



# “Safety & Compliance are Never a Compromise”

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### Accident procedures

No matter how safely you operate your commercial motor vehicle (CMV), there is always the possibility of being involved in an accident.

When the unexpected occurs, it is important that you know what to do and what to expect.



### The 7-step accident procedure

When an accident happens, immediate action is necessary. The following steps should be completed as soon as possible after an accident.

- 1. Stop immediately.** You should remain calm and pull the vehicle as far off the road as possible. Failing to stop is a disqualifying offense (see Sec. 383.51 and Sec. 391.15 of the Federal Motor Carrier Safety Regulations (FMCSRs)). Also, if you fail to stop, you could face a fine and/or jail time.
- 2. Prevent additional accidents.** Turn on the vehicle’s four-way flashers and then set out emergency warning devices. These devices must be set out within ten minutes of stopping.
- 3. Check for injuries.** If anyone is hurt, you should call for medical assistance.
- 4. Notify law enforcement.** When contacting law enforcement, you should state:
  - The location of the accident;

- Number of vehicles involved; and
  - Number of people involved.
- 5. Document the accident.** Detail is important. When documenting an accident, you should include the following information:
- Time and location;
  - Description of damage to vehicles/property;
  - Names and addresses of all involved;
  - Names and addresses of insurance companies of all involved;
  - Type, make, model, license number of all vehicles involved; and
  - Name(s) and department(s) of investigating officer(s).

Also, you should draw a simple diagram of the accident scene.

*(continued on page 2)*

# Accident procedures *(continued from page 1)*

- 6. Notify the motor carrier.** You should follow your motor carrier's notification policies/procedures. Be cooperative, and answer all questions posed by motor carrier representatives.
- 7. Complete a preliminary report.** A preliminary accident report is often used as part of a motor carrier's investigation into the accident. Depending on motor carrier policy, this type of report is completed by you or a representative of the motor carrier.

## At the scene

You should be polite and respectful at the accident scene, keeping in mind that anything said could be used against you and/or your motor carrier.

You should not:

- Discuss specific details of the accident with others at the scene;
- Volunteer unnecessary information;
- Admit fault; or
- Try to settle anything at the scene – that's the job of law enforcement, insurance representatives, and the motor carrier.



You should:

- Honestly answer questions asked by the law enforcement officials investigating the accident;
- Be factual; and
- Never speculate or guess as to what may have caused the accident or who is at fault.

## Warning device requirements

A CMV must carry at least:

- Three bidirectional emergency reflective triangles;
- Six fusees 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.

## Warning device placement

If a vehicle is stopped on the traveled portion or shoulder of a highway due to an accident or breakdown, you must immediately activate the vehicle's four-way flashers. Warning devices must be set out within 10 minutes of stopping.

When placing the warning devices, you need to make sure you are visible to traffic. You should hold the devices in front of yourself, wear a reflective vest, and be alert for other drivers who may not see you on the road.

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.



# Safety focus: The new entry level driver training requirements Q & A's

**Q:** When is compliance with these requirements required?

**A:** Compliance with these requirements is required as of February 7, 2020.

**Q:** Who is subject to the new entry-level driver training requirements?

**A:** Interstate and intrastate drivers applying for their initial commercial driver's license (CDL), upgrading their current CDL, or obtaining a hazardous materials, passenger, or school bus endorsement for the first time are subject to the new requirements.

**Q:** What type of training is required?

**A:** The prescribed training includes both theory and behind-the-wheel instruction.

The prescribed program of instruction must be provided by an entity listed on a Training Provider Registry (TPR). The TPR is administered by the Federal Motor Carrier Safety Administration (FMCSA).

**Q:** What are the specifics when it comes to theory instruction? Is there a certain amount of time mandated? Are there specific topics that must be addressed?

**A:** There is no minimum number of hours that driver-trainees must spend on the theory instruction, but the training instructor must cover all topics set forth in the curriculum.

The topics in the curriculum cover five areas of instruction:

- Basic operation;
- Safe operating procedures;
- Advanced operating procedures;
- Vehicle systems and reporting malfunctions; and
- Non-driving activities.

Driver-trainees must demonstrate their understanding of the material by achieving an overall minimum score of 80 percent on the theory assessment.

**Q:** How about behind-the-wheel training? Is there a certain amount of time mandated? Are there specific topics that must be addressed?



**A:** Behind-the-wheel training includes both range and public road instruction.

This instruction must be conducted in the class of commercial motor vehicle that the trainee will be taking his/her CDL road test in when the time comes to complete the skills/road test.

There is no minimum number of instruction hours for behind-the-wheel training, but the instructor must cover all of the topics included in the curriculum.

The instructor must determine and document that each driver-trainee has demonstrated proficiency in all elements of the behind-the-wheel curriculum.

The instructor must also document the total number of clock hours each driver-trainee spends to complete the behind-the-wheel curriculum.

**Q:** How does a training provider get onto the TPR?

**A:** Training providers, must, at a minimum, offer and teach a training curriculum that meets all FMCSA standards for entry-level drivers and must also meet requirements related to:

- Course administration;
- Qualifications for instructional personnel;
- Assessments;
- Issuance of training certificates; and
- Training vehicles.

Training providers that meet these requirements would be eligible for listing on the TPR and must continue to meet the eligibility requirements in order to stay listed on the TPR.

Training providers must also attest that they meet the specified requirements, and in the event of an FMCSA audit or investigation of the provider, must supply documentary evidence to verify their compliance.

The electronic TPR application is expected to be available in late 2019.

**Q:** Can I access the TPR today?

**A:** Not yet. Although provider registration may be available prior to February, 2020, the TPR will not be functional before that date to accept certification of individual student's training, etc.



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## Four ways stress can be good for you

*"Do not anticipate trouble, or worry about what may never happen. Keep in the sunlight."*

~ By  
Benjamin Franklin  
(1706-1790)

Prolonged stress wears the body down, but some short-term stress can be beneficial. That's good news, as there's little short-term chance of living a completely stress-free life.

A 2014 Wood study, "The Burden of Stress in America," from NPR/Robert Wood Johnson Foundation/Harvard School of Public Health, found that 67 percent of those who said they experienced "a great deal of stress in the past month" believed that, at some point, stress had a positive effect.

Here's a look at how you benefit from short-term stress:

- 1. Motivation.** Good stress can stimulate a person to complete a task on deadline. It brings a mental state called "flow" in which awareness is heightened and one becomes absorbed in a task. The key to keeping stress at a healthful level is viewing the situation as a challenge that can be met rather than an insurmountable roadblock.
- 2. Resiliency.** Learning to repeatedly handle short-term stressful situations helps an individual develop a sense of



control, so a person doesn't shut down when faced with more stressful events. A 2013 University of California San Francisco study found that moderate levels of perceived daily stress seemed to protect against damage from stress.

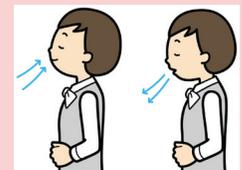
- 3. Increased immunity.** A 2012 Stanford University study found that subjecting lab rats to mild stress mobilized several types of immune cells in their bloodstreams.
- 4. Increased intelligence.** University of California Berkeley studies suggest the body's response to stress can temporarily boost memory and learning scores. Low-level stress stimulates the production of chemicals in the brain which strengthens the connections between neurons. If you've ever come out of a test wondering how you came up with the answers, you've experienced this stress benefit.



*Not all stress is bad.*

### Using 4-7-8

A simple stress relieving technique is to breathe in



for four seconds, hold your breath for seven seconds, and breathe out completely for a count of eight. Try this three to seven times.