

Transportation Safety

Training ADVISOR

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Warning Devices

Responding to an accident or breakdown

Mentor your way to
better drivers

Warning device requirements

Brake Safety Week
dates announced

Information and resources to help your drivers operate safely



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MESSAGE FROM THE EDITOR

Mentor your way to better drivers

If you find yourself struggling to find — and keep — qualified drivers, one of the best things you can do is to pair up your new drivers with a mentor. When done right, a mentoring program can help you retain drivers, develop drivers' skills, and create a more welcoming culture.

Before assigning mentors to new employees, make sure your carrier has a clearly defined format, goals, and roles for the program. This is essential so that everyone knows the purpose of the program, the methods of mentoring that will be used, and who will manage the program. You should also determine which employees will be mentored and for how long.

After identifying your program's goals and roles, it's time to fill those roles. It's imperative that you recruit mentors who want to be in the role. Forcing drivers to be mentors will likely backfire, as disgruntled or overworked drivers are less likely to take the role seriously or to give new drivers a positive view of the company.

Having great mentors is half the battle, but they can't be successful if they don't receive the support they need. Train new mentors on how to coach and provide both positive and constructive feedback. Then, set aside time for mentors and mentees to meet on a regular basis. Provide resources to mentors that cover the skills and topics that you want them to discuss with their mentees. Most importantly, talk about the mentoring program often. Highlight successes and make sure all employees, from leadership down, know the value of the program.



Evaluate and adjust

As mentees exit the mentoring program, take the time to interview them about their mentoring experience. Ask for their suggestions. If there are aspects of the program that don't seem to be working, make a change! ♦



TRAINING BLUEPRINT — WARNING DEVICES

Warning devices: Responding to an accident or breakdown

No matter how safely drivers operate their vehicles or how well the vehicles are maintained, there's always the possibility of being involved in an accident or vehicle breakdown.

Knowing what to do and what to expect can help drivers safely and legally deal with the situation.



TIP: A video is one way to introduce this topic. When selecting a video, make sure you consider your drivers' experience and the types of emergency situations they may deal with while on the job.

Warning device requirements

Section 393.95 of the Federal Motor Carrier Safety Regulations (FMCSRs) requires a commercial motor vehicle (CMV) to carry at least:

- Three bidirectional emergency reflective triangles;
- Six fuses capable of burning for 30 minutes; or
- Three liquid burning flares that contain enough fuel to burn continuously for at least 60 minutes.



Flame-producing devices are not allowed on:

- Any vehicle carrying Division 1.1, 1.2, or 1.3 (explosives);
- Any cargo tank motor vehicle used for the transportation of Division 2.1 (flammable gas) or Class 3 (flammable liquid) hazardous materials whether loaded or empty; or
- Any CMV using compressed gas as a motor fuel.

TIP: Show your drivers examples of the type(s) of device(s) carried on your vehicles. Make sure they know where the devices are stored on the vehicles in the event of an accident or breakdown.

Warning device placement

For vehicles stopped on the traveled portion or shoulder of the highway, drivers must immediately activate the vehicle's four-way flashers, and within 10 minutes of stopping, set out warning devices.



When placing the devices, the drivers should hold them in front of themselves to increase visibility to traffic. Drivers should wear a high-visibility vest and be alert for other drivers who may not see them on the road.

The placement of devices varies depending on where the vehicle is stopped.

Two-lane road. On a two-lane road, the first device should be placed on the traffic side of the vehicle 10 feet (4 paces) from the front or rear, depending on traffic direction.

The second device should be placed 100 feet (40 paces) behind the vehicle.

A third device should be placed 100 feet (40 paces) ahead of the vehicle on the shoulder or in the lane where the vehicle is stopped.

One-way or divided highway. The devices should be placed 10, 100, and 200 feet from the rear of the vehicle, toward approaching traffic.

Within 500 feet of a hill, curve, or obstruction. A device should be placed 100 to 500 feet from the vehicle in the direction of the obstruction.

The other two should be placed according to the rules for two-lane or divided highways. ♦

TIP: One of the mistakes most often made by drivers when it comes to this topic is placing the devices too close together. One way to demonstrate correct placement is by taking your drivers outside to see a correct set up. Set devices in the correct spots around one of your vehicles that is parked on site. Often, drivers are surprised to see how far 100 feet is when illustrated by a vehicle and warning devices.



Warning Devices

Warning device placement

- If your vehicle is stopped on the traveled portion or shoulder of the highway, warning devices must be placed within 10 minutes of stopping.
- Placement varies based on where the vehicle is stopped.

On two-lane roads, place:

- One device on the traffic side of the vehicle 10 feet from the vehicle's front or rear (depending on direction), *and*
- One device behind the vehicle by 100 feet, *and*
- One device ahead of the vehicle by 100 feet.

On one-way or divided highways:

- Place devices 10 feet, 100 feet, and 200 feet from the rear of the vehicle facing approaching traffic.

Within 500 feet of a hill/curve/obstruction:

- Place one device 100 feet to 500 feet from the vehicle in the direction of the obstruction.
- Place the other two devices according to the rules for a two-lane or divided highway. ♦





TEST YOUR KNOWLEDGE — WARNING DEVICES

Directions: Read each statement carefully and mark the best answer.

1. Warning devices must be placed within 10 minutes of stopping.
 - A. True
 - B. False
2. Warning device placement varies based on where the vehicle is stopped.
 - A. True
 - B. False
3. On two-lane roads, a warning device should be placed:
 - A. On the traffic side of the vehicle about 10 feet from the front or rear depending on direction
 - B. Behind the vehicle by 100 feet
 - C. Ahead of the vehicle by 100 feet
 - D. All of the above
4. On a one-way or divided highway, warning devices should be placed _____ of the vehicle facing approaching traffic.
 - A. 10, 100, and 200 feet from the front
 - B. 100, 200 and 300 feet from the front
 - C. 10, 100, and 200 feet from the rear
 - D. 100, 200, and 300 feet from the rear
5. Within 500 feet of a curve, hill, or obstruction place a warning device 100 to 500 feet from the vehicle in the direction of the obstruction and the other two devices according to the rules for a two-lane or divided highway.
 - A. True
 - B. False

NAME: _____ DATE: _____



FMCSA extends and amends COVID-19 emergency exemption

The Federal Motor Carrier Safety Administration (FMCSA) has once again extended the exemption to 49 CFR 395.3 that was enacted in response to the COVID-19 pandemic.

The agency's Emergency Declaration was due to expire on May 31, 2022. The agency is again extending the exemption, this time until August 31, 2022, because of COVID-19's continuing impact on supply chains.

FMCSA has also amended the exemption to add diesel exhaust fluid (DEF) to the list of products that qualify for the exemption and remove from the list "supplies to assist individuals impacted by the consequences of" the pandemic, such as building materials.

Emergency declaration

The emergency exemption provides hours-of-service relief to qualifying motor carriers supporting pandemic relief efforts and applies to the transportation of a limited list of commodities, including:

- Livestock and livestock feed;
- Medical and sanitation supplies, vaccines, and related products and equipment for the testing, diagnosis and treatment of COVID-19, and for community safety, sanitation, and prevention of community transmission of COVID-19;
- Food, paper products, and other groceries for emergency restocking of distribution centers or stores; and

- Gasoline, diesel, diesel exhaust fluid (DEF), jet fuel, ethyl alcohol, and heating fuel including propane, natural gas, and heating oil.

The latest extension continues to offer relief from the hours-of-service limits in 49 CFR 395.3. This means eligible drivers are not required to have a minimum amount of rest and may drive after the normal 11-hour driving limit, 14-hour duty limit, and/or 60/70-hour weekly limit. They must be in compliance, however, with all other federal safety requirements related to driver qualification, vehicle inspections and maintenance, drug and alcohol testing, licensing, cargo securement, etc. They also must log their time as they normally would, whether using paper logs, electronic logs, or short-haul time records.

Reporting requirement remains

Carriers must continue to report their usage of the emergency exemption to the FMCSA. Specifically, motor carriers that use the exemption must log in to their FMCSA Portal account within five days after the end of each month to report their use of the exemption. Carriers are to access the "Emergency Declaration Reporting" tool under the "Available FMCSA Systems" section on the Portal website.

The latest exemption declaration went into effect at 12:00 A.M. (ET), June 1, 2022, and shall remain in effect until 11:59 P.M. (ET), August 31, 2022, unless modified or revoked sooner. ♦

Brake Safety Week dates announced

It's almost time for Commercial Vehicle Safety Alliance's (CVSA's) annual Brake Safety Week, which will be held August 21-27, 2022. This year, inspectors will pay special attention to brake hoses and tubing.



Additionally, they will be checking for:

- Missing, broken, loose, contaminated, or cracked parts on the brake system;
- Broken springs in the spring brake housing section of the parking brake;
- Holes resulting from rust or friction; and
- Air leaks around brake components and lines.

Inspectors will also be verifying, among other things, that:

- The air system can maintain a pressure of 90-100 psi,
- Slack adjusters are the same length,
- Air chambers on each axle are equal in size, and
- The breakaway system on the trailer is operable.

Data from last year's International Roadcheck shows that brake systems and brake adjustment violations made up close to 40 percent of all vehicle out-of-service violations.

Inspectors across North America will be conducting North American Standard Level I and V Inspections from August 21-27, 2022. The data collected will be made available in the fall of 2022. ♦

Expert Help: Question of the Month

Question: How do we know whether our new pickup trucks require a driver with a CDL?

Answer: Commercial driver's license (CDL) classes are determined by the manufacturer's gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR). The CDL classes are as follows (Sec. 383.91):

- **Class A:** Any combination of vehicles with a GCWR of 26,001 pounds or more provided the GVWR of the vehicle(s) being towed is in excess of 10,000 pounds.
- **Class B:** Any single vehicle with a GVWR of 26,001 pounds or more, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR.
- **Class C:** Any single vehicle, or combination of vehicles, that meets neither the definition of Class A nor that of Class B, but that either is designed to transport 16 or more passengers including the driver, or is used in the transportation of hazardous materials as defined in Sec. 383.5. ♦



Got a question?

Your subscription includes online access to our subject matter experts! Visit the Compliance Library at JJKellerLibrary.com and click on  Expert Help to take advantage of this great feature.



Next Month's Topic: Drug & Alcohol Clearinghouse

The Drug and Alcohol Clearinghouse is a valuable tool for learning about drivers' drug and alcohol violations under Part 382. In order for the Clearinghouse to work, though, employers and service agents must know what they are responsible for reporting and how long they have to enter data into the Clearinghouse.

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