



Idealease Safety Bulletin

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Time to finalize your accident documentation for 2012!!

All motor carriers operating CMV's over 10,000 lbs MGVR, transporting HM in placardable quantities or transporting passengers are required to record accidents on a register by calendar year. Even if no accidents were incurred by the motor carrier an accident register is required.

First, we need to establish the definition of an accident, according to the Federal Motor Carrier Safety regulations to determine which losses are required to be recorded on the register.



FMCSA definition of an accident:

An occurrence involving a commercial motor vehicle (>10,000 lbs MGVR, HM or Passengers) operating on a highway in interstate or intrastate commerce which results in:

1. A fatality;
2. Bodily injury to a person who, as a result of the injury, immediately receives medical treatment away from the scene of the accident.
3. One or more motor vehicles incurring disabling damage as a result of the accident, requiring the motor vehicle(s) to be transported away from the scene by a tow truck or other motor vehicle.

The term *accident* does not include:

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| 1. An occurrence involving only boarding and alighting from a stationary motor vehicle. | 2. An occurrence involving only the loading or unloading of cargo. |
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When an accident by the definition above occurs, the accident is required to be recorded on an accident register with the following information on the register:

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| 1. Date of accident. | 4. Number of injuries. |
| 2. City or town, or most near, where the accident occurred and the State where the accident occurred. | 5. Number of fatalities. |
| 3. Driver Name. | 6. Whether hazardous materials, other than fuel spilled from the fuel tanks of motor vehicle involved in the accident were released |

In addition to the register, the motor carrier is required to maintain copies of all accident reports required by State or other governmental entities or insurers.

The accident register is not required to be sent to the FMCSA or State, but kept as part of your record keeping for the FMCSA to review during a compliance review.

Motor carriers are required by regulation to maintain an accident register for three years after the date of each accident.

As a "Best Practice" it's recommended that the motor carrier maintain two accident registers by calendar year:

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| 1. DOT recordable accidents only | 2. Non-DOT Recordable accidents |
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The reasoning behind this practice is to provide the FMCSA the information requested in a compliance review, and no more.

By having a second register with all accidents and incidents recorded the motor carrier can actively perform analysis of the losses and implement training to proactively reduce the frequency. Accident registers can be kept electronically with a hard copy printed for the FMCSA upon request.

Question: How long by regulation am I required to keep the accident register and accident files?

Answer: CFR 390.15(b) Three years.

How is your Overhead?

Overhead Damage: How *NOT* to make a convertible out of your Truck or Trailer!!!

An overhead damage accident is an act that can be prevented in causing damage to the roof, sides, front and rear of a body or trailer!

Here are some tips for drivers to prevent this type of damage:

- When you call your customer for directions into their facility, realize that the person giving you directions drives there every day in a car. They may never think that the bridges and overpasses that you will come across will not be high enough for your truck. Specifically ask them if the directions they have given you are on a truck route. Also ask if there are any low clearances. No matter what information you receive and proceed with caution, as only you are responsible for the damage that will be caused.
- Overhead clearances are posted in advance of most underpasses and tunnels, but keep in mind that they may have just put 2" of new asphalt on the road. Be alert for new road construction in front of underpasses, bridges and tunnels.
- Just because other trucks are going through doesn't mean that you will fit through the bridge, tunnel, etc.
- If a marked or unmarked overpass looks low, slow down immediately, put on your four way flashers, ease up to the overpass, stop and check your actual clearance.
- Many bridges and overpasses are not perfectly straight; the sides are often lower than the center. Cross under in the inside lane.
- If possible take a look at the road elevation on the other side of the bridge to see if there is a sharp incline or decline. Either of these situations could cause trouble as you may fit under and as you exit the body or trailer will be driven up into the bridge due to the road elevation.
- In the winter snow and ice on the roadway can change the amount of clearance enough to cause damage.
- If you see that you cannot proceed through the low overhead and the traffic around you is congested, you are better off to call the police and get assistance in backing out of the situation vs. backing against traffic and causing an accident.



Registration is now open on line for the 2013 Idealease/NPTC Safety Seminars

Idealease, its affiliates and the National Private Truck Council NPTC will again be hosting safety seminars in 2013. The one day seminars this year will focus on basic safety and compliance, regulation changes 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 view the schedule and register for an upcoming seminar in 2013 click on the following link:

www.Idealease.com/safety

2013 Idealease/Safety Seminar Schedule

19-Feb: Mobile, AL
26-Feb: El Paso, TX
27-Feb: Phoenix, AZ
28-Feb: Seattle, WA
20-Mar: Los Angeles, CA
21-Mar: Santa Fe Springs, CA
26-Mar: Memphis, TN
28-Mar: Atlanta, GA

2-Apr: Hyattsville, MD
3-Apr: Baltimore, MD
4-Apr: Harrisburg, PA
9-Apr: Milwaukee, WI
10-Apr: Fort Wayne, IN
11-Apr : Green Bay, WI
11-Apr : Grand Rapids, MI
17-Apr : Sacramento, CA

18-Apr : San Leandro, CA
18-Apr: Orlando, FL
23-Apr: Altoona, IA
24-Apr : Oklahoma City, OK
25-Apr : Chattanooga, TN
25-Apr: Dallas, TX
8-May: Denver, CO
9-May: Mississauga, Ontario