



FMCSA May Modify Driver Vision Qualifications, Diabetes Assessment Forms

The Federal Motor Carrier Safety Administration's Medical Review Board (MRB) will meet next week to evaluate the vision standard for truck drivers. According to an agenda for the May 19-20 meeting, the MRB will evaluate comments and the vision assessment form from a proposed rulemaking published in January.



The virtual meeting is open to the public. If finalized, the MRB would allow drivers who cannot meet either the current distant visual acuity or field of vision standard, or both, in one eye to be physically qualified to operate a commercial vehicle.

Under today's rules, these drivers are prohibited from driving in interstate commerce without an exemption from FMCSA. The agency is proposing an alternate vision standard that would require the driver to complete a carrier-administered road test. If the driver performs well on the road test, he or she would be certified by the carrier to drive in interstate commerce, thereby eliminating a need for the current vision exemption program as well as vision-impaired drivers who were grandfathered in under 49 CFR 391.64.

The board will also conduct a review of the medical assessment form for CMV drivers with non-insulin-dependent diabetes mellitus and finalize updates to the Medical Examiner Handbook. ICSA will report on the outcome of the MRB meeting in our June newsletter.

MEMORIAL WEEKEND CAR TRAVEL TO BE UP BY 52%

According to a recent AAA survey, 34 million Americans are planning road trips over Memorial weekend, up significantly from 2020. Take that into account when you plan your routes and delivery schedules. Stay safe, ICSA members!

SmartDrive Facing Microchip Shortage

If you're a new member of ICSA wondering why you haven't yet received your camera(s), it may very well be the microchip shortage that is affecting many U.S. manufacturers. SmartDrive, ICSA's approved camera vendor, is experiencing a chip shortage that has delayed production and shipping of some new units.

SmartDrive tells us to expect approximately a three-week delay in shipping. When your order does ship, you will receive a FedEx tracking number sent to the email address listed in your order. When your cameras arrive, remember to schedule your install appointment online. Just click the link below, select the shop that is most convenient for you and schedule the install: <https://irontruck.com/smartdrive-camera-installation/>

We suggest while you wait for the arrival of your cameras, review the SmartDrive program training videos. SmartDrive has video training for Administration, Coaching and Driver Training. Just go to: <https://www.smartdrive.net/customer-resources> Password: SDResources

Thank you for your patience while we navigate this temporary delay. Questions? Call or email us.

Meet Dennis Phillips

ICSA is proud to announce the addition of Dennis Phillips to our safety team! Dennis is an Ohio native who joined the U.S. Army right after high school. In the army, he was trained as a combat medic and assigned to serve overseas. Once back in the U.S., Dennis was assigned to the ambulance and ER sections at Moncreif Army Hospital at Ft. Jackson in SC.



Dennis, or Denny, as he likes to be called, obtained his CDL in 1993 and became an OTR driver for a dedicated fleet serving Ford and GM. In 2003, he decided to move west for the warm weather, becoming an OTR driver and then a local driver for Knight Transport.

Coaching Corner

By Mike Hitchcock
ICSA Safety Consultant

Work Zone Risks for Highway Workers and You: The Danger is Real!



Although National Work Zone Awareness Week was last month, crash risk in work zones is so significant that drivers need to be aware of the dangers of work zones EVERY week! In some areas of the country, the number of work zones grows exponentially during late spring to early fall. Or, as they say in my home state: “Montana has two seasons – winter and construction!”

Most of us view work zones as an inconvenience, a delay in our delivery schedule or, worse yet, eating into the hours left on our ELD and forcing us to lay over somewhere. So we run the risk of a ticket, or worse yet, a crash, by fudging on the posted speed limit.



With all of the safety technologies available to truckers today, one could assume that work zone crashes are declining. But the opposite is true. Although we don’t yet have data on 2020 work zone fatal crashes involving large trucks, we do know that such crashes jumped from 247 in 2018 to 288 in 2019. Worker fatalities went from 124 in 2018 to 135 in 2019.

Imagine being on the job with speeding cars and trucks zooming past just a few feet away, despite the “Fines Double When Workers Present” signs posted before and throughout work zones. But every day, highway construction and maintenance crews across the country work in these dangerous scenarios, especially when many drivers don’t slow down or pay attention in work zones. A random review of several serious work zone crashes reported that ALL were caused by excessive speed, poor judgment and lack of alertness. These are all familiar terms to professional drivers. We cannot educate the general public but we CAN set the example. Be hyper-aware in work zones by following these practices:

- Heed advance warning signs.
- Adjust speed and warn others by tapping your brakes.-
- Adjust following distance - leave yourself an escape route and time to stop.
- Be prepared for rapid change in traffic flow.
- Watch for vehicles in your truck’s blind spots.
- Don’t compete with other traffic for improved position.
- After exiting the work zone, make your movements predictable.

When and How to File an Accident Claim

While we at ICSA never want to hear about one of our members involved in a crash, we want you to know exactly what to do after an accident occurs – regardless of fault. Involved drivers need to take a moment to compose themselves before taking the following actions:

Set the vehicle brakes, secure the scene, activate your four-way flashers and place triangles if needed. If there are injuries, call 911 immediately.

On your SmartDrive camera, activate the time stamp and location function.

If the crash results in injury, tow or serious property damage, call our approved Claims handling service at Mohave Transportation Insurance Services at 800-467-2793. Calling any other number will delay your report.

Report to Mohave all the details of the event – a concise description of exactly how the crash happened. Always be accurate, truthful and detailed. Have the police report information ready and be prepared to provide photos.

Do not leave the scene before you call Mohave unless staying there would put you in a risky or unsafe situation. DOT requires that you ALWAYS report an accident in a timely manner. This protects you from fraudulent or false claims, reduces exposure to liability, protects from having pre-existing damages included in the claim, and holds all parties accountable.

If you have questions about accident reporting, call one of our ace safety consultants and they will help you. Mike Hitchcock—(602) 606-6565 or email to: michael.hitchcock@safecarriers.org

Dennis Phillips— (602) 735-9375 or email to: dennis.phillips@safecarriers.org

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(Meet Dennis Phillips—cont’d from page 1)

tation out of its Las Vegas terminal. After serving as a driver for about three years, Dennis was promoted first to Terminal Safety Director and then to Regional Safety Director, overseeing safety compliance for the company’s west coast operations, a position he held for nearly ten years.

Dennis was serving as a corporate auditor during his last 2-1/2 years at Knight before joining ICSA as its second fulltime Safety Consultant. Denny is on call to help you with any safety or regulatory questions you have.