

Transportation Safety Training Newsletter

Rule changes medical exam reporting and recording

A recently published rulemaking makes changes to the procedures medical examiners must follow to report physical exam results, and revises the medical examination report form and certificate.

The final rule sets a June 22, 2018, date for electronic transmission of medical exam results from the medical examiner to the Federal Motor Carrier Safety Administration (FMCSA). As of that date, medical examiners are required to report the results of all driver physicals to FMCSA by midnight (local time) of the

next calendar day following the examination. This reporting requirement encompasses all commercial motor vehicle drivers required to be medically certified to operate in interstate commerce (both CDL and non-CDL drivers).

For CDL holders, FMCSA will then electronically forward this information to the appropriate state driver licensing agency to be posted to the CDLIS driver record.

Medical examiners are expected to continue following the current procedure of providing a copy of

the medical examiner certificate to both the driver and motor carrier, and CDL holders are expected to continue to provide a copy of the medical examiner certificate to their state licensing agency until June 22, 2018.

The final rule also includes new versions of the medical examiner's report and certificate. Use of the new documents is required as of December 22, 2015.

To view the entire final rule, visit the J. J. Keller website: www.JJKeller.com/tmc.

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FMCSA explores best practices

The Federal Motor Carrier Safety Administration (FMCSA) is looking into how motor carrier implementation of state-of-the-art best practices and technologies impact crash rates.

The agency is asking motor carriers to respond to specific questions and provide supporting data on how voluntary programs that exceed regulatory compliance improve commercial motor vehicle and driver safety.



Carrier responses to questions, which address subjects such as voluntary technologies, metrics, and incentive programs, are expected to guide FMCSA in determining possible development of a safety program, called Beyond Compliance, which promotes standards that go beyond the regulations.

For more information on Beyond Compliance, or to respond to FMCSA's questions, visit FMCSA's website: <http://www.fmcsa.dot.gov/regulations/notices/2015-09463>.



Kentucky training requirement repealed

Legislation passed during the Kentucky General Assembly's 2015 session has repealed a recently implemented training requirement for certain Kentucky-based motor carriers.

The legislation eliminates the requirement that state-approved training be completed by a motor carrier representative on an annual basis in order to apply for or renew vehicle registration.

Carriers were expected to comply with the requirement prior to applying for or renewing registration in 2016.

Kentucky regulation 601 KAR 1:230 is expected to be amended to reflect the repealed law.

CDL exemption granted

The Federal Motor Carrier Safety Administration (FMCSA) has granted an exemption to the commercial driver's license (CDL) requirements for drivers who deliver certain newly manufactured motor homes and recreational

vehicles (RVs) to dealers or trade shows before retail sale.

Parties covered under the exemption include:

- Employees of driveaway-towaway companies;
- RV manufacturers; and
- RV dealers transporting RVs between the manufacturing site and the dealer location and for movements prior to the first retail sale.

The exemption is in effect until April 6, 2017.

Trucking company shut down

The Federal Motor Carrier Safety Administration (FMCSA) has declared a South Carolina-based trucking company to be an imminent hazard to public safety and has ordered that it immediately shut down all interstate and intrastate operations from all dispatching locations or terminals.

In March, FMCSA investigators launched an investigation and found several serious violations including failing to:

- Systematically inspect, repair, and maintain its commercial motor vehicles;
- Conduct required controlled substances and alcohol use testing;
- Comply with driver qualification requirements; and
- Comply with drivers' hours-of-service regulations.

FMCSA also simultaneously revoked the carrier's federal operating authority and suspended its USDOT number.

Driver declared hazard

The Federal Motor Carrier Safety Administration (FMCSA) has declared a Georgia-licensed driver to be an imminent hazard to public safety and has ordered him not to operate any commercial motor vehicle in interstate commerce.

FMCSA's imminent hazard out-of-service order is based on the driver's violation of federal safety regulations.

On March 2, 2015, the driver was operating a truck within the Port of Savannah when his vehicle struck a Georgia Port Authority police officer.

The driver was subsequently arrested and charged with driving under the influence of controlled substances. In a post-accident controlled substances test, the driver tested positive for cocaine.



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The positive drug test

This month's edition of Q & A addresses the steps that must be taken when a driver fails a drug test.

Q: I just received a call from our company's medical review officer (MRO), informing me that a random drug test result for one of my drivers came up positive. The driver tested positive for cocaine. I want to make sure I follow the DOT procedures correctly. What should I do? What steps need to be followed?

A: First, the driver must be immediately removed from all safety-sensitive functions.

Next, you must provide the driver (free of charge) with a list of substance abuse professionals (SAPs). This list of SAPs must be provided regardless of the driver's employment status with your company.

A SAP is qualified and licensed to evaluate individuals who have violated a DOT drug and/or alcohol regulation. The SAP makes recommendations concerning education, treatment, follow-up testing, and aftercare.

Q: Can I fire the driver?

A: The drug and alcohol regulations do not address disciplinary action as the result of a failed drug and/or alcohol test. This must be addressed based on state law as well as what is documented in your company policy.

Q: What needs to be done so the driver can return to driving a commercial motor vehicle?

A: The driver may not return to a safety-sensitive function, including driving for your company or any other motor carrier until a specific return-to-duty process is completed.

First, the driver must be evaluated by a SAP. This face-to-face clinical assessment and evaluation will be used by the SAP to determine what assistance the driver needs in order to resolve his problems associated with drug and/or alcohol use.

The SAP will then refer the driver to an appropriate education and/or treatment program.

Appropriate educational programs include self-help groups, community lectures, and educational courses.

Appropriate treatment includes inpatient hospitalization, partial

inpatient treatment, and out-patient counseling programs.

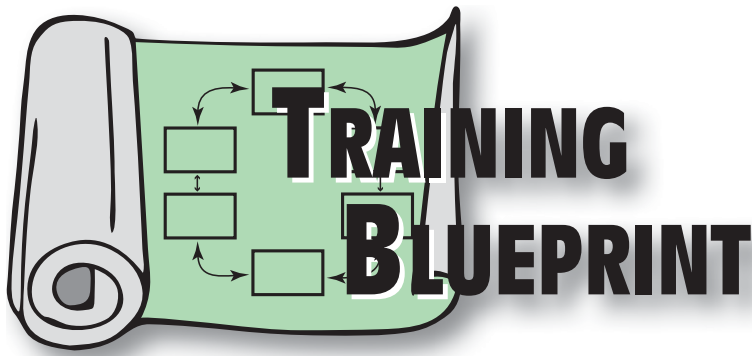
Once the driver complies with the education and/or treatment prescribed, he must be reevaluated by the SAP.

In order to return to safety-sensitive functions, including driving, the driver must demonstrate successful completion of the prescribed education and/or treatment program and pass a return-to-duty test.

Passing a return-to-duty test means a negative drug test result and/or an alcohol test with an alcohol concentration of less than 0.02.

After returning to duty, the driver is subject to six follow-up tests in the next 12 months. The driver may be subject to follow-up testing for up to a total of 5 years. The duration of the follow-up testing, after the first six tests, is determined by the SAP.





City driving: Being alert to the challenges

City driving requires a driver's undivided attention. Heavy traffic, narrow streets, and obstructed views are just some of the challenges the professional driver faces when operating in the city. He/she needs to be alert to the challenges and potential dangers associated with city driving. When driving in the city a driver should:

- Stay on posted routes;
- Manage speed and space — allowing for plenty of room to maneuver;
- Be alert at all times;
- Never focus on one object or event — continually scan a block or two ahead and check the vehicle's mirrors;
- Be aware of traffic signals;
- Watch for signs; and
- Keep an eye out for bicycles and pedestrians.

Trainer's Note: *A video is one way to introduce this topic. When selecting a video, consider the type(s) of vehicle(s) your drivers operate as well as the types of situations your drivers deal with on a regular basis.*

Intersections

Crossing an intersection with a long vehicle can be a difficult maneuver. The driver must take into account the vehicle's additional length and slower acceleration (compared to a personal vehicle) when making the decision to cross an intersection.

A driver should always stop at an intersection or unmarked crossing, and always assume he/she does not have the right of way.

After stopping, he/she should proceed slowly. This allows the driver to stop again before crossing. He/she should look to the left, then right, and then left again before pulling into the intersection.

The approach at a controlled intersection is very similar. The driver should stop two times. First, at the stop sign or light, then again after easing forward to a point where he/she can clearly see oncoming traffic.

Turning

Good judgment, proper speed control, and accurate steering are all important in executing safe turns.

Right turns. When approaching an intersection, the driver needs to adjust the vehicle's speed. The

sharper the turn, the slower the vehicle should be moving.

The driver must shift into the correct gear before the turn and complete the turn in the same gear. This allows him/her to keep both hands on the wheel during the turn.

A semi-trailer must pull further into the intersection than a smaller vehicle in order to avoid hitting the curb. One basic rule of thumb is to get about one-half of the rig past the corner before beginning the turn. Once the vehicle has reached that point, the driver should turn the steering wheel to the right and complete the turn. He/she should accelerate slightly to smooth out the turn.

During the turn, he/she should watch the vehicle's right mirror for the position of the trailer wheels, and also watch for vehicles that may have moved between the curb and the rig from the time the maneuver started.

Immediately after the turn is complete, the driver should turn the steering wheel back to straighten out the wheels.

Common errors when executing a right turn include:

- Approaching the intersection too fast;
- Forgetting to gear down;
- Shifting gears while turning;
- Forgetting to allow for off-tracking; and
- Not watching the right mirror before, during, and after the turn.

Left turns. As with a right turn, the driver needs to reduce vehicle speed when approaching the intersection.





He/she should shift into the correct gear and keep the vehicle's wheels straight before starting the turn. As with the right turn, the driver will want to complete the turn in the same gear.

When executing the turn, the driver must turn from as far right as possible to allow plenty of room for the tractor. If he/she turns too soon or too tightly, off-tracking may cause the left side of the vehicle to hit another vehicle.

The driver should watch the vehicle's left mirror before, during, and after the turn.

Immediately after the turn is complete, he/she should turn the steering wheel back to the right to straighten out the wheels.

Roundabouts

Roundabouts are becoming more common throughout the United States. By moving traffic one-way in a counterclockwise direction, traffic flows at a slower speed and there are fewer conflict points.

Many of the same general rules apply when driving through a roundabout as other types of intersections.

When approaching a roundabout, a driver should watch for signs to assist in selecting the appropriate lane and slow down. He/she should yield to pedestrians and

bicyclists as well as traffic on the left that is already in the roundabout.

The driver should enter the roundabout when there is a safe gap in traffic, and then maintain a low speed within the roundabout. As he/she approaches his/her exit, he/she should turn on the vehicle's right signal, and make sure to yield to pedestrians and bicycles when exiting the roundabout.

Drivers of large vehicles need to take additional steps to ensure safe navigation through a roundabout.

First, and foremost, a large truck is expected to stay in its lane when approaching a roundabout. When navigating a roundabout, there will be times that the trailer may track into other lanes, the driver may have to use all available space, or his/her vehicle may have to use the truck apron. A truck apron is a paved area on the inside of the roundabout that is used by trucks when off-tracking.

When making a right turn, the vehicle may need more space than what is provided in the lane of travel, and in some cases the vehicle may need all available space. The driver should be alert for surrounding traffic, and as he/she enters the roundabout, proceed with caution.

When making a left turn, the driver should select the lane that allows him/her to keep traffic on his/her "sight side," if possible. The driver should check for surrounding traffic and when clear, enter the roundabout keeping in mind that the trailer may off-track onto the truck apron. The mirrors should be continually checked until the truck clears the roundabout.

When making a through movement, the driver should select

the correct lane, and if possible try to keep traffic to the left. He/she should check for surrounding traffic, and continually check the mirrors until the vehicle has safely cleared the roundabout.

Expressways

The weight of a vehicle's load as well as the ramp's length and degree of turn will determine how much time the driver has to get his/her vehicle up to speed to safely merge with oncoming traffic. The size of the vehicle will determine how much space is needed to enter traffic.

When entering traffic, the driver should:

- Size up the traffic;
- Signal early;
- Watch for an opening;
- Build up speed to merge smoothly;
- Watch the vehicle's mirrors; and
- Watch for oncoming traffic.

When leaving an expressway, the driver should:

- Signal and get into the turn lane as soon as possible;
- Check the vehicle's mirrors to monitor the speed of the traffic that is behind the vehicle on the ramp; and
- Shift down to a lower gear and make the exit.

Trainer's Note: *Conclude your training with discussion. Ask your veteran drivers to share some of their best, worst, and most noteworthy city driving experiences. As always, make sure the discussion remains constructive and doesn't turn into a complaint session.*

Heat-related illness

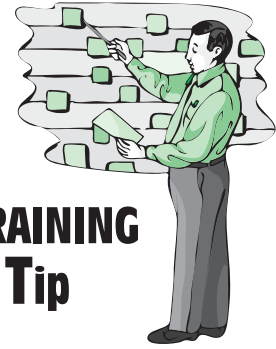
With the heat of summer taking hold, now is a good time to take a few minutes to discuss heat-related illnesses with your drivers.

- **Heat rash** is an irritation of the skin that can lead to infection. This skin irritation occurs where skin is wet with sweat and clothing is tight. A person exhibiting symptoms of heat rash should go to a cooler area and change into dry, clean clothing.
- **Heat cramps** are painful muscle spasms caused by salt imbalances due to sweating.



Drinking carbohydrate-electrolyte liquids can aid in recovery, but may not eliminate the pain of cramps. Frequently drinking a small cup of water every 15 to 20 minutes can help prevent heat cramps.

- Symptoms of **heat fatigue** include weakness, impaired motor skills, and reduced ability to concentrate. A person exhibiting these symptoms should take a break in a cooler area. Trying to work through this condition can lead to a more serious heat-related illness.
- **Heat collapse** occurs when a person suddenly faints. The brain doesn't get enough oxygen because blood has pooled in the arms and legs. The victim should be moved to a cooler area to lie down.
- Symptoms of **heat exhaustion** include headache, nausea, dizziness, weakness, thirst, giddiness, and clammy/moist skin. Heat exhaustion can lead to vomiting and/or fainting. A person who exhibits these symptoms should be taken to a cool, shaded area and given cool water to drink if alert and not



TRAINING Tip

nauseous. He/she should never be left alone.

Cool the victim with a spray mist or wet cloth. If he/she doesn't feel better in a few minutes call for emergency help.

- Symptoms of **heat stroke** include dry skin (no sweating) or hot, red skin and confusion. A victim of heat stroke may have seizures and pass out. Heat stroke is a medical emergency that requires an immediate call for emergency help. The victim should be moved to a cool, shaded area. He/she should never be left alone. If he/she is alert and not nauseated, give water. Outer clothing should be removed and the victim should have wet cloths or ice placed on his/her body.



Instructor's Notes

This month's edition of Driver Issues addresses city driving.

Operating a commercial motor vehicle in a city setting presents a different set of challenges for the professional driver including congested streets, obscured intersections, and busy roundabouts.

The first page provides tips for driving in the city as well as tips for navigating roundabouts.

The second page is a multiple choice quiz. It serves as a review of your session and helps you evaluate the effectiveness of your training.

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Note: Quiz answers — 1.) B, 2.) D, 3.) A, 4.) C, 5.) A



When driving in the city:

- Stay on posted routes
- Manage your speed and space
- Be alert at all times
- Never focus on one object or event
- Continually scan a block or two ahead and check your mirrors
- Be aware of traffic signals
- Watch for signs
- Keep an eye out for pedestrians and bicyclists

Navigating roundabouts:

- Watch for signs assisting you in selecting the appropriate lane
- Slow down
- Yield to pedestrians and bicyclists
- Yield to traffic to your left that is already in the roundabout
- Enter when there is a safe gap in traffic
- Maintain a low speed
- As you approach your exit, turn on your right signal
- Yield to pedestrians and bicyclists as you exit



CITY DRIVING

Directions: Read each statement carefully and mark the response that best answers the question.

DRIVER ISSUES



1. **Due to heavy traffic conditions, speed and space management is not an important issue when driving in the city.**
 - A. True
 - B. False

2. **When driving in the city:**
 - A. Be alert at all times
 - B. Continually scan and check your mirrors
 - C. Never focus on one object or event
 - D. All of the above

3. **When driving in the city, you should stay on posted routes.**
 - A. True
 - B. False

4. **When navigating a roundabout:**
 - A. No matter the traffic flow, trucks always have the right of way at the entrance of a roundabout
 - B. Speed up
 - C. Slow down
 - D. All of the above

5. **When entering a roundabout, you must yield to traffic already in the roundabout.**
 - A. True
 - B. False

Name: _____ Date: _____

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