are created by snowshed or by a plowpasser, in the plowpasser's

term in the Federal Transit Administration (FTA), Pipeline and Hazardous Materials Safety Administration (PHMSA), and the Federal Aviation Administration (FAA) to ensure that all DOT drug testing rules are consistent and with the Mandatory Guidelines for Federal Workplace Drug Testing Programs. The final ruling also makes a conforming amendment to include the term opioids in the wording of the DOT's annual information collection requirement and clarifications to §40.26 and Appendix H regarding the requirement for employers to follow the DOT instructions for annual information collection.

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